



600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, March 20, 2025

7:30 AM

Metro Regional Center, Council chamber,
<https://zoom.us/j/91720995437> Webinar
ID: 917 2099 5437 or 877 853 5257 (toll
free)

1. Call To Order, Declaration of a Quorum & Introductions (7:30AM)

This meeting will be held electronically and in person at the Metro Regional Center. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/91720995437> or by calling +1 917 2099 5437 or 877 853 5257 (toll free)

2. Public Communication on Agenda Items (7:35AM)

Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov.

Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Updates From the JPACT Chair (7:50AM)

4. Consent Agenda (8:00 AM)

- 4.1 Resolution No. 25-5473 For the Purpose of Adding a New [COM](#)
ODOT Public Transportation Awarded Project into the [25-0894](#)
2024-27 MTIP for TriMet Supporting Elderly and Disabled
Persons Transit Needs

Attachments: [Draft Resolution No. 25-5473](#)
[Exhibit A to Resolution No. 25-5473](#)
[JPACT Staff Report MTIP 2024-27 FA 25-5473](#)
[JPACT MTIP FA Resolution 25-5473 Overview Sheet](#)

- 4.2 Consideration of the February 20, 2025 JPACT Minutes [25-6226](#)

Attachments: [022025 JPACT Minutes](#)

5. Action Items (8:05AM)

- 5.1 Resolution No. 25-5463 For the Purpose of Amending [COM](#)
Three Related I-5 Rose Quarter Projects to the 2024-27 [25-0895](#)
MTIP to Add \$250 Million Dollars of Approved Funding to
the Projects (8:05 AM)

Presenter(s): Jean Senechal-Biggs, Metro

Attachments: [Draft Resolution 25-5463 Rose Quarter MTIP Formal Amendment Exhibit A to Resolution No. 25-5463](#)
[JPACT Staff Report - MTIP RQ FA Approval Request 25-5463](#)
[Attachment 1 - Rose Quarter STIP Project Programming Summary](#)
[Attachment 2 - RQ Major Project Evaluation DRAFT TPAC 3 7 25](#)
[Attachment 3 - Unit Mobility Dec. 2024 OTC Finance Strategy Item](#)
[Attachment 4 - I-5 RQ January OTC Item](#)
[Attachment 5 - Responses to Feb. 2025 TPAC Meeting Questions](#)
[Attachment 6 - Rose Quarter Phase 1 Phase 1A Full Build](#)
[Attachment 7 - TPAC and JPACT Meeting Summaries](#)
[JPACT Resolution No. 25-5463 Overview Sheet](#)

- 5.2 RFFA Step 1A: Scenario Packages Recommendation for [COM](#)
Public Comment (8:25 AM) [25-0896](#)

Presenter(s): Grace Cho, Metro

Attachments: [28-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation Scenar](#)
[Attachment 1- TPAC Comments on 28-30 RFFA draft bond allocation](#)
[Attachment 2- Project Comments on RFFA draft bond allocation scen](#)
[Attachment 3- RFFA Bond History Memo](#)

6. Information/Discussion Items (8:45AM)

- 6.1 Introduction to the Forthcoming Federal Surface [COM](#)
Transportation Reauthorization Bill (8:45 AM) [25-0897](#)

Presenter(s): Beth Osbourne, Transportation for America
Betsy Emery, Metro

Attachments: [JPACT Worksheet](#)
[Reference Materials for Surface Reauthorization](#)
[JPACT Timeline Reauthorization Priorities](#)

7. Updates From JPACT Members (9:15AM)
8. Adjourn (9:30AM)

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទ) មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2025 JPACT Work Program

As of 1/8/25

Items in italics are tentative

<p>January 16, 2025- in person</p> <ul style="list-style-type: none"> • Comments from the Chair- Regional Rail Study Update (5 min) • Resolution no. 5456 For The Purpose Of Adding Or Amending Nine Projects To The 2024-27 Mtip Including Six New Americans With Disabilities Act Upgrade Projects To Meet Federal Project Delivery Requirements (consent) • Consideration of the 12/19 JPACT Minutes (consent) • JPACT workplan review (Ted Leybold, Metro; Betsy Emery, Metro; 20 min) • Cooling Corridors (Andre' Lightsey-Walker, Metro; 30 min) • RFFA: Draft Scenario Assessment (Grace Cho and Ted Leybold; 30 min) 	<p>February 20, 2025- online</p> <ul style="list-style-type: none"> • Consideration of January 16 Minutes (consent) • Resolution no. 25-5464 For the Purpose of FFY 2025 Redistribution Funding Awards (consent) • Resolution no. 25-5465 For The Purpose Of Canceling An ODOT Rail Hazards Safety Project And Adding Three New Metro Planning Studies To The 2024-27 MTIP (consent) • RFFA: Revised Scenario Assessment (Grace Cho, Metro, 30 min) • Rose Quarter MTIP discussion (Megan Channel, ODOT 30 min) • 82nd Avenue Transit Project LPA update (Melissa Ashbaugh, 30 min)
<p>March 20, 2025- in person</p> <ul style="list-style-type: none"> • Resolution no. 25-5473 For The Purpose Of Adding A New ODOT Public Transportation Awarded Project Into The 2024-27 MTIP For Trimet Supporting Elderly And Disabled Persons Transit Needs (Consent) • Consideration of the February 20, 2025 JPACT Minutes (consent) • Resolution no. 25-5463 For The Purpose Of Amending Three Related I-5 Rose Quarter Projects To The 2024-27 Mtip To Add \$250 Million Dollars Of Approved Funding To The Projects (action) • RFAA Step 1A: Scenario packages recommendation for public comment (action) (Grace Cho, Metro) • Federal Surface Transportation Reauthorization regional priorities & T4A Transportation Overview (Beth Osbourne, Transportation for America; Betsy Emery, Metro; 30 min) 	<p>April 17, 2025- online</p> <ul style="list-style-type: none"> • Unified Planning Work Program (UPW) (action) • State Legislative Update (Anneliese Koehler, Metro; 10 min) • TV Highway LPA Update (Jess Zdeb, Metro; 10 min) • Community Connections Transit Study: Policy Framework and Vision Considerations (Ally Holmqvist, Metro; 20 min) • Comprehensive Climate Action Plan: greenhouse gas inventory and targets (Eliot Rose, Metro; 30 min)

<p><u>May 15, 2025- in person</u></p> <ul style="list-style-type: none"> • 82nd Avenue LPA Adoption (action) • Regional Flexible Funds Allocation: Step 2 (Grace Cho, Metro; 30 min) • Federal Surface Transportation Reauthorization regional priorities (draft discussion) • Oregon Transportation Survey (<i>in packet</i>) 	<p><u>June 12, 2025- online</u></p> <ul style="list-style-type: none"> • State Legislative Update (Anneliese Koehler, 10 min) • JPACT Trip update • TV Highway LPA adoption (action) (Jess Zdeb, Metro) • Montgomery Park LPA Update (Alex Oreschak, Metro; 20 min) • Federal Surface Transportation Reauthorization regional priorities (draft discussion) • Regional TDM Strategy Update • RFFA Step 1A: Bond discussion (HOLD)
<p><u>July 17, 2025- in person</u></p> <ul style="list-style-type: none"> • Annual Transit Budget Updates (comment) • State Legislative Update (Anneliese Koehler, 10 min) • Montgomery Park LPA Adoption (action) • RFFA Step 1A Bond (action) • Federal Surface Transportation Reauthorization regional priorities (action) • US DOT Certification of MPO: Findings (Tom Kloster and Ted Leybold & Federal staff; 40 min) 	<p><u>August- cancelled</u></p>
<p><u>September 18, 2025- online</u></p> <ul style="list-style-type: none"> • 82nd Avenue Transit project; Possible RTP amendment • TV Highway LPA Discussion • Cooling Corridors • HOLD for Sunrise Acceptance of Action Plan 	<p><u>October 16, 2025- in person</u></p> <ul style="list-style-type: none"> • TV Highway (action) • JPACT trip report back • CCT Study: Priorities • HOLD for IBR LUFO <p>MPACT- October 25th</p>
<p><u>November 20, 2025- online</u></p>	<p><u>December 18, 2025- in person</u></p> <ul style="list-style-type: none"> • SS4A Annual update •

Holding Tank:

- Better Bus Program update

3.1 2024 Annual Compliance Report
Updates From the JPACT Chair

Joint Policy Advisory Committee on Transportation
Thursday, March 20, 2025



2024 Compliance Report

January 13, 2025

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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Executive Summary

Metro Code Chapter 3.07 (the “Urban Growth Management Functional Plan” or “UGMFP”) and Chapter 3.08 (the “Regional Transportation Functional Plan” or “RTFP”) provide standards, tools, and guidance for local land use plans, transportation system plans, and implementing regulations that are necessary to advance the regional vision, goals, and policies of Metro’s Regional Framework Plan and the 2040 Growth Concept.

As required annually by Metro Code Subsection 3.07.870(a), the 2024 Compliance Report summarizes the status of compliance with the UGMFP for each city and county in the region.¹ To better connect land use planning with transportation planning, this report also includes information on local government compliance with the RTFP.

All jurisdictions are in compliance with the UGMFP, with the exception of a few jurisdictions that continue to work to satisfy UGMFP Title 11 requirements related to planning for areas previously added to the urban growth boundary (UGB). All jurisdictions are in compliance with their respective RTFP requirements.

Per the Metro Code and if requested, the Chief Operating Officer (COO) may grant formal extensions to deadlines for meeting UGMFP requirements if a local government meets one of two criteria: the city or county is making progress towards compliance; or there is good cause for failure to meet the deadline for compliance. In 2024, there were no requests for extensions of compliance dates for the UGMFP. Nonetheless, this report notes that progress is being made by cities and counties to address listed deficiencies.

Similarly, per the Metro Code, the COO may grant formal exemptions to meeting RTFP requirements if the COO finds the following: the city or county’s transportation system is generally adequate to meet transportation needs; little population or employment growth is expected over the period of the exemption; the exemption would not make it more difficult to accommodate regional or state transportation needs; and the exemption would not make it more difficult to achieve the performance objectives set forth in Section 3.08.010(A) of the RTFP. The COO received and granted requests for exemption from the RTFP requirements from two cities – Durham and Maywood Park. The COO determined Johnson City and Rivergrove were also eligible for exemption from the RTFP requirements and granted exemptions to both cities. The duration of all four exemptions is for 10 years, until December 31, 2034.

The following page describes the four appendices included in this compliance report.

¹ Metro Code Subsection 3.07.870(a) requires Metro’s COO to submit the report to the Metro Council by March 1 and to send a copy of the report to MPAC, JPACT, PERC, and each city and county within Metro.

Appendix A summarizes the compliance status for all local governments with each title of the UGMFP, as of December 31, 2024.

Appendix B provides further details on the status of compliance with UGMFP Title 11 new urban area planning for areas added to the UGB since 1998, as of December 31, 2024. During 2024, Beaverton came in to compliance with their Title 11 requirements for comprehensive planning of the Cooper Mountain 2018 UGB expansion area.

Appendix C summarizes local jurisdictions' compliance with the RTFP, as of December 31, 2024.

Appendix D is the report required by Metro Code Subsection 3.07.450(k) on amendments made in 2024 to the UGMFP Title 4 Employment and Industrial Areas Map (also known as the "Industrial and Other Employment Areas Map" and the "Title 4 Map").²

² Subsection 3.07.450(k) requires the COO to submit a written report to the Metro Council and MPAC by January 31 of each year on the cumulative effects on employment land in the region of the amendments made to the Title 4 Map the preceding year. The report must include any recommendations the COO deems appropriate on measures the Council might take to address the effects.

APPENDIX A
Summary of Urban Growth Management Function Plan (UGMFP)
Compliance Status as of December 31, 2024

City/ County	Title 1 Housing Capacity	Title 3 Water Quality and Flood Management	Title 4 Industrial and other Employment Land	Title 6 Centers, Corridors, Station Communities and Main Streets	Title 7 Housing Choice	Title 11 Planning for New Urban Areas (See Appendix B for details)	Title 13 Nature in Neighborhoods
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Durham	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Fairview	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Forest Grove	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Gresham	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Johnson City	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
King City	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Lake Oswego	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Maywood Park	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Milwaukie	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Oregon City	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Portland	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Rivergrove	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Sherwood	In compliance	In compliance	In compliance	In compliance	In compliance	Not in compliance	In compliance
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance	Not in compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Tualatin	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Wilsonville	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Wood Village	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Clackamas County	In compliance	In compliance	In compliance	In compliance	In compliance	Not in compliance	In compliance
Multnomah County	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Washington County	In compliance	In compliance	In compliance	In compliance	In compliance	Not in compliance	In compliance

APPENDIX B
Status of Compliance with UGMFP TITLE 11, *Planning for New Urban Areas,*
as of December 31, 2024

Project	Lead Government(s)	Compliance	Status
1998 UGB Expansion			
Rock Creek	Happy Valley	Yes	Planning completed; mostly annexed and developed
Pleasant Valley	Gresham, Happy Valley, Portland	Yes	Planning completed; a portion annexed by each city, with limited development occurring
1999 UGB Expansion			
Witch Hazel	Hillsboro	Yes	Planning completed; majority annexed and developed
2000 UGB Expansion			
Villebois Village	Wilsonville	Yes	Planning and annexation completed; development almost complete
2002 UGB Expansion			
Springwater	Gresham	Yes	Planning completed; some limited annexations and development
Damascus/Boring	Happy Valley	Yes	Happy Valley portion: Planning completed; development ongoing
	Clackamas County, Happy Valley	No	Former City of Damascus land area: Happy Valley adopted a Title 11 compliant comprehensive plan (Pleasant Valley / North Carver Comprehensive Plan) for approximately 2,700 acres of the area, and the County and the City have an Urban Growth Management Agreement for the City to do comprehensive planning for additional portions of the area
	Gresham	Yes	Gresham portion: Kelley Creek Headwaters Plan completed; some limited annexations and development
Park Place	Oregon City	Yes	Planning completed; portion annexed and waiting development
Beavercreek Rd	Oregon City	Yes	Planning completed; portion annexed and waiting development
South End Rd	Oregon City	Yes	Planning completed; waiting annexation and development
East Wilsonville (Frog Pond West)	Wilsonville	Yes	Planning completed; mostly annexed, with development ongoing
NW Tualatin (Cipole Rd and 99W)	Tualatin	Yes	Planning completed; waiting annexation and development
SW Tualatin	Tualatin	Yes	Planning completed; waiting annexation and development
Brookman Rd	Sherwood	Yes	Refinement plan completed; annexation and development ongoing
West Bull Mountain (River Terrace 1.0)	Tigard	Yes	<i>See Roy Rogers West (River Terrace 1.0) with 2011 expansion</i>
Study Area 59	Sherwood	Yes	Planning and annexation completed; development almost complete
Study Area 61 (Cipole Rd)	Sherwood	No	Extension to 12/31/2021 expired; City staff working to complete project
99W Area (near Tualatin-Sherwood Rd)	Sherwood	Yes	Planning completed; partially annexed and developed

APPENDIX B (continued)
Status of Compliance with UGMFP TITLE 11, *Planning for New Urban Areas,*
as of December 31, 2024

Project	Lead Government(s)	Compliance	Status
North Cooper Mountain	Washington County	No	Preliminary planning completed by City of Beaverton in conjunction with Washington County; Future discussions of comprehensive and urban services planning will be informed by Beaverton's Cooper Mountain Community plan and its related Cooper Mountain Utility Plan
Study Area 64 (14 acres north of Scholls Ferry Rd)	Beaverton	Yes	Planned, annexed, and developed
Study Areas 69 and 71	Hillsboro	Yes	Planning completed as part of South Hillsboro; portion annexed and developed
Study Area 77	Cornelius	Yes	Planning and annexation completed; small portion developed
Forest Grove Swap	Forest Grove	Yes	Planned, annexed, and developed
Shute Road	Hillsboro	Yes	Planning and annexation completed; majority developed
North Bethany	Washington County	Yes	Planning completed; majority developed
Bonny Slope West (Area 93)	Washington County	Yes	Planning completed; development ongoing
2004/2005 UGB Expansion			
Damascus area	Clackamas County	See 2002 above	<i>See Damascus/Boring 2002 expansion above</i>
Tonquin	Sherwood	Yes	Planning completed; portion annexed, with development ongoing
Basalt Creek / West RR Area	Tualatin, Wilsonville	Yes	Planning completed; some limited annexation; waiting further annexations and development
North Holladay	Cornelius	Yes	Planning completed; waiting annexation and development
Evergreen	Hillsboro	Yes	Planning completed; majority annexed, with development ongoing
Helvetia	Hillsboro	Yes	Planning completed; majority annexed, with development ongoing
2011 UGB Expansion			
North Hillsboro	Hillsboro	Yes	Planning completed; annexation and development ongoing
South Hillsboro	Hillsboro	Yes	Planning completed; annexation and development ongoing
South Cooper Mountain	Beaverton	Yes	Planning and annexation completed; development ongoing
Roy Rogers West (River Terrace 1.0)	Tigard	Yes	Planning completed; annexation and development ongoing

APPENDIX B (continued)
Status of Compliance with UGMFP TITLE 11, *Planning for New Urban Areas,*
as of December 31, 2024

Project	Lead Government(s)	Compliance	Status
2014 UGB Expansion (HB 4078)			
Cornelius North	Cornelius	Yes	Planning completed; small portion annexed and developed
Cornelius South	Cornelius	Yes	Planning completed; mostly annexed, with development ongoing
Forest Grove (Purdin Rd)	Forest Grove	Yes	Planning completed; about half annexed and small portion developed
Forest Grove (Elm St)	Forest Grove	Yes	Planning and annexation completed; waiting development
Hillsboro (Jackson East)	Hillsboro	Yes	Planning completed; about half annexed
2018 UGB Expansion			
Cooper Mountain	Beaverton	Yes	Comprehensive planning expected to be completed in 2024
Witch Hazel Village South	Hillsboro	Yes	Planning completed; mostly annexed
Beef Bend South (Kingston Terrace)	King City	Yes	Planning completed; waiting annexation and development
Advance Road (Frog Pond East and South)	Wilsonville	Yes	Planning completed; waiting annexation and development
2023 UGB Amendment ("Exchange")			
River Terrace 2.0	Tigard	No	Planning expected to be completed in 2026
2024 UGB Expansion			
Sherwood West	Sherwood	N/A	UGB expansion in Ordinance No. 24-1520 not effective until at least March 2025; no comprehensive planning requirements until the expansion is effective

APPENDIX C
Summary of Regional Transportation Functional Plan (RTFP)
Compliance Status as of December 31, 2024

City/County	Title 1 Transportation System Design	Title 2 Development and Update of Transportation System Plans	Title 3 Transportation Project Development	Title 4 Regional Parking Management	Title 5 Amendment of Comprehensive Plans
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	In compliance	In compliance
Durham	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034
Fairview	In compliance	In compliance	In compliance	In compliance	In compliance
Forest Grove	In compliance	In compliance	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	In compliance	In compliance
Gresham	In compliance	In compliance	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	In compliance	In compliance
Johnson City	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034
King City	In compliance	In compliance	In compliance	In compliance	In compliance
Lake Oswego	In compliance	In compliance	In compliance	In compliance	In compliance
Maywood Park	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034
Milwaukie	In compliance	In compliance	In compliance	In compliance	In compliance
Oregon City	In compliance	In compliance	In compliance	In compliance	In compliance
Portland	In compliance	In compliance	In compliance	In compliance	In compliance
Rivergrove	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034
Sherwood	In compliance	In compliance	In compliance	In compliance	In compliance
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	Exception	In compliance
Tualatin	In compliance	In compliance	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	In compliance	In compliance
Wilsonville	In compliance	In compliance	In compliance	In compliance	In compliance
Wood Village	In compliance	In compliance	In compliance	In compliance	In compliance
Clackamas County	In compliance	In compliance	In compliance	In compliance	In compliance
Multnomah County	In compliance	In compliance	In compliance	In compliance	In compliance
Washington County	In compliance	In compliance	In compliance	In compliance	In compliance

APPENDIX D

Date: January 13, 2025
To: Metro Council and the Metro Policy Advisory Committee (MPAC)
From: Marissa Madrigal, Chief Operating Officer
Subject: Annual report on amendments to UGMFP Title 4 Map

Background

Title 4, *Industrial and Other Employment Areas*, of the Urban Growth Management Functional Plan (UGMFP) seeks to improve the region's economy by protecting a supply of sites for employment with requirements for local jurisdictions to limit the types and scale of certain non-industrial uses in designated Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. Designated areas are officially depicted on the UGMFP's "*Title 4 Industrial and Other Employment Areas Map*" (i.e., the "Title 4 Map").

Title 4 requires that Metro's Chief Operating Officer (COO) submit a written report to the Metro Council and MPAC by January 31 of each year on the cumulative effects on employment land in the region of amendments to the Title 4 Map during the preceding calendar year. This memo constitutes the report on map amendments made in 2024.

Cumulative effects of Title 4 Map amendments in 2024

There were no amendments to the Title 4 Map in 2024 that were made effective in 2024.

On December 5, 2024, the Metro Council approved Ordinance No. 24-1520 to expand the urban growth boundary (UGB) to include the roughly 1,200-acre Sherwood West urban reserve. The ordinance also amends the Title 4 Map to apply an 'Industrial Area' designation to approximately 275 acres of the expansion area. Acknowledgement of the UGB expansion by the Land Conservation and Development Commission is pending, and the Title 4 Map will not be formally updated until after Ordinance No. 25-1520 becomes effective.

Future UGMFP and Title 4 Map updates

On January 9, 2025, the Metro Council held a public hearing on Ordinance No. 25-1522, which proposes to amend the Title 4 Map for the Montgomery Park neighborhood of the City of Portland. If adopted by the Metro Council, the ordinance will remove approximately 59 acres of Title 4 designations in the neighborhood in support of the City's locally adopted 'Montgomery Park Area Plan' and to advance policies of Metro's Regional Framework Plan.

A 'future vision' effort that takes a fresh look at the 2040 Growth Concept would offer an opportunity for Metro Council consideration of industrial land policy and regulatory updates, including an update of the Title 4 program and the Title 4 Map.

3.2 Transit Service Provider Representation

Updates From the JPACT Chair

Joint Policy Advisory Committee on Transportation
Thursday, March 20, 2025

MEMO



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 2025
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Ted Leybold, Transportation Policy Director
Subject: Transit service provider representation at JPACT

Background:

At the December JPACT meeting, testimony was provided by staff of the South Metro Area Regional Transit (SMART) agency requesting direct representation of small transit service providers on JPACT. Similar comments have been submitted to the public comment opportunity provided by the US Department of Transportation regarding the certification of the Metropolitan Planning Organization (MPO) process for the Portland metropolitan region. These comments are expected to be addressed by the USDOT in their response to comments and in their findings of compliance with federal MPO regulations later this spring and JPACT will be briefed on these findings.

This memorandum is to provide a description specifically related to JPACT membership and representation of transit service providers so that JPACT members may have a broader understanding of the context of this comment.

Transit Service Provider Representation:

JPACT representation is defined in the JPACT bylaws. The relevant JPACT bylaw language regarding representation of transit service providers states the following:

Section 2. Appointment of Members and Alternates

Subsection b. The Clackamas County seat shall represent the regional transit service providers Sandy Area Metro (SAM), South Clackamas Transit District (SCTD) or City of Molalla, and Canby Area Transit (CAT) that provide services within the MPO boundary.

The member and alternate will periodically consult with the appropriate transportation coordinating committees for their area. The Cities of Clackamas County seat represents the City of Wilsonville, which as the governing body represents South Metro Area Rapid Transit (SMART).

Subsection d. As the regional transit representative, TriMet will periodically coordinate with the South Metro Area Regional Transit (SMART).

Subsection f. Members and alternates from the State of Washington will be either elected officials or principal staff representatives from Clark County, the City of Vancouver, the Washington Department of Transportation, the Southwest Washington Regional Transportation Council and C-TRAN. The members will be nominated by Clark County, the City of Vancouver, the Washington Department of Transportation and C-TRAN and will serve until removed by the nominating agency. The three Washington State members will be selected by the Southwest Washington Regional Transportation Council.

3.3 RFFA Step 1 Ratings Summary
Updates From the JPACT Chair

Joint Policy Advisory Committee on Transportation
Thursday, March 20, 2025



Memo

Date: Thursday, March 13, 2025
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Grace Cho, Principal Transportation Planner
Jake Lovell, Assistant GIS Specialist
Jean Senechal Biggs, Resource Development Section Manager
Subject: 28-30 Regional Flexible Fund Step 2 Outcomes Evaluation and Project Delivery Risk Assessment Draft Results

Purpose: To provide JPACT the 28-30 Regional Flexible Fund Step 2 Outcomes Evaluation and Project Delivery Risk Assessment draft results and outline the Step 2 allocation process next steps.

Background and Context:

A call for projects for the 2028-2030 Regional Flexible Fund Step 2 allocation opened on Friday September 6th and closed on Friday November 22nd, 2024. Through a pre-application process, eleven jurisdictions which submitted Step 2 applications received application assistance to support development one Step 2 application for submission. In total, 24 Step 2 applications requesting a little over \$140 million in Regional Flexible Funds were received. The estimated amount of Step 2 Regional Flexible Funds available is between \$42 to \$60 million based on the outcome of the new project bond discussion happening concurrently. The requested amount of Regional Flexible Funds among the 24 applications equates to 2-3 times the amount of Step 2 funding available to allocate.

Getting to a Step 2 Allocation Decision

Multiple pieces of information are presented to decision-makers to inform the development of a Metro staff recommendation of a Step 2 allocation package. These include (in no order):

- Meeting the objectives of the Program Direction for the allocation;
 - Includes objectives, but not limited to: the connection of Regional Flexible Fund investment towards RTP goals advancement, investment across the region without sub-allocation, honoring prior commitments of Regional Flexible Funds.
- Outcomes Evaluation results;
- Public comment received;
- Sub-region indication of Step 2 application priority or prioritization; and
- Input on concepts to shape different Step 2 allocation packages.

Of these five pieces of information, no one piece is weighted greater than others. The technical and qualitative pieces of information are different tools to help support and deliberate the prioritization of Step 2 applications for allocating Flexible Funds to meet the Program Direction objectives.

Lastly, another important factor in getting to a Step 2 allocation decision is constraining to the estimated amount of Flexible Funds available. With the pending discussion on the new project bond, which would begin in the 2028-2030 Regional Flexible Fund cycle, regional partners should anticipate a conservative allocation of funds being available in Step 2. At this time, Metro staff anticipates a Step 2 allocation package recommended up to \$42 million.

Outcomes Evaluation & Project Delivery Risk Assessment Role & Draft Results

The Outcomes Evaluation and Project Delivery Risk Assessment are both technical evaluations of the Step 2 applications received. The Outcomes Evaluation primarily focuses on assessing how well the proposed project, as described in the application, advances regional goals and objectives. The Project Delivery Risk Assessment focuses on the potential risks the project may encounter going through project delivery and meeting the necessary requirements of the federal aid process. The Project Delivery Risk Assessment historically has not been utilized by Metro staff as a factor in shaping a Metro staff recommendation for a Step 2 allocation package. The Outcomes Evaluation results is one of five pieces of information to inform the development of a staff recommendation for a Step 2 allocation package.

Attached to this memorandum are the Outcomes Evaluation and Project Delivery Risk Assessment draft results for the 2028-2030 Regional Flexible Fund Step 2 process. The attachments include:

- Outcomes Evaluation Report – Draft as of February 28, 2025
- Appendix 1: Summary of the Outcomes Evaluation Draft Results
- Appendix 2: Methodology and Individual Draft Results Sheets for Step 2 Applications
- Project Delivery Risk Assessment Technical Memorandum

Metro staff aims to finalize before the end of March 2025.

Initial takeaways from the Outcomes Evaluation:

- Applications which were clear in identifying the project’s purpose and the deficiencies the project aimed to address and linking the scope elements as the solutions rated well.
- Applications which applied Designing Livable Streets and Trails Guidelines rated well.
- All applications tended to perform well, indicated by higher scores, in the Equitable Transportation, Safe System, and Thriving Economy goal areas.
- The effect of application assistance varied in terms of the results of the Outcomes Evaluation, but overall did support the Project Delivery Risk Assessment.

Initial takeaways from the Project Delivery Risk Assessment:

- Overall, the average risk scores for the Step 2 applications in the 28-30 cycle were lower than the scores in the previous two cycles of Step 2 project applications.

Next Steps

Table 1. outlines the next steps in the Step 2 allocation process.

Table 1. 2028-2030 Regional Flexible Funds Step 2 – Next Steps and Key Dates

Activity	Date
JPACT: Share draft results of 28-30 Regional Flexible Fund Step 2 Outcomes Evaluation and Project Delivery Risk Assessment - Note: Comment from the chair only; materials provided in packet	March 20, 2025
2028-2030 RFFA public comment opens	March 24, 2025
2028-2030 RFFA opportunity for public testimony	April 17, 2025*
Metro staff to provide finalized Outcomes Evaluation and Project Delivery Risk Assessment reports to coordinating committees and City of Portland for deliberations.	End March/Early April 2025
2028-2030 RFFA public comment closes	April 28, 2025
TPAC: Solicit concept input for Step 2 allocation package options	May 2, 2025
JPACT: Solicit concept input for Step 2 allocation package options	May 15, 2025*

Activity	Date
Summary of 2028-2030 RFFA public comments with responses and draft/tentative staff recommendations for refinements (if needed) issued to TPAC and JPACT <ul style="list-style-type: none"> - Summary also provided to coordinating committees and City of Portland for deliberations. 	May 16, 2025*
Coordinating committee and City of Portland deadline to submit subregional priorities (if electing)	June 3, 2025
TPAC: 28-30 Regional Flexible Funds Step 2 allocation package options <ul style="list-style-type: none"> - Reflective of technical analysis, concept input, and public comment. Possibly subregional priorities. - Opportunity to provide input on preferred Step 2 allocation package 	June 6, 2025
JPACT: 28-30 Regional Flexible Funds Step 2 allocation package options <ul style="list-style-type: none"> - Reflective of technical analysis, concept input, public comment and TPAC input. Possibly subregional priorities. - Opportunity to provide input on preferred Step 2 allocation package 	June 12, 2025
Metro Council: Work session with updates on Step 1A.1 bond proposal & Step 2 staff recommendation	June 10 or 17, 2025*
TPAC: Staff recommendation on finalized bond proposal package. Request action on 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	July 11, 2025
JPACT: Carry forward TPAC recommendation. Request action on 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	July 17, 2025
Metro Council: Adoption of 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	July 31, 2025*



Regional Funding Allocation: Outcomes Evaluation Report - DRAFT

2028-2030 Regional Flexible Funds
Step 2

March 2025

Nondiscrimination Notice to the Public

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed the Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at www.oregonmetro.gov or call 503-797-1536.

INTRODUCTION

Every three years, Metro leads a discussion among the region's residents, jurisdictional and public agency staff, and elected officials to select which transportation needs are to be funded with the region's allotment of federal transportation dollars, known as the Regional Flexible Funds Allocation (RFFA). Metro is currently deciding how to invest federal funding available in the federal fiscal years 2028 through 2030.

An estimate in the range of approximately \$42 - \$60 million is targeted towards improvements to streets and trails throughout the region. This range is dependent on the outcome of a decision of whether to bond Regional Flexible Funds to advance several corridor-scale transportation projects.

While this amount of regional funding is small relative to all the dollars spent on transportation in the region, the Regional Flexible Funds are eligible to be spent on a wide range of transportation system needs. As such, they are a critical part of fulfilling the vision, goals, and objectives of the Regional Transportation Plan (RTP).

BACKGROUND AND METHODOLOGY

In September 2024, Metro opened a call for project proposals to be submitted by the region's local jurisdictions and special districts. Twenty-four proposals were submitted by the November 22nd, 2024 deadline.

The Outcomes Evaluation is an analysis of the proposals, comparing and rating the projects using a set of performance measures criteria aligned towards the transportation goals in the RTP. It is one of several sources of information available for decision makers in developing a list of project investments.

The performance measures were developed as part of the 2028-2030 RFFA Program Direction adopted by the Metro Council in July 2024. The performance measures for the Regional Flexible Funds are taken directly from the 2023 RTP five goals. The RTP goals areas are as follows:

- Equitable Transportation
- Safe System
- Climate Action and Resilience
- Mobility Options
- Thriving Economy
- Design*

*Design is not one of the five RTP goals areas, but pulled out as a stand-alone criteria in lieu of having the design criteria embedded within each of the performance measures for the five RTP goal areas. The proposals were assessed in how Metro's Designing Livable Streets and Trails guidelines were applied in the

The overarching methodology for the Step 2 Outcomes Evaluation and the performance measures for the RTP goals areas and design were first discussed at the TPAC workshop in June 2024 with an outline of the performance measures used as part of the 2025-2027 Regional Flexible Fund Allocation as a starting place and the different updates needed to reflect the adopted 2023 RTP. A refined version of the performance measures was shared at the August 2024 TPAC workshop ahead of opening the solicitation for Step 2 in September 2024. In addition, TPAC community organization representatives were provided a separate opportunity to review, discuss, and provide refinements to the performance measures in summer 2024. Final performance measures criteria for the purpose of scoring and rating Step 2 proposals were finalized in December 2024.

Using the performance measures criteria, Metro staff scored each project within the each of the five RTP goal areas to inform a categorial and then an overall rating. For those projects seeking construction funding, a scoring and a rating was also provided for the design performance measures criteria. Project development applications were not rated under design. All the RTP goals areas were weighted equally and if the design was included as part of the Step 2 proposal evaluation, it was also weighted equally. The project application scoring involved three components where the application could receive a score that would eventually be complied to the overall proposal's rating. The three components include:

- 1) A geospatial analysis which provided a score of the performance measure criteria according to the setting and location of the proposed project as described and drawn in the Step 2 application. An example of a GIS scoring question includes: if a project is located in an equity focus area then the project application received an automatic score of 1.
- 2) A geospatial or policy dependent review of the performance measure criteria according to whether the proposed project location is within a specific geospatial area or on a facility or policy criteria. Examples of scoring questions of each type provided.
 - a. Geospatial dependent review: Is the project located in a K – 12 grade walkshed?
Instruction: If yes, then review the proposed project application scope and details. Does project contain elements that improve active transportation access to a school? If yes, score 1 point.
 - b. Policy dependent review: Does project include scope elements to increase the efficiency of transit operations?
Instruction: If yes, refer to Regional Transit Strategy Enhance Transit treatments and toolbox. Score 1 if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs).
- 3) A review of the project scope and application details according to performance measure criteria. An example of a scoring question includes:
 - a. How has public input informed project's prioritization?
Instruction: Review Community Involvement section application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 – 5 if there is demonstrated public involvement and implementation of that input.

For further information on performance measures and evaluation questions, as part of Appendix 2 of this report is the list of the Step 2 Outcomes Evaluation performance measures criteria and scoring questions applied to the Step 2 project proposals.

Approximately 20% of the Outcomes Evaluation analysis on the Step 2 applications were done using geospatial analysis to determine if the project met a given performance measure. The remaining 80% of the evaluation was based on either a geospatial or policy dependent review of the proposed project description in the application according to the performance measure criteria or a review of the project scope and application details according to performance measure criteria.

Once all the scores were compiled and calculated, all Step 2 project proposals were given a

BEST/BETTER/GOOD rating in each of the five RFFA goal areas and design, if applicable. In addition, an overall rating was provided. The ratings were based on Jenks natural break points calculation with review by Metro staff to determine if any adjustments are necessary to the natural break points for the ratings. See further discussion on the ratings methodology in the following section.

UNDERSTANDING THE PROJECT RATINGS

Projects needing planning and development work invariably have a lower degree of certainty in their design, alignment, budget, etc. This makes them difficult to directly compare in a technical analysis to projects that have been through a sufficient level of development to be eligible for construction funding.

Because of these factors, it made sense to compare projects within the following categories:

- Projects seeking Regional Flexible Funds for Planning and/or Project Development
- Projects seeking Regional Flexible Funds for Construction

Creating distinct categories allows for a more relevant comparison between projects at similar phases of their development and seeking a specific funding source with different criteria. In addition a summary of all projects overall is provided as part of Appendix 1.

- Each project was evaluated and given a GOOD/BETTER/BEST rating in each of the relevant RTP goal areas and design, if applicable. No RTP goal area or design is weighted greater than the others. Project proposals were also given an overall rating, based on the averages of the scores.
- There were six categories with a total of 91 points available (or 75 total points for only the five RTP goal areas). The number of points per question and each in each section area was adjusted so that the total number of points available in each RTP goal area and Design equaled 16.67% of the overall project rating for construction proposals and 20% of the overall project rating for project development proposals.

Simply totaling the scores would have resulted in some questions being weighted differently than others, which was not the policy intent of the 2028-2030 RFFA Program Direction. Using percentages of the total points in each criteria area creates a rating methodology that does not unintentionally weight the scoring towards any specific criteria area.

The GOOD/BETTER/BEST ratings are based on how a project compares relative to other projects within its specific goal area (e.g. Equitable Transportation, Mobility Options) and among the project type (e.g. Step 2 applications only seeking planning and/or project development funding). In addition, an overall GOOD/BETTER/BEST rating is assigned by project type according to normalized scores across all the goal areas and design, if applicable. As noted in a previous section the GOOD/BETTER/BEST ratings were initially determined through a Jenks natural breaks classification. Following the Jenks natural breaks classification, Metro staff reviewed the break points and, if necessary, made adjustments to the break point between one rating to the other. Adjustments were mostly made for the ratings in the goal area and overall ratings of the Step 2 project development applications in part because the Jenks natural breaks classification created unusual breaks with a very small pool (five applications) to process. Where adjustments were made to ratings in the goals areas for the Step 2 construction applications, usually the adjustments were often for one or up to three projects.

In taking this approach, two details are likely noticeable: 1) when looking at the different rating across all the Step 2 applications there is often not a consistent number of individual applications across each of the ratings; and 2) in some cases based on the breaks not all three ratings (GOOD/BETTER/BEST) are represented. Below is an example of how the ratings were derived, using the Step 2 project application type (Construction), are described below:

In the Equitable Transportation goal area, the average score was 61.4 percent. The scores ranged from a high of 82.5 percent to a low of 23.8 percent. Looking at the average, maximum and minimum Equitable Transportation scores of these projects, natural breaks in the scores emerged. There were eight projects that achieved a 65.1 percent score or greater; these were rated BEST. Nine projects had scores ranging from 49.2 percent to 60.3 percent; these were rated BETTER. Two projects had scores below 49 percent score and were rated GOOD.

The Overall rating was calculated using the average of the criteria area ratings for project within a specific category. The overall rating is derived based on the project’s average scores, relative to the other projects average scores, not to the project’s individual RTP goal area or design rating. For example, a project may have BETTER ratings in the Equitable Transportation, Safe System, and Thriving Economy goal areas, but receives a GOOD rating overall. This is because its overall rating is low compared to the other project’s overall ratings. The Outcomes Evaluation ratings for the Step 2 applications are provided in Table 1.

28-30 Regional Flexible Funds Step 2: Construction Applications									
Project Tracker ID	Project	Total Score	Overall Rating	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	72.64	Best	Best	Best	Best	Best	Best	Best
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	62.25	Best	Best	Better	Best	Good	Better	Best
CFP16	Beaverton Creek Trail: Merlo Road Improvements	60.87	Best	Better	Best	Best	Best	Better	Best
CFP23	NE MLK Jr Blvd Safety and Access to Transit	60.56	Best	Best	Best	Better	Better	Better	Better
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	59.81	Better	Best	Better	Better	Better	Better	Best
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	58.65	Better	Best	Good	Better	Better	Better	Best
CFP12	Gladstone Historic Trolley Trail Bridge Construction	57.8	Better	Best	Better	Best	Better	Better	Better
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	56.28	Better	Better	Good	Better	Best	Better	Better
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	55.65	Better	Better	Good	Best	Best	Better	Better
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	52.32	Better	Best	Good	Better	Good	Best	Good
CFP26	W Burnside Green Loop Crossing	52.21	Better	Best	Best	Good	Better	Better	Good
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	51.1	Better	Better	Good	Good	Better	Best	Good
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	49.55	Good	Better	Best	Better	Better	Better	Good
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	48.41	Good	Better	Better	Better	Best	Better	Good
CFP6	Westside Trail Segment 1 - King City	46.85	Good	Better	Better	Better	Better	Good	Better
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	44.74	Good	Better	Good	Good	Good	Better	Better
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	44.14	Good	Good	Best	Good	Best	Good	Better
CFP9	Red Electric Trail East of SW Shattuck Rd	43.99	Good	Good	Better	Good	Good	Good	Best
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	43.73	Good	Better	Good	Better	Better	Better	Good
28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications									
Project Tracker ID	Project	Total Score	Overall Rating	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	81.41	Best	Best	Best	Best	Best	Best	N/A
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	53.88	Better	Better	Better	Better	Better	Better	N/A
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	53.09	Better	Better	Best	Better	Better	Better	N/A
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	31.25	Good	Good	Good	Good	Good	Better	N/A
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	26.95	Good	Good	Good	Good	Good	Good	N/A

Table 1. 28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Ratings

PROJECT RATING DETAILS

The compiled ratings by project type and RTP goal area and design are included in Appendix 1 to this report. Appendix 2 includes the individual technical rating worksheets and the Step 2 Outcomes Evaluation performance measures criteria and scoring questions. For ease to search and view in detail an Excel workbook of Appendix 1 and 2 is available for download on the [28-30 Regional Flexible Fund Step 2 webpage](#).

The following pages provide details on the candidate project's Outcomes Evaluation ratings. A summary table illustrates the projects' ratings. Following this, rating details for each project are listed in alphabetical order by jurisdiction and according to application type (e.g. project development or construction) as follows:

Planning and Project Development

- Lakeview Blvd - Jean Rd to McEwan Rd
- Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue
- NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning
- OR99E (McLoughlin Boulevard) 10th Street to Tumwata village: Shared-Use Path and Streetscape Enhancements Project Development
- SW 175th Design: SW Condor Lane to SW Kemmer Road

Construction

- Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St
- Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path
- Gladstone Historic Trolley Trail Bridge Construction
- NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue
- NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue

- OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)
- Smart SW 185th Avenue ITS and Better Bus Project
- Westside Trail Segment 1 - King City
- Outer Halsey and Outer Foster (ITS Signal Improvements)
- NE Glisan St: 82nd Avenue Multimodal Safety and Access
- NE MLK Jr Blvd Safety and Access to Transit
- NE Prescott St: 82nd Ave Multimodal Safety and Access
- Red Electric Trail East of SW Shattuck Rd
- W Burnside Green Loop Crossing
- Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W
- North Dakota Street (FannoCreek) Bridge Replacement
- Bridge Crossing of Hwy. 26 by the Westside Trail
- Beaverton Creek Trail: Merlo Road Improvements
- Cedar Mill Better Bus and Access to Transit Enhancements

2028 – 2030 Regional Flexible Fund Step 2 – Project Development Applications
 (alphabetical by nominating agency)

Project name:	Lakeview Blvd - Jean Rd to McEwan Rd
Applicant:	City of Lake Oswego
Amount requested:	\$983,000
Description:	Requested funds to design 3,500 feet long widening of Lakeview Boulevard for two 14-foot shared use lanes with an 8-foot sidewalk on one side separated by stormwater planter and curb.
Project phase(s):	Planning/Project Development
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	
<i>Equitable Transportation</i>	GOOD
<i>Safe System</i>	GOOD
<i>Climate Action and Resilience</i>	GOOD
<i>Mobility Options</i>	GOOD
<i>Thriving Environment</i>	BETTER
<i>Overall</i>	GOOD

Project name:	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue
Applicant:	City of Milwaukie
Amount requested:	\$2,707,217
Description:	Develop buffered pedestrian/bicycle multiuse path adjacent to Railroad Avenue from 37th Avenue to Linwood Avenue in Milwaukie, Oregon. Multiuse path will connect existing sidewalks at 37th Avenue, Linwood/Harmony Avenue, and intersecting side streets.
Project phase(s):	Project development
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	
<i>Equitable Transportation</i>	BETTER
<i>Safe System</i>	BEST
<i>Climate Action and Resilience</i>	BETTER
<i>Mobility Options</i>	BETTER
<i>Thriving Environment</i>	BETTER
<i>Overall</i>	BETTER

Project name:	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning
Applicant:	Multnomah County
Amount requested:	897300
Description:	On NE 223rd Ave in Fairview and Wood Village, develop a corridor safety plan that inclusively engages the community in identifying priorities and evaluating design alternatives. Advance readiness for

	priority construction projects to fill complete street gaps and install safety countermeasures.
Project phase(s):	Planning, project development
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	
<i>Equitable Transportation</i>	BEST
<i>Safe System</i>	BEST
<i>Climate Action and Resilience</i>	BEST
<i>Mobility Options</i>	BEST
<i>Thriving Environment</i>	BEST
<i>Overall</i>	BEST

Project name:	OR99E (McLoughlin Boulevard) 10th Street to Tumwata village: Shared-Use Path and Streetscape Enhancements Project Development
Applicant:	City of Oregon City
Amount requested:	\$3,832,341
Description:	Complete a Type, Size, and Location (TS&L) analysis for the construction of an externally supported shared-use path and complete design for streetscape reconfiguration on McLoughlin Boulevard, which will include widened sidewalks, curb extensions, improved crossings, and new green spaces.
Project phase(s):	Planning, Project Development
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	
<i>Equitable Transportation</i>	BETTER
<i>Safe System</i>	BETTER
<i>Climate Action and Resilience</i>	BETTER
<i>Mobility Options</i>	BETTER
<i>Thriving Environment</i>	BETTER
<i>Overall</i>	BETTER

Project name:	SW 175th Design: SW Condor Lane to SW Kemmer Road
Applicant:	Washington County
Amount requested:	\$2,593,196
Description:	Project development for SW 175th Avenue will include data collection, environmental studies, preliminary engineering, and right-of-way identification to realign the roadway between SW Cooper Mountain Lane and SW Siler Ridge Lane.
Project phase(s):	Project development
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	

<i>Equitable Transportation</i>	GOOD
<i>Safe System</i>	GOOD
<i>Climate Action and Resilience</i>	GOOD
<i>Mobility Options</i>	GOOD
<i>Thriving Environment</i>	GOOD
<i>Overall</i>	GOOD

2028 – 2030 Regional Flexible Fund Step 2 – Construction Applications

(alphabetical by nominating agency)

Project name:	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St
Applicant:	City of Beaverton
Amount requested:	\$4,649,687
Description:	Design and construct complete street on SW Hall Blvd between 3rd Street and 5th Street with raised cycle track, shared bike/ped or island-style bus stop, new marked crosswalks and curb ramps, upgraded signals and street lighting, new inlets and vegetated stormwater management facilities, and pavement grind and inlay.
Project phase(s):	Construction
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	RFFA
<i>Equitable Transportation</i>	BETTER
<i>Safe System</i>	GOOD
<i>Climate Action and Resilience</i>	BETTER
<i>Mobility Options</i>	BEST
<i>Thriving Environment</i>	BETTER
<i>Design</i>	BETTER
<i>Overall</i>	BETTER

Project name:	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path
Applicant:	Clackamas County
Amount requested:	\$7,228,290
Description:	Design and construct new multimodal infrastructure to fill in gaps including new sidewalk segments, ADA ramps, and multi-use path. Network gaps will be filled along the northern side of SE Jennifer Street, from SE 106th Avenue to SE 122nd, a small gap along the western edge of SE 122nd Avenue, and a small gap on the southern side of SE Jennifer just west of 120th.
Project phase(s):	Construction
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	RFFA
<i>Equitable Transportation</i>	BETTER
<i>Safe System</i>	GOOD
<i>Climate Action and Resilience</i>	GOOD
<i>Mobility Options</i>	BETTER
<i>Thriving Environment</i>	BEST
<i>Design</i>	GOOD
<i>Overall</i>	BETTER

Project name:	Gladstone Historic Trolley Trail Bridge Construction
Applicant:	City of Gladstone
Amount requested:	\$8,721,932
Description:	This project rebuilds the historic Trolley Trail Bridge to span the Clackamas River, connecting Gladstone to the north with Oregon City to the south.
Project phase(s):	Construction
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	RFFA
<i>Equitable Transportation</i>	BEST
<i>Safe System</i>	BETTER
<i>Climate Action and Resilience</i>	BEST
<i>Mobility Options</i>	BETTER
<i>Thriving Environment</i>	BETTER
<i>Design</i>	BETTER
<i>Overall</i>	BETTER

Project name:	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue
Applicant:	City of Gresham
Amount requested:	\$9,420,793
Description:	Construct new sidewalks and a cycle track on both sides of the street for pedestrians and bicyclists. Add center turn lane to create a 3-lane configuration and construct an enhanced mid-block crossing.
Project phase(s):	Construction
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	RFFA
<i>Equitable Transportation</i>	BETTER
<i>Safe System</i>	BEST
<i>Climate Action and Resilience</i>	BETTER
<i>Mobility Options</i>	BETTER
<i>Thriving Environment</i>	BETTER
<i>Design</i>	GOOD
<i>Overall</i>	GOOD

Project name:	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue
Applicant:	City of Gresham
Amount requested:	\$4,067,496
Description:	Construct a sidewalk and a cycle track on both sides of the street to improve safety for pedestrians and bicyclists.
Project phase(s):	Construction
Evaluation notes:	<i>To be completed in final version.</i>

Outcomes ratings:	RFFA
<i>Equitable Transportation</i>	BEST
<i>Safe System</i>	BETTER
<i>Climate Action and Resilience</i>	BEST
<i>Mobility Options</i>	GOOD
<i>Thriving Environment</i>	BETTER
<i>Design</i>	BEST
<i>Overall</i>	BEST

Project name:	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)
Applicant:	City of Happy Valley
Amount requested:	\$12,026,118
Description:	Construct bike and pedestrian facilities on south side of OR 212 and construct second southbound vehicle turn lane at intersection of OR 212/224.
Project phase(s):	Construction
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	RFFA
<i>Equitable Transportation</i>	BEST
<i>Safe System</i>	GOOD
<i>Climate Action and Resilience</i>	BETTER
<i>Mobility Options</i>	GOOD
<i>Thriving Environment</i>	BEST
<i>Design</i>	GOOD
<i>Overall</i>	BETTER

Project name:	Smart SW 185th Avenue ITS and Better Bus Project
Applicant:	City of Hillsboro
Amount requested:	\$4,572,738
Description:	Construction of an AI-powered interconnected traffic signal and rail controller system implementing Transit Signal Priority and constructing a Better Bus slip lane on the SW 185th Avenue and W Baseline Road intersection.
Project phase(s):	Construction
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	RFFA
<i>Equitable Transportation</i>	BETTER
<i>Safe System</i>	GOOD
<i>Climate Action and Resilience</i>	BETTER

Mobility Options	BETTER
Thriving Environment	BETTER
Design	GOOD
Overall	GOOD

Project name:	Westside Trail Segment 1 - King City
Applicant:	City of King City
Amount requested:	\$7,841,343
Description:	The project will construct a new multi-use path along with new street connections, pedestrian crossings, and new roundabout between the Tualatin River and Beef Bend Road. The multi-use trail construction consists of approximately 4,100 linear feet of multi-use trail, adjacent soft-surface/equestrian trail. The street connections includes sidewalks, raised pedestrian crossings for the multi-use trail at SW Capulet Lane, SW Fisher Road, and SW River Lane. Extend and connect roadways between SW Cordelia Terrace and SW 137th Avenue, SW Montague Way and future River Lane. Lastly construct new roundabout at intersection of SW Fischer Road, SW 137th Avenue, and SW Watson. Extend roadway from roundabout to each existing road. Construct new alignment of SW 137th Ave and SW Watson to accommodate roundabout configuration. Install permanent landscaping, signage and striping, and roadway illumination system along/for street connections and utility relocations
Project phase(s):	Construction
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	RFFA
Equitable Transportation	BETTER
Safe System	BETTER
Climate Action and Resilience	BETTER
Mobility Options	BETTER
Thriving Environment	GOOD
Design	BETTER
Overall	GOOD

Project name:	Outer Halsey and Outer Foster (ITS Signal Improvements)
Applicant:	Portland Bureau of Transportation
Amount requested:	\$4,416,999
Description:	The project will add ITS signal improvements along the project area. It will implement speed management timing, freight signal priority, and intelligent transportation system technology. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals will be ready for implementation of next generation transit signal priority timing.
Project phase(s):	Construction

Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	RFFA
<i>Equitable Transportation</i>	BETTER
<i>Safe System</i>	BETTER
<i>Climate Action and Resilience</i>	BETTER
<i>Mobility Options</i>	BEST
<i>Thriving Environment</i>	BETTER
<i>Design</i>	GOOD
<i>Overall</i>	GOOD

Project name:	NE Glisan St: 82nd Avenue Multimodal Safety and Access
Applicant:	Portland Bureau of Transportation
Amount requested:	\$7,577,698
Description:	The project will reorganize travel lanes from 82nd Avenue to I-205, add new separated bicycle lanes from 80th Avenue to 102nd Avenue, improve bus priority approaching 82nd Avenue, and provide enhanced crossings at key intersections. The project includes enhanced crossings at 84th Avenue, 90th Avenue, and 92nd Avenue, and includes sidewalk widening from 92nd Avenue to I-205. The existing pedestrian and bike crossing at 87th Avenue will be further enhanced, and the signals at both entrances to I-205 will be modified.
Project phase(s):	Construction
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	RFFA
<i>Equitable Transportation</i>	BEST
<i>Safe System</i>	BEST
<i>Climate Action and Resilience</i>	BEST
<i>Mobility Options</i>	BEST
<i>Thriving Environment</i>	BEST
<i>Design</i>	BEST
<i>Overall</i>	BEST

Project name:	NE MLK Jr Blvd Safety and Access to Transit
Applicant:	Portland Bureau of Transportation
Amount requested:	\$4,879,517
Description:	New enhanced crossings and signal modifications along NE MLK Jr Blvd (NE Hancock to NE Lombard St) at key locations. In addition to enhanced pedestrian crossings, the project will improve intersection lighting.
Project phase(s):	Construction
Evaluation notes:	<i>To be completed in final version.</i>

Additional information from applicant:	
Outcomes ratings:	RFFA
<i>Equitable Transportation</i>	BEST
<i>Safe System</i>	BEST
<i>Climate Action and Resilience</i>	BETTER
<i>Mobility Options</i>	BETTER
<i>Thriving Environment</i>	BETTER
<i>Design</i>	BETTER
<i>Overall</i>	BEST

Project name:	NE Prescott St: 82nd Ave Multimodal Safety and Access
Applicant:	Portland Bureau of Transportation
Amount requested:	\$7,732,932
Description:	This project will redesign Prescott Street to increase crossing access, signals, and bike lanes. It implements a priority project from the Building a Better 82nd Ave Plan and supports the future 82nd Avenue FX transit project.
Project phase(s):	Construction
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	RFFA
<i>Equitable Transportation</i>	BEST
<i>Safe System</i>	GOOD
<i>Climate Action and Resilience</i>	BETTER
<i>Mobility Options</i>	BETTER
<i>Thriving Environment</i>	BETTER
<i>Design</i>	BEST
<i>Overall</i>	BETTER

Project name:	W Burnside Green Loop Crossing
Applicant:	Portland Bureau of Transportation
Amount requested:	\$3,938,250
Description:	The project will add a signalized crossing for pedestrians and bicyclists (and serving future Green Loop) on W Burnside Street at Park Ave to connect the North and South Park Blocks, serve food cart pod, and provide access to the Darcelle XV Plaza. Additionally, the project adds a bus and bike lane eastbound from Park Ave to 3rd Ave connecting to the Burnside Bridge, including needed modification at 4th Ave signal to enable retention of protected left turn into Old Town / Chinatown.
Project phase(s):	Construction
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	RFFA
<i>Equitable Transportation</i>	BEST
<i>Safe System</i>	BEST
<i>Climate Action and Resilience</i>	GOOD
<i>Mobility Options</i>	BETTER
<i>Thriving Environment</i>	BETTER
<i>Design</i>	GOOD
<i>Overall</i>	BETTER

Project name:	Red Electric Trail East of SW Shattuck Rd
Applicant:	Portland Parks and Recreation
Amount requested:	\$7,677,446
Description:	Construction of an off-street paved regional trail between SW Shattuck Rd and SW Fairvale Ct, including street crossing at SW Shattuck Rd and safe routes to Hayhurst Elementary School and Pendleton Park in Portland.
Project phase(s):	Construction
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	RFFA
<i>Equitable Transportation</i>	GOOD
<i>Safe System</i>	BETTER
<i>Climate Action and Resilience</i>	GOOD
<i>Mobility Options</i>	GOOD
<i>Thriving Environment</i>	GOOD
<i>Design</i>	BEST
<i>Overall</i>	GOOD

Project name:	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W
Applicant:	City of Sherwood

Amount requested:	\$8,860,030
Description:	Design and construction of a regional trail between SW Pacific Highway, SW Edy Road, and SW Roy Rogers Road.
Project phase(s):	Construction
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	RFFA
<i>Equitable Transportation</i>	GOOD
<i>Safe System</i>	BEST
<i>Climate Action and Resilience</i>	GOOD
<i>Mobility Options</i>	BEST
<i>Thriving Environment</i>	GOOD
<i>Design</i>	BETTER
<i>Overall</i>	GOOD

Project name:	North Dakota Street (FannoCreek) Bridge Replacement
Applicant:	City of Tigard
Amount requested:	\$8,000,000
Description:	Replace bridge with bike lanes and sidewalk.
Project phase(s):	Construction
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	RFFA
<i>Equitable Transportation</i>	BETTER
<i>Safe System</i>	GOOD
<i>Climate Action and Resilience</i>	GOOD
<i>Mobility Options</i>	GOOD
<i>Thriving Environment</i>	BETTER
<i>Design</i>	BETTER
<i>Overall</i>	GOOD

Project name:	Bridge Crossing of Hwy. 26 by the Westside Trail
Applicant:	Tualatin Hills Parks and Recreation District
Amount requested:	\$6,000,000
Description:	Construct a 12' wide multi-use trail bridge over US-26 eliminating out of direction bicycle and pedestrian routes.
Project phase(s):	Construction
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	RFFA
<i>Equitable Transportation</i>	BEST
<i>Safe System</i>	BETTER
<i>Climate Action and Resilience</i>	BETTER

Mobility Options	BETTER
Thriving Environment	BETTER
Design	BEST
Overall	BETTER

Project name:	Beaverton Creek Trail: Merlo Road Improvements
Applicant:	Washington County
Amount requested:	\$6,640,700
Description:	Design and construct a multi-use trail on the south side of Merlo Road between Tualatin Nature Park and 170th Ave. to close a key gap in the Beaverton Creek Trail.
Project phase(s):	Construction
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	
Equitable Transportation	BETTER
Safe System	BEST
Climate Action and Resilience	BEST
Mobility Options	BEST
Thriving Environment	BETTER
Design	BEST
Overall	BEST

Project name:	Cedar Mill Better Bus and Access to Transit Enhancements
Applicant:	Washington County
Amount requested:	\$5,252,300
Description:	The Cedar Mill Safe Access to Priority Transit Corridors project scope includes transit signal priority improvements, enhanced pedestrian crossings, and lane reconfigurations along Cornell and Barnes roads within the Cedar Mill Town Center.
Project phase(s):	Construction
Evaluation notes:	<i>To be completed in final version.</i>
Outcomes ratings:	RFFA
Equitable Transportation	BETTER
Safe System	GOOD
Climate Action and Resilience	BEST
Mobility Options	BEST
Thriving Environment	BETTER
Design	BETTER
Overall	BETTER

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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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Appendix 1
28-30 Regional Flexible Fund Step 2 Outcomes Evaluations All Applications Ratings Summary - DRAFT

Project Tracker ID	Project	Applicant	Subregion	Project Description	Project Type	Project Purpose	Total Regional Flexible Fund Request	Total Estimated Cost	Total Score	Overall Rating	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland BOT	Portland	The project will reorganize travel lanes from 82nd Avenue to I-205, add new separated bicycle lanes from 80th Avenue to 102nd Avenue, improve bus priority approaching 82nd Avenue, and provide enhanced crossings at key intersections. The project includes enhanced crossings at 84th Avenue, 90th Avenue, and 92nd Avenue, and includes sidewalk widening from 92nd Avenue to I-205. The existing pedestrian and bike crossing at 87th Avenue will be further enhanced, and the signals at both entrances to I-205 will be modified.	Active Transportation	Construction	\$ 7,577,698.00	\$ 8,445,000.00	72.64	Best	77.78%	82.05%	42.42%	81.48%	66.67%	85.42%
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdales Avenue	Gresham	Multnomah	Construct a sidewalk and a cycle track on both sides of the street to improve safety for pedestrians and bicyclists.	Active Transportation	Construction	\$ 4,067,495.00	\$ 4,533,038.00	62.25	Best	82.54%	61.54%	48.48%	25.92%	63.33%	91.67%
CFP16	Beaverton Creek Trail: Merlo Road Improvements	Washington County	Washington	Design and construct a multi-use trail on the south side of Merlo Road between Tualatin Nature Park and 170th Ave. to close a key gap in the Beaverton Creek Trail.	Active Transportation	Construction	\$ 6,640,700.00	\$ 7,401,700.00	60.87	Best	52.38%	76.92%	42.42%	55.56%	56.67%	81.25%
CFP23	NE MLK Jr Blvd Safety and Access to Transit	Portland BOT	Portland	New enhanced crossings and signal modifications along NE MLK Jr Blvd (NE Hancock to NE Lombard St) at key locations. In addition to enhanced pedestrian crossings, the project will improve intersection lighting.	Active Transportation	Construction	\$ 4,879,517.00	\$ 5,438,000.00	60.56	Best	74.60%	76.92%	34.85%	40.74%	63.33%	72.92%
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	Tualatin Hills PRD	Washington	Construct a 12' wide multi-use trail bridge over US-26 eliminating out of direction bicycle and pedestrian routes.	Active Transportation	Construction	\$ 6,000,000.00	\$ 30,334,019.00	59.81	Better	65.08%	61.54%	39.39%	37.03%	60.00%	95.83%
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland BOT	Portland	This project will redesign Prescott Street to increase crossing access, signals, and bike lanes. It implements a priority project from the Building a Better 82nd Ave Plan and supports the future 82nd Avenue FX transit project.	Active Transportation	Construction	\$ 7,732,932.00	\$ 8,618,000.00	58.65	Better	76.19%	51.28%	37.88%	40.74%	50.00%	95.83%
CFP12	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas	This project rebuilds the historic Trolley Trail Bridge to span the Clackamas River, connecting Gladstone to the north with Oregon City to the south.	Active Transportation	Construction	\$ 8,721,932.00	\$ 9,720,196.00	57.8	Better	76.19%	61.54%	45.45%	44.44%	40.00%	79.17%
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	Washington	Design and construct complete street on SW Hall Blvd between 3rd Street and 5th Street with raised cycle track, shared bike/ped or island-style bus stop, new marked crosswalks and curb ramps, upgraded signals and street lighting, new inlets and vegetated stormwater management facilities, and pavement grind and inlay.	Active Transportation	Construction	\$ 4,649,687.00	\$ 5,181,865.00	56.28	Better	58.73%	46.15%	34.85%	62.97%	60.00%	75.00%
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington	The Cedar Mill Safe Access to Priority Transit Corridors project scope includes transit signal priority improvements, enhanced pedestrian crossings, and lane reconfigurations along Cornell and Barnes roads within the Cedar Mill Town Center.	Transit	Construction	\$ 5,252,300.00	\$ 6,690,000.00	55.65	Better	50.79%	46.15%	43.94%	59.26%	56.67%	77.08%
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	Clackamas	Construct bike and pedestrian facilities on south side of OR 212 and construct second southbound vehicle turn lane at intersection of OR 212/224.	Highway	Construction	\$ 12,026,118.00	\$ 13,402,560.00	52.32	Better	76.19%	38.46%	40.91%	29.63%	93.33%	35.42%
CFP26	W Burnside Green Loop Crossing	Portland BOT	Portland	The project will add a signalized crossing for pedestrians and bicyclists (and serving future Green Loop) on W Burnside Street at Park Ave to connect the North and South Park Blocks, serve food cart pod, and provide access to the Darcelle XV Plaza. Additionally, the project adds a bus and bike lane eastbound from Park Ave to 3rd Ave connecting to the Burnside Bridge, including needed modification at 4th Ave signal to enable retention of protected left turn into Old Town / Chinatown.	Active Transportation	Construction	\$ 3,938,250.00	\$ 4,389,000.00	52.21	Better	68.26%	66.67%	24.24%	37.03%	56.67%	60.42%
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	Clackamas	Design and construct new multimodal infrastructure to fill in gaps including new sidewalk segments, ADA ramps, and multi-use path. Network gaps will be filled along the northern side of SE Jennifer Street, from SE 106th Avenue to SE 122nd, a small gap along the western edge of SE 122nd Avenue, and a small gap on the southern side of SE Jennifer just west of 120th.	Active Transportation	Construction	\$ 7,228,290.00	\$ 8,055,600.00	51.1	Better	58.73%	30.77%	31.82%	44.44%	86.67%	54.17%
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	Multnomah	Construct new sidewalks and a cycle track on both sides of the street for pedestrians and bicyclists. Add center turn lane to create a 3-lane configuration and construct an enhanced mid-block crossing.	Active Transportation	Construction	\$ 9,420,793.00	\$ 10,499,045.00	49.55	Good	57.14%	71.80%	36.37%	40.74%	43.33%	47.92%
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland BOT	Portland	The project will add ITS signal improvements along the project area. It will implement speed management timing, freight signal priority, and intelligent transportation system technology. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals will be ready for implementation of next generation transit signal priority timing.	Other	Construction	\$ 4,416,999.00	\$ 4,922,544.00	48.41	Good	58.73%	61.54%	33.33%	51.85%	60.00%	25.00%
CFP6	Westside Trail Segment 1 - King City	King City	Washington	The project will construct a new multi-use path along with new street connections, pedestrian crossings, and new roundabout between the Tualatin River and Beef Bend Road. The multi-use trail construction consists of approximately 4,100 linear feet of multi-use trail, adjacent soft-surface/equestrian trail. The street connections includes sidewalks, raised pedestrian crossings for the multi-use trail at SW Capulet Lane, SW Fisher Road, and SW River Lane. Extend and connect roadways between SW Cordelia Terrace and SW 137th Avenue, SW Montague Way and future River Lane. Lastly construct new roundabout at intersection of SW Fischer Road, SW 137th Avenue, and SW Watson. Extend roadway from roundabout to each existing road. Construct new alignment of SW 137th Ave and SW Watson to accommodate roundabout configuration. Install permanent landscaping, signage and striping, and roadway illumination system along/for street connections and utility relocations.	Active Transportation	Construction	\$ 7,841,343.00	\$ 9,568,610.00	46.85	Good	60.31%	56.41%	39.39%	33.33%	16.67%	75.00%
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington	Replace bridge with bike lanes and sidewalk.	Other	Construction	\$ 8,000,000.00	\$ 26,336,556.00	44.74	Good	60.32%	38.46%	30.30%	18.52%	50.00%	70.83%
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	Washington	Design and construction of a regional trail between SW Pacific Highway, SW Edy Road, and SW Roy Rogers Road.	Active Transportation	Construction	\$ 8,973,000.00	\$ 9,960,030.00	44.14	Good	23.81%	66.67%	28.79%	51.85%	16.67%	77.08%
CFP9	Red Electric Trail East of SW Shattuck Rd	Portland Parks	Portland	Construction of an off-street paved regional trail between SW Shattuck Rd and SW Fairvale Ct, including street crossing at SW Shattuck Rd and safe routes to Hayhurst Elementary School and Pendleton Park in Portland.	Active Transportation	Construction	\$ 7,677,446.00	\$ 9,176,962.00	43.99	Good	39.69%	61.54%	31.82%	29.63%	20.00%	81.25%
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	Washington	Construction of an AI-powered interconnected traffic signal and rail controller system implementing Transit Signal Priority and constructing a Better Bus slip lane on the SW 185th Avenue and W Baseline Road intersection.	Active Transportation	Construction	\$ 4,572,738.00	\$ 5,272,738.00	43.73	Good	49.21%	48.72%	37.88%	44.45%	46.67%	35.42%

Project Tracker ID	Project	Applicant	Subregion	Project Description	Project Type	Project Purpose	Total Regional Flexible Fund Request	Total Cost Estimate	Total Score	Overall Rating	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	Multnomah	On NE 223rd Ave in Fairview and Wood Village, develop a corridor safety plan that inclusively engages the community in identifying priorities and evaluating design alternatives. Advance readiness for priority construction projects to fill complete street gaps and install safety countermeasures.	Planning	Project Development	\$ 897,300.00	\$ 1,000,000.00	81.41	Best	80.95%	79.49%	61.40%	85.19%	100.00%	N/A
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	Clackamas	Complete a Type, Size, and Location (TS&L) analysis for the construction of an externally supported shared-use path and complete design for streetscape reconfiguration on McLoughlin Boulevard, which will include widened sidewalks, curb extensions, improved crossings, and new green spaces.	Active Transportation	Project Development	\$ 3,832,341.00	\$ 4,270,970.00	53.88	Better	66.67%	58.98%	45.62%	48.15%	50.00%	N/A
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas	Develop buffered pedestrian/bicycle multiuse path adjacent to Railroad Avenue from 37th Avenue to Linwood Avenue in Milwaukie, Oregon. Multiuse path will connect existing sidewalks at 37th Avenue, Linwood/Harmony Avenue, and intersecting side streets.	Active Transportation	Project Development	\$ 2,707,217.00	\$ 3,017,070.00	53.09	Better	65.08%	71.79%	38.60%	33.33%	56.67%	N/A
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	Clackamas	Requested funds to design 3,500 feet long widening of Lakeview Boulevard for two 14-foot shared use lanes with an 8-foot sidewalk on one side separated by stormwater planter and curb.	Roadway	Project Development	\$ 983,000.00	\$ 1,095,500.00	31.25	Good	49.21%	33.33%	26.32%	7.41%	40.00%	N/A
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	Washington	Project development for SW 175th Avenue will include data collection, environmental studies, preliminary engineering, and right-of-way identification to realign the roadway between SW Cooper Mountain Lane and SW Siler Ridge Lane.	Roadway	Project Development	\$ 2,593,200.00	\$ 2,890,000.00	26.95	Good	52.38%	33.33%	17.54%	14.81%	16.67%	N/A

Appendix 1

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation All Applications Ratings Summary Condensed - DRAFT

28-30 Regional Flexible Funds Step 2: Construction Applications									
Project Tracker ID	Project	Total Score	Overall Rating	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	72.64	Best	Best	Best	Best	Best	Best	Best
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	62.25	Best	Best	Better	Best	Good	Better	Best
CFP16	Beaverton Creek Trail: Merlo Road Improvements	60.87	Best	Better	Best	Best	Best	Better	Best
CFP23	NE MLK Jr Blvd Safety and Access to Transit	60.56	Best	Best	Best	Better	Better	Better	Better
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	59.81	Better	Best	Better	Better	Better	Better	Best
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	58.65	Better	Best	Good	Better	Better	Better	Best
CFP12	Gladstone Historic Trolley Trail Bridge Construction	57.8	Better	Best	Better	Best	Better	Better	Better
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	56.28	Better	Better	Good	Better	Best	Better	Better
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	55.65	Better	Better	Good	Best	Best	Better	Better
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	52.32	Better	Best	Good	Better	Good	Best	Good
CFP26	W Burnside Green Loop Crossing	52.21	Better	Best	Best	Good	Better	Better	Good
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	51.1	Better	Better	Good	Good	Better	Best	Good
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	49.55	Good	Better	Best	Better	Better	Better	Good
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	48.41	Good	Better	Better	Better	Best	Better	Good
CFP6	Westside Trail Segment 1 - King City	46.85	Good	Better	Better	Better	Better	Good	Better
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	44.74	Good	Better	Good	Good	Good	Better	Better
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	44.14	Good	Good	Best	Good	Best	Good	Better
CFP9	Red Electric Trail East of SW Shattuck Rd	43.99	Good	Good	Better	Good	Good	Good	Best
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	43.73	Good	Better	Good	Better	Better	Better	Good

28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications									
Project Tracker ID	Project	Total Score	Overall Rating	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	81.41	Best	Best	Best	Best	Best	Best	N/A
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	53.88	Better	Better	Better	Better	Better	Better	N/A
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	53.09	Better	Better	Best	Better	Better	Better	N/A
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	31.25	Good	Good	Good	Good	Good	Better	N/A
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	26.95	Good	Good	Good	Good	Good	Good	N/A

Appendix 1

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Ratings Summary: Equitable Transportation - DRAFT

28-30 Regional Flexible Funds Step 2: Construction Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Equitable Transportation
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Gresham	Multnomah	\$ 4,067,495.00	62.25	Best	82.5%
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland BOT	Portland	\$ 7,577,698.00	72.64	Best	77.8%
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland BOT	Portland	\$ 7,732,932.00	58.65	Best	76.2%
CFP12	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas	\$ 8,721,932.00	57.8	Best	76.2%
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	Clackamas	\$ 12,026,118.00	52.32	Best	76.2%
CFP23	NE MLK Jr Blvd Safety and Access to Transit	Portland BOT	Portland	\$ 4,879,517.00	60.56	Best	74.6%
CFP26	W Burnside Green Loop Crossing	Portland BOT	Portland	\$ 3,938,250.00	52.21	Best	68.3%
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	Tualatin Hills PRD	Washington	\$ 6,000,000.00	59.81	Best	65.1%
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington	\$ 8,000,000.00	44.74	Better	60.3%
CFP6	Westside Trail Segment 1 - King City	King City	Washington	\$ 7,841,343.00	46.85	Better	60.3%
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	Washington	\$ 4,649,687.00	56.28	Better	58.7%
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	Clackamas	\$ 7,228,290.00	51.1	Better	58.7%
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland BOT	Portland	\$ 4,416,999.00	48.41	Better	58.7%
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	Multnomah	\$ 9,420,793.00	49.55	Better	57.1%
CFP16	Beaverton Creek Trail: Merlo Road Improvements	Washington County	Washington	\$ 6,640,700.00	60.87	Better	52.4%
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington	\$ 5,252,300.00	55.65	Better	50.8%
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	Washington	\$ 4,572,738.00	43.73	Better	49.2%
CFP9	Red Electric Trail East of SW Shattuck Rd	Portland Parks	Portland	\$ 7,677,446.00	43.99	Good	39.7%
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	Washington	\$ 8,973,000.00	44.14	Good	23.8%

28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Equitable Transportation
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	Multnomah	\$ 897,300.00	81.41	Best	81.0%
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	Clackamas	\$ 3,832,341.00	53.88	Better	66.7%
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas	\$ 2,707,217.00	53.09	Better	65.1%
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	Washington	\$ 2,593,200.00	26.95	Good	52.4%
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	Clackamas	\$ 983,000.00	31.25	Good	49.2%

Appendix 1

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Ratings Summary: Safe System - DRAFT

28-30 Regional Flexible Funds Step 2: Construction Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Safe System
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland BOT	Portland	\$ 7,577,698.00	72.64	Best	82.1%
CFP16	Beaverton Creek Trail: Merlo Road Improvements	Washington County	Washington	\$ 6,640,700.00	60.87	Best	76.9%
CFP23	NE MLK Jr Blvd Safety and Access to Transit	Portland BOT	Portland	\$ 4,879,517.00	60.56	Best	76.9%
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	Multnomah	\$ 9,420,793.00	49.55	Best	71.8%
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	Washington	\$ 8,973,000.00	44.14	Best	66.7%
CFP26	W Burnside Green Loop Crossing	Portland BOT	Portland	\$ 3,938,250.00	52.21	Best	66.7%
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland BOT	Portland	\$ 4,416,999.00	48.41	Better	61.5%
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	Tualatin Hills PRD	Washington	\$ 6,000,000.00	59.81	Better	61.5%
CFP12	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas	\$ 8,721,932.00	57.8	Better	61.5%
CFP9	Red Electric Trail East of SW Shattuck Rd	Portland Parks	Portland	\$ 7,677,446.00	43.99	Better	61.5%
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	Gresham	Multnomah	\$ 4,067,495.00	62.25	Better	61.5%
CFP6	Westside Trail Segment 1 - King City	King City	Washington	\$ 7,841,343.00	46.85	Better	56.4%
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland BOT	Portland	\$ 7,732,932.00	58.65	Good	51.3%
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	Washington	\$ 4,572,738.00	43.73	Good	48.7%
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington	\$ 5,252,300.00	55.65	Good	46.2%
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	Washington	\$ 4,649,687.00	56.28	Good	46.2%
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington	\$ 8,000,000.00	44.74	Good	38.5%
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	Clackamas	\$ 12,026,118.00	52.32	Good	38.5%
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	Clackamas	\$ 7,228,290.00	51.1	Good	30.8%

28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Safe System
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	Multnomah	\$ 897,300.00	81.41	Best	79.5%
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas	\$ 2,707,217.00	53.09	Best	71.8%
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	Clackamas	\$ 3,832,341.00	53.88	Better	59.0%
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	Clackamas	\$ 983,000.00	31.25	Good	33.3%
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	Washington	\$ 2,593,200.00	26.95	Good	33.3%

Appendix 1

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Ratings Summary: Climate Action Resilience - DRAFT

28-30 Regional Flexible Funds Step 2: Construction Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Climate Action & Resilience
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Gresham	Multnomah	\$ 4,067,495.00	62.25	Best	48.5%
CFP12	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas	\$ 8,721,932.00	57.8	Best	45.5%
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington	\$ 5,252,300.00	55.65	Best	43.9%
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland BOT	Portland	\$ 7,577,698.00	72.64	Best	42.4%
CFP16	Beaverton Creek Trail: Merlo Road Improvements	Washington County	Washington	\$ 6,640,700.00	60.87	Best	42.4%
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	Clackamas	\$ 12,026,118.00	52.32	Better	40.9%
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	Tualatin Hills PRD	Washington	\$ 6,000,000.00	59.81	Better	39.4%
CFP6	Westside Trail Segment 1 - King City	King City	Washington	\$ 7,841,343.00	46.85	Better	39.4%
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland BOT	Portland	\$ 7,732,932.00	58.65	Better	37.9%
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	Washington	\$ 4,572,738.00	43.73	Better	37.9%
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	Multnomah	\$ 9,420,793.00	49.55	Better	36.4%
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	Washington	\$ 4,649,687.00	56.28	Better	34.9%
CFP23	NE MLK Jr Blvd Safety and Access to Transit	Portland BOT	Portland	\$ 4,879,517.00	60.56	Better	34.9%
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland BOT	Portland	\$ 4,416,999.00	48.41	Better	33.3%
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	Clackamas	\$ 7,228,290.00	51.1	Good	31.8%
CFP9	Red Electric Trail East of SW Shattuck Rd	Portland Parks	Portland	\$ 7,677,446.00	43.99	Good	31.8%
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington	\$ 8,000,000.00	44.74	Good	30.3%
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	Washington	\$ 8,973,000.00	44.14	Good	28.8%
CFP26	W Burnside Green Loop Crossing	Portland BOT	Portland	\$ 3,938,250.00	52.21	Good	24.2%

28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Climate Action & Resilience
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	Multnomah	\$ 897,300.00	81.41	Best	61.4%
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	Clackamas	\$ 3,832,341.00	53.88	Better	45.6%
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas	\$ 2,707,217.00	53.09	Better	38.6%
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	Clackamas	\$ 983,000.00	31.25	Good	26.3%
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	Washington	\$ 2,593,200.00	26.95	Good	17.5%

Appendix 1

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Ratings Summary: Mobility Options - DRAFT

28-30 Regional Flexible Funds Step 2: Construction Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Mobility Options
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland BOT	Portland	\$ 7,577,698.00	72.64	Best	81.5%
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	Washington	\$ 4,649,687.00	56.28	Best	63.0%
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington	\$ 5,252,300.00	55.65	Best	59.3%
CFP16	Beaverton Creek Trail: Merlo Road Improvements	Washington County	Washington	\$ 6,640,700.00	60.87	Best	55.6%
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	Washington	\$ 8,973,000.00	44.14	Best	51.9%
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland BOT	Portland	\$ 4,416,999.00	48.41	Best	51.9%
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	Washington	\$ 4,572,738.00	43.73	Better	44.5%
CFP12	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas	\$ 8,721,932.00	57.8	Better	44.4%
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	Clackamas	\$ 7,228,290.00	51.1	Better	44.4%
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland BOT	Portland	\$ 7,732,932.00	58.65	Better	40.7%
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	Multnomah	\$ 9,420,793.00	49.55	Better	40.7%
CFP23	NE MLK Jr Blvd Safety and Access to Transit	Portland BOT	Portland	\$ 4,879,517.00	60.56	Better	40.7%
CFP26	W Burnside Green Loop Crossing	Portland BOT	Portland	\$ 3,938,250.00	52.21	Better	37.0%
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	Tualatin Hills PRD	Washington	\$ 6,000,000.00	59.81	Better	37.0%
CFP6	Westside Trail Segment 1 - King City	King City	Washington	\$ 7,841,343.00	46.85	Better	33.3%
CFP9	Red Electric Trail East of SW Shattuck Rd	Portland Parks	Portland	\$ 7,677,446.00	43.99	Good	29.6%
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	Clackamas	\$ 12,026,118.00	52.32	Good	29.6%
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	Gresham	Multnomah	\$ 4,067,495.00	62.25	Good	25.9%
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington	\$ 8,000,000.00	44.74	Good	18.5%

28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Mobility Options
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	Multnomah	\$ 897,300.00	81.41	Best	85.2%
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	Clackamas	\$ 3,832,341.00	53.88	Better	48.2%
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas	\$ 2,707,217.00	53.09	Better	33.3%
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	Washington	\$ 2,593,200.00	26.95	Good	14.8%
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	Clackamas	\$ 983,000.00	31.25	Good	7.4%

Appendix 1

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Ratings Summary: Thriving Economy - DRAFT

28-30 Regional Flexible Funds Step 2: Construction Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Thriving Economy
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	Clackamas	\$ 12,026,118.00	52.32	Best	93.3%
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	Clackamas	\$ 7,228,290.00	51.1	Best	86.7%
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland BOT	Portland	\$ 7,577,698.00	72.64	Best	66.7%
CFP23	NE MLK Jr Blvd Safety and Access to Transit	Portland BOT	Portland	\$ 4,879,517.00	60.56	Better	63.3%
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	Gresham	Multnomah	\$ 4,067,495.00	62.25	Better	63.3%
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	Tualatin Hills PRD	Washington	\$ 6,000,000.00	59.81	Better	60.0%
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	Washington	\$ 4,649,687.00	56.28	Better	60.0%
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland BOT	Portland	\$ 4,416,999.00	48.41	Better	60.0%
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington	\$ 5,252,300.00	55.65	Better	56.7%
CFP26	W Burnside Green Loop Crossing	Portland BOT	Portland	\$ 3,938,250.00	52.21	Better	56.7%
CFP16	Beaverton Creek Trail: Merlo Road Improvements	Washington County	Washington	\$ 6,640,700.00	60.87	Better	56.7%
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland BOT	Portland	\$ 7,732,932.00	58.65	Better	50.0%
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington	\$ 8,000,000.00	44.74	Better	50.0%
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	Washington	\$ 4,572,738.00	43.73	Better	46.7%
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	Multnomah	\$ 9,420,793.00	49.55	Better	43.3%
CFP12	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas	\$ 8,721,932.00	57.8	Better	40.0%
CFP9	Red Electric Trail East of SW Shattuck Rd	Portland Parks	Portland	\$ 7,677,446.00	43.99	Good	20.0%
CFP6	Westside Trail Segment 1 - King City	King City	Washington	\$ 7,841,343.00	46.85	Good	16.7%
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	Washington	\$ 8,973,000.00	44.14	Good	16.7%

28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Thriving Economy
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	Multnomah	\$ 897,300.00	81.41	Best	100.0%
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas	\$ 2,707,217.00	53.09	Better	56.7%
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	Clackamas	\$ 3,832,341.00	53.88	Better	50.0%
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	Clackamas	\$ 983,000.00	31.25	Better	40.0%
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	Washington	\$ 2,593,200.00	26.95	Good	16.7%

Appendix 1

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Ratings Summary: Design - DRAFT

28-30 Regional Flexible Funds Step 2: Construction Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Design
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	Tualatin Hills PRD	Washington	\$ 6,000,000.00	59.81	Best	95.8%
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland BOT	Portland	\$ 7,732,932.00	58.65	Best	95.8%
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	Gresham	Multnomah	\$ 4,067,495.00	62.25	Best	91.7%
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland BOT	Portland	\$ 7,577,698.00	72.64	Best	85.4%
CFP16	Beaverton Creek Trail: Merlo Road Improvements	Washington County	Washington	\$ 6,640,700.00	60.87	Best	81.3%
CFP9	Red Electric Trail East of SW Shattuck Rd	Portland Parks	Portland	\$ 7,677,446.00	43.99	Best	81.3%
CFP12	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas	\$ 8,721,932.00	57.8	Better	79.2%
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	Washington	\$ 8,973,000.00	44.14	Better	77.1%
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington	\$ 5,252,300.00	55.65	Better	77.1%
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	Washington	\$ 4,649,687.00	56.28	Better	75.0%
CFP6	Westside Trail Segment 1 - King City	King City	Washington	\$ 7,841,343.00	46.85	Better	75.0%
CFP23	NE MLK Jr Blvd Safety and Access to Transit	Portland BOT	Portland	\$ 4,879,517.00	60.56	Better	72.9%
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington	\$ 8,000,000.00	44.74	Better	70.8%
CFP26	W Burnside Green Loop Crossing	Portland BOT	Portland	\$ 3,938,250.00	52.21	Good	60.4%
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	Clackamas	\$ 7,228,290.00	51.1	Good	54.2%
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	Multnomah	\$ 9,420,793.00	49.55	Good	47.9%
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	Clackamas	\$ 12,026,118.00	52.32	Good	35.4%
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	Washington	\$ 4,572,738.00	43.73	Good	35.4%
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland BOT	Portland	\$ 4,416,999.00	48.41	Good	25.0%

28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Design
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	Multnomah	\$ 897,300.00	81.41	N/A	N/A
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas	\$ 2,707,217.00	53.09	N/A	N/A
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	Clackamas	\$ 3,832,341.00	53.88	N/A	N/A
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	Clackamas	\$ 983,000.00	31.25	N/A	N/A
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	Washington	\$ 2,593,200.00	26.95	N/A	N/A

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Performance Measures Criteria and Scoring Questions

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?		0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Performance Measures Criteria and Scoring Questions

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school watershed?	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14: Do you have any comments about any of the topics covered in the Safe System section?		0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Performance Measures Criteria and Scoring Questions

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?			No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Is the project located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	No	No	No
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	No	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?			No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Performance Measures Criteria and Scoring Questions

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?			No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?			No	N/A	No

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary Table of Contents

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28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-Use Path

Project ID:	CFP3							
Project Name:	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	0.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	2.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.67	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	1.33	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes

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28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-Use Path

Project ID:	CFP3							
Project Name:	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	No	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.67	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.67	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-Use Path

Project ID:	CFP3							
Project Name:	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.33	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	1.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	3.00	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	1.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-Use Path

Project ID:		CFP3						
Project Name:		Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path						
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	1.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Prescott St: 82nd Ave Multimodal Safety and Access

Project ID:	CFPS							
Project Name:	NE Prescott St: 82nd Ave Multimodal Safety and Access							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.67	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.67	See instructions in SS8.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Prescott St: 82nd Ave Multimodal Safety and Access

Project ID:	CFPS							
Project Name:	NE Prescott St: 82nd Ave Multimodal Safety and Access							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.67	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	2.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Prescott St: 82nd Ave Multimodal Safety and Access

Project ID:	CFP5							
Project Name:	NE Prescott St: 82nd Ave Multimodal Safety and Access							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.33	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.67	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.33	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Prescott St: 82nd Ave Multimodal Safety and Access

Project ID:	CFP5							
Project Name:	NE Prescott St: 82nd Ave Multimodal Safety and Access							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community Street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	5.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	3.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Westside Trail Segment 1 - King City

Project ID:	CFP6							
Project Name:	Westside Trail Segment 1 - King City							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.33	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.67	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.33	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.67	See instructions in SS8.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Westside Trail Segment 1 - King City

Project ID:	CFP6							
Project Name:	Westside Trail Segment 1 - King City							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve a prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.67	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	2.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Westside Trail Segment 1 - King City

Project ID:	CFP6							
Project Name:	Westside Trail Segment 1 - King City							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Score Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.67	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	0.67	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
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Westside Trail Segment 1 - King City

Project ID:	CFP6							
Project Name:	Westside Trail Segment 1 - King City							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	4.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflect an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflect a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
OR 212/224 Sunrise Highway Phase 2: Bike/Pedestrian Facilities and Interchange Improvements

Project ID:	CFP8							
Project Name:	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	3.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.67	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.67	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.67	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	1.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
OR 212/224 Sunrise Highway Phase 2: Bike/Pedestrian Facilities and Interchange Improvements

Project ID:	CFP8							
Project Name:	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve a prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.67	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.67	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
OR 212/224 Sunrise Highway Phase 2: Bike/Pedestrian Facilities and Interchange Improvements

Project ID:	CFP8							
Project Name:	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.33	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.67	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.67	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.33	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.67	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.67	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.67	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	1.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
OR 212/224 Sunrise Highway Phase 2: Bike/Pedestrian Facilities and Interchange Improvements

Project ID:	CFP8							
Project Name:	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	1.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	1.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	1.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	1.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Red Electric Trail East of SW Shattuck Road

Project ID:	CFP9							
Project Name:	Red Electric Trail East of SW Shattuck Rd							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	0.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	0.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Red Electric Trail East of SW Shattuck Road

Project ID:	CFP9							
Project Name:	Red Electric Trail East of SW Shattuck Rd							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve a prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.67	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Red Electric Trail East of SW Shattuck Road

Project ID:	CFP9							
Project Name:	Red Electric Trail East of SW Shattuck Rd							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.67	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.00	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Red Electric Trail East of SW Shattuck Road

Project ID:		CFP9						
Project Name:		Red Electric Trail East of SW Shattuck Rd						
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	4.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Funds Step 2 Outcomes Evaluation Individual Score Summary:
Bridge Crossing of Highway 26 by the Westside Trail

Project ID:	CFP10							
Project Name:	Bridge Crossing of Hwy. 26 by the Westside Trail							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.67	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	0.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.67	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.33	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.33	See instructions in SS8.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Funds Step 2 Outcomes Evaluation Individual Score Summary:
Bridge Crossing of Highway 26 by the Westside Trail

Project ID:	CFP10							
Project Name:	Bridge Crossing of Hwy. 26 by the Westside Trail							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.33	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve a prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Funds Step 2 Outcomes Evaluation Individual Score Summary:
Bridge Crossing of Highway 26 by the Westside Trail

Project ID:	CFP10							
Project Name:	Bridge Crossing of Hwy. 26 by the Westside Trail							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.67	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

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28-30 Regional Flexible Funds Step 2 Outcomes Evaluation Individual Score Summary:
Bridge Crossing of Highway 26 by the Westside Trail

Project ID:		CFP10						
Project Name:		Bridge Crossing of Hwy. 26 by the Westside Trail						
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	5.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	3.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	5.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflect an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflect a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
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Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue

Project ID:	CFP11							
Project Name:	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	3.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.67	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.67	See instructions in SS8.	1	No	Yes	Yes

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28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue

Project ID:	CFP11							
Project Name:	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve a prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.33	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.33	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.67	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue

Project ID:	CFP11							
Project Name:	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.67	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.33	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.67	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue

Project ID:		CFP11						
Project Name:		Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue						
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflect an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.67	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflect a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Gladstone Historic Trolley Trail Bridge Construction

Project ID:	CFP12							
Project Name:	Gladstone Historic Trolley Trail Bridge Construction							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	2.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Gladstone Historic Trolley Trail Bridge Construction

Project ID:	CFP12							
Project Name:	Gladstone Historic Trolley Trail Bridge Construction							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	1.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	1.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
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Gladstone Historic Trolley Trail Bridge Construction

Project ID:	CFP12							
Project Name:	Gladstone Historic Trolley Trail Bridge Construction							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	1.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	1.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.00	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Gladstone Historic Trolley Trail Bridge Construction

Project ID:		CFP12						
Project Name:		Gladstone Historic Trolley Trail Bridge Construction						
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.67	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Halsey Complete Street: 192nd Avenue - 201st Avenue

Project ID:	CFP13							
Project Name:	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Score Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.33	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	1.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Halsey Complete Street: 192nd Avenue - 201st Avenue

Project ID:	CFP13							
Project Name:	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.33	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.67	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.67	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.67	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Halsey Complete Street: 192nd Avenue - 201st Avenue

Project ID:	CFP13							
Project Name:	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	1.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.33	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.67	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.67	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.67	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

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Project ID:	CFP13							
Project Name:	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflect an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	0.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflect a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2

**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
OR99E (McLoughlin Boulevard) 10th Street to Tumwater Village: Shared-Use Path and Streetscape Enhancements Project Development**

Project ID:	CFP14							
Project Name:	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	3.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	0.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.67	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes

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Project ID:	CFP14							
Project Name:	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	1.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

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RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.67	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	1.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.33	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	1.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	1.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

OR99E (McLoughlin Boulevard) 10th Street to Tumwater Village: Shared-Use Path and Streetscape Enhancements Project Development

Project ID:	CFP14							
Project Name:	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	0.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Highway, Community boulevard, Regional boulevard	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE 223rd Avenue: NE Glisan to NE Marine Drive Safety Corridor Planning

Project ID:	CFP15							
Project Name:	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	2.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.67	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE 223rd Avenue: NE Glisan to NE Marine Drive Safety Corridor Planning

Project ID:	CFP15							
Project Name:	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	1.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	1.67	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	1.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.67	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE 223rd Avenue: NE Glisan to NE Marine Drive Safety Corridor Planning

Project ID:	CFP15							
Project Name:	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	1.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.33	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.67	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.67	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	1.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	1.33	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	1.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	3.00	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	1.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE 223rd Avenue: NE Glisan to NE Marine Drive Safety Corridor Planning

Project ID:		CFP15						
Project Name:		NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning						
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	1.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community boulevard	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflect an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.67	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflect a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Beaverton Creek Trail: Merlo Road Improvements

Project ID:	CFP16							
Project Name:	Beaverton Creek Trail: Merlo Road Improvements							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	3.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	0.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	2.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Beaverton Creek Trail: Merlo Road Improvements

Project ID:	CFP16							
Project Name:	Beaverton Creek Trail: Merlo Road Improvements							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	1.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Beaverton Creek Trail: Merlo Road Improvements

Project ID:	CFP16							
Project Name:	Beaverton Creek Trail: Merlo Road Improvements							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	1.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Beaverton Creek Trail: Merlo Road Improvements

Project ID:		CFP16						
Project Name:		Beaverton Creek Trail: Merlo Road Improvements						
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	4.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflect an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflect a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Beaverton Downtown Loop: SW Hall Boulevard - 3rd Street to 5th Street

Project ID:	CFP17							
Project Name:	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Score Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.33	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Beaverton Downtown Loop: SW Hall Boulevard - 3rd Street to 5th Street

Project ID:	CFP17							
Project Name:	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	2.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	1.33	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	1.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Beaverton Downtown Loop: SW Hall Boulevard - 3rd Street to 5th Street

Project ID:	CFP17							
Project Name:	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Score Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	1.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.67	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	1.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	2.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Beaverton Downtown Loop: SW Hall Boulevard - 3rd Street to 5th Street

Project ID:		CFP17						
Project Name:		Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St						
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional boulevard	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflect an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.67	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflect a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue

Project ID:	CFP18							
Project Name:	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	3.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	2.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.67	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue

Project ID:	CFP18							
Project Name:	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.33	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	2.67	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
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NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue

Project ID:	CFP18							
Project Name:	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	2.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.67	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.33	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue

Project ID:	CFP18							
Project Name:	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	4.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflect an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	3.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflect a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Outer Halsey and Outer Foster (ITS Signal Improvements)

Project ID:	CFP19							
Project Name:	Outer Halsey and Outer Foster (ITS Signal Improvements)							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.33	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.33	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	2.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.67	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	1.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.67	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	1.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.67	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Outer Halsey and Outer Foster (ITS Signal Improvements)

Project ID:	CFP19							
Project Name:	Outer Halsey and Outer Foster (ITS Signal Improvements)							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.67	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	0.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	1.67	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.67	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.33	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.67	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Outer Halsey and Outer Foster (ITS Signal Improvements)

Project ID:	CFP19							
Project Name:	Outer Halsey and Outer Foster (ITS Signal Improvements)							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.67	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.67	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.67	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	1.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.67	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.67	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.67	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
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Outer Halsey and Outer Foster (ITS Signal Improvements)

Project ID:	CFP19							
Project Name:	Outer Halsey and Outer Foster (ITS Signal Improvements)							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.67	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	1.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	0.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	2.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflect an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	0.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflect a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Smart SW 185th Avenue ITS and Better Bus Project

Project ID:	CFP21							
Project Name:	Smart SW 185th Avenue ITS and Better Bus Project							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	2.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	1.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.67	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	1.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Smart SW 185th Avenue ITS and Better Bus Project

Project ID:	CFP21							
Project Name:	Smart SW 185th Avenue ITS and Better Bus Project							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	2.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	0.33	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	2.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
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Smart SW 185th Avenue ITS and Better Bus Project

Project ID:	CFP21							
Project Name:	Smart SW 185th Avenue ITS and Better Bus Project							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Score Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.33	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.67	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.33	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.33	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.67	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	1.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	1.33	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.67	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.00	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Smart SW 185th Avenue ITS and Better Bus Project

Project ID:		CFP21						
Project Name:		Smart SW 185th Avenue ITS and Better Bus Project						
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	2.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	1.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	0.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
North Dakota Street (Fanno Creek) Bridge Replacement

Project ID:	CFP22							
Project Name:	North Dakota Street (Fanno Creek) Bridge Replacement							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	1.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.67	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.67	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.33	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
North Dakota Street (Fanno Creek) Bridge Replacement

Project ID:	CFP22							
Project Name:	North Dakota Street (Fanno Creek) Bridge Replacement							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.33	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.33	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.33	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.33	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.33	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
North Dakota Street (Fanno Creek) Bridge Replacement

Project ID:	CFP22							
Project Name:	North Dakota Street (Fanno Creek) Bridge Replacement							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.33	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.33	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.33	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.33	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.33	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.33	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.67	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.33	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
North Dakota Street (Fanno Creek) Bridge Replacement

Project ID:		CFP22						
Project Name:		North Dakota Street (Fanno Creek) Bridge Replacement						
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflect an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflect a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE MLK Jr. Boulevard Safety and Access to Transit

Project ID:	CFP23							
Project Name:	NE MLK Jr Blvd Safety and Access to Transit							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.67	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.33	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	1.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.67	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.33	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE MLK Jr. Boulevard Safety and Access to Transit

Project ID:	CFP23							
Project Name:	NE MLK Jr Blvd Safety and Access to Transit							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	1.33	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.33	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.67	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	1.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE MLK Jr. Boulevard Safety and Access to Transit

Project ID:	CFP23							
Project Name:	NE MLK Jr Blvd Safety and Access to Transit							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.67	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.33	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.33	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.67	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.67	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE MLK Jr. Boulevard Safety and Access to Transit

Project ID:		CFP23						
Project Name:		NE MLK Jr Blvd Safety and Access to Transit						
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional boulevard	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	4.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflect an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Glisan Street: 82nd Avenue Multimodal Safety and Access

Project ID:	CFP24							
Project Name:	NE Glisan St: 82nd Avenue Multimodal Safety and Access							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	1.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Glisan Street: 82nd Avenue Multimodal Safety and Access

Project ID:	CFP24							
Project Name:	NE Glisan St: 82nd Avenue Multimodal Safety and Access							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	2.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.67	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.67	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Glisan Street: 82nd Avenue Multimodal Safety and Access

Project ID:	CFP24							
Project Name:	NE Glisan St: 82nd Avenue Multimodal Safety and Access							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Score Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.67	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	1.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.67	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	1.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	1.67	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Glisan Street: 82nd Avenue Multimodal Safety and Access

Project ID:		CFP24						
Project Name:		NE Glisan St: 82nd Avenue Multimodal Safety and Access						
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	4.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflect an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.67	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflect a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Lakeview Boulevard: Jean Road to McEwan Road

Project ID:		CFP25						
Project Name:		Lakeview Blvd - Jean Rd to McEwan Rd						
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.33	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.67	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	0.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Lakeview Boulevard: Jean Road to McEwan Road

Project ID:	CFP25							
Project Name:	Lakeview Blvd - Jean Rd to McEwan Rd							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.33	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion elements. No distinction with this question on partial or complete filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.33	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Lakeview Boulevard: Jean Road to McEwan Road

Project ID:	CFP25							
Project Name:	Lakeview Blvd - Jean Rd to McEwan Rd							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Score Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.33	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.33	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.33	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.67	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.33	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.33	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Lakeview Boulevard: Jean Road to McEwan Road

Project ID:		CFP25						
Project Name:		Lakeview Blvd - Jean Rd to McEwan Rd						
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	2.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	1.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	1.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflect an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflect a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
W Burnside Green Loop Crossing

Project ID:	CFP26							
Project Name:	W Burnside Green Loop Crossing							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.67	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
W Burnside Green Loop Crossing

Project ID:	CFP26							
Project Name:	W Burnside Green Loop Crossing							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

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W Burnside Green Loop Crossing

Project ID:	CFP26							
Project Name:	W Burnside Green Loop Crossing							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.67	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.67	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

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Project ID:		CFP26						
Project Name:		W Burnside Green Loop Crossing						
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional boulevard	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	1.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflect an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflect a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
SW 175th Design: SW Condor Lane to SW Kemmer Road

Project ID:	CFP27							
Project Name:	SW 175th Design: SW Condor Lane to SW Kemmer Road							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	1.67	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.33	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.33	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	0.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.33	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.67	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	1.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.67	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes

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Project ID:	CFP27							
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Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.33	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.33	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.67	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.67	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

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RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.33	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.67	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.33	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	0.33	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
SW 175th Design: SW Condor Lane to SW Kemmer Road

Project ID:		CFP27						
Project Name:		SW 175th Design: SW Condor Lane to SW Kemmer Road						
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	1.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	1.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	0.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflect an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	0.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflect a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Cedar Mill Better Bus and Access to Transit Enhancements

Project ID:	CFP28							
Project Name:	Cedar Mill Better Bus and Access to Transit Enhancements							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	0.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.33	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.67	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.33	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Cedar Mill Better Bus and Access to Transit Enhancements

Project ID:	CFP28							
Project Name:	Cedar Mill Better Bus and Access to Transit Enhancements							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	2.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	1.33	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.33	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinction with this question on partial or full filling of gap. No distinction if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	2.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Cedar Mill Better Bus and Access to Transit Enhancements

Project ID:	CFP28							
Project Name:	Cedar Mill Better Bus and Access to Transit Enhancements							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.67	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.67	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.33	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	1.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	1.33	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Cedar Mill Better Bus and Access to Transit Enhancements

Project ID:		CFP28						
Project Name:		Cedar Mill Better Bus and Access to Transit Enhancements						
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community boulevard	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflect an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.67	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflect a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W

Project ID:	CFP29							
Project Name:	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	0.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project within .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	0.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	0.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.33	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	0.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	2.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.67	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	1.00	See instructions in SS8.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W

Project ID:	CFP29							
Project Name:	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve a prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	1.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W

Project ID:	CFP29							
Project Name:	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.33	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	1.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS dependent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.67	This is a GIS dependent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES" then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.00	This is a partial GIS dependent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.67	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES." Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W

Project ID:		CFP29						
Project Name:		Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W						
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS dependent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	0.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	3.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflect an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflect a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

**4.1 Resolution No. 25-5473 For the Purpose of Adding a New ODOT Public
Transportation Awarded Project into the 2024-27 MTIP for TriMet
Supporting Elderly and Disabled Persons Transit Needs**
Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, March 20, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING A NEW	)	RESOLUTION NO. 25-5473
ODOT PUBLIC TRANSPORTATION)	
AWARDED PROJECT INTO THE 2024-27	)	Introduced by: Chief Operating
MTIP FOR TRIMET SUPPORTING	)	Officer Marissa Madrigal in
ELDERLY AND DISABLED PERSONS	)	concurrence with Council President
TRANSIT NEEDS	)	Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the USDOT MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the Oregon Department of Transportation (ODOT) Public Transportation Division has awarded TriMet \$2,134,621 of federal Surface Transportation Block Grant funds in support of TriMet's Federal Transit Administration Section 5310 Program; and

WHEREAS, the Section 5310 Program supports the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate; and

WHEREAS, TriMet will provide the minimum match requirement and use the funding to procure eligible replacement paratransit buses and/or vehicles, and:

WHEREAS, ODOT will initiate and complete the required flex transfer of the FHWA based funding to FTA which will allow TriMet to then access, obligate, and expend the funding award; and

WHEREAS, the programming updates to the new project is stated in Exhibit A to this resolution; and

WHEREAS, on March 7, 2025, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on March 20, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add the new project as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this ___ day of _____ 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
March 2025, Formal/Full MTIP Amendment Summary
Formal Amendment #: MR25-08-MAR

The March 2025 MTIP Formal Amendment contains one new project being added to the 2024-27 MTIP from the ODOT Public Transportation Division (PTD). A summary of the project is shown below:

Key 23838 (New Project) - Transit Vehicle Replacement Tri-Met FFY25 (ODOT PTD): Key 23838 was awarded \$2.13 million of federal State Surface Transportation Block Grant funds supporting the procurement of FTA Section 5310 replacement paratransit buses/vehicles that support the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient, or inappropriate. ODOT will transfer the funds to the Federal Transit Administration (FTA) via a process called “flex transfer”. Once this is complete, TriMet will be able to access, obligate, expend the funds through the FTA oversight process.

Exhibit A Table (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 March Formal MTIP Amendment.

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 25-5473

March 2025 Formal Amendment Bundle Contents
Amendment Type: Formal/Full
Amendment #: MR25-08-MAR
Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Adding New Projects to the 2024-2027 MTIP:				
(#1) ODOT Key # 23838 MTIP ID TBD <i>New Project</i>	ODOT PTD	Transit Vehicle Replacement Tri-Met FFY25	ODOT PTD funding to TriMet supporting FTA 5310 paratransit replacement bus/vehicle procurements to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new award for TriMet supporting FTA 5310 program area needs to procure replacement buses/vehicles.

Proposed Amendment Review and Approval Steps	
March 2025 (MR25-08-MAR) Formal Amendment estimated processing and approval timing	
Date	Action
Tuesday, March 4, 2025	Post amendment & begin 30-day notification/comment period. (Comment period is March 4, 2025 to April 2, 2025.)
Friday, March 7, 2025	Metro Transportation Policy Alternative Committee (TPAC) – Amendment overview, and approval recommendation provided to JPACT
Thursday, March 20, 2025	JPACT Meeting – Amendment approval consideration.
Thursday, April 10, 2025	Metro Council Meeting – Final Metro amendment approval request.
May, 2025?	Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.

Added Notes:

1. Approval by FTA will be required for this amendment along with final approval from FHWA.
2. The FTA approval assumes FTA lifts their formal/full MTIP/STIP amendments pause by April 2025 allowing the formal amendment to receive the required FTA approval.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
 Add the ODOT PTD awarded 5310
 vehicle replacement project

Project #1

Project Details Summary							
ODOT Key #	23838	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		MR25-08-MAR		STIP Amendment ID:		24-27-2324	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new 5310 paratransit vehicle replacement project award to the MTIP. Funding is awarded from the ODOT Public Transportation Division (PTD) to TriMet in support of FTA Section 5310 program areas. The funding will support 5310 program area replacement vehicle procurements,

Project Name:	Transit Vehicle Replacement Tri-Met FFY25						
Lead Agency:	ODOT PTD	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:
 ODOT PTD funding to TriMet supporting FTA 5310 paratransit replacement bus/vehicle procurements to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient.

MTIP Detailed Description (Internal Metro use only):
 ODOT PTD FFY 2025 award to TriMet supporting the procurement of FTA Section 5310 replacement paratransit buses/vehicles that support the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient, or inappropriate. State STBG will be flex transferred to FTA for TriMet.

STIP Description:
 Funding for replacement or right sizing of category A or B transit vehicles in urban areas. This project will be delivered through FTA.

Project Classification Details											
Project Type	Category		Features				System Investment Type				
Transit	Transit - Vehicles		Vehicles - Replacement				Capital Improvement				
ODOT Work Type:	TRANSIT										
Phase Funding and Programming											
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total		
Federal Funds											
State STBG	Y240	2025						\$ 2,134,621	\$ 2,134,621		
									\$ -		
Federal Totals:			\$ -		\$ -	\$ -		\$ 2,134,621	\$ 2,134,621		
State Funds											
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total		
									\$ -		
									\$ -		
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Local Funds											
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total		
Local	Match	2025						\$ 244,317	\$ 244,317		
									\$ -		
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ 244,317	\$ 244,317		
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total		
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,378,938	\$ 2,378,938		
Total Estimated Project Cost									\$ 2,378,938		
Total Cost in Year of Expenditure:									\$ 2,378,938		

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,378,938	\$ 2,378,938
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -		\$ -	\$ -		\$ 244,317	\$ 244,317
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -		\$ -	\$ -		\$ 2,134,621	\$ 2,134,621
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -		\$ 244,317	\$ 244,317
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,378,938	\$ 2,378,938

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.7%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.3%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TrAMS grant ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes	If yes, expected FTA conversion code:			5310	

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT Public Transportation Division award to TriMet
2. Does the amendment include changes or updates to the project funding? Yes. New State STBG (to be flex transferred to FTA and for TriMet is being added to the MTIP
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via STIP Impacts Worksheet and confirmation from the ODOT Statewide Investments Management Section Manager
4. Level of funding approval? ODOT Public Transportation manager level and the ODOT Statewide Investments Management Section Manager
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Adequate for now.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2025	Years Active	0	Project Status	T21	Identified in Transit Plan and approved by Board. Moving forward to program in MTIP
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num Not Applicable
Last Amendment Action	Not Applicable					

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	RTP ID - 10928: Operating Capital: Fleet Vehicles: Phase 1
RTP Project Description:	Replacement, refurbishment and/or service expansion of zero emission buses, articulated buses, light rail and LIFT vehicles.

Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure? No.	
2. Is the project identified on the Congestion Management Process (CMP) plan? No.	
3. Is the project included as part of the approved: UPWP? No. Not applicable.	
3a. If yes, is an amendment required to the UPWP? No.	
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.	
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable	
4. Applicable RTP Goals: <u>Goal # 1 -Mobility Options:</u> Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 -Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.	
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.	

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.	
2. What are the start and end dates for the comment period? Estimated to be Tuesday, March 4, 2025 to Wednesday, April 2, 2025	
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.	
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.	

5. Did the project amendment result in a significant number of comments? **Comments are not expected other than a possible description revision request from TriMet as part of the public comments period**

6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
5310	FTA Section 5310 funding are federal funds intended to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas

Financial Plan -- Estimate / Actual Amounts

Phase	Funding Resp	STIP	Year	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
OT	SW TRANSIT	2024-2027 STIP	2025	2,378,938.00	2,134,621.00	0.00	244,317.00	1/14/25: Create new project per 24-27-2324.
	OT Totals			2,378,938.00	2,134,621.00	0.00	244,317.00	
Grand Totals				2,378,938.00	2,134,621.00	0.00	244,317.00	

Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	2,378,938.00	89.73%	2,134,621.00	0.00%	0.00	10.27%	244,317.00
	OT Totals			100.00%	2,378,938.00		2,134,621.00		0.00		244,317.00
Grand Totals					2,378,938.00	2,134,621.00		0.00		244,317.00

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	N/A	Not Applicable	Not Applicable
Functional Classification	N/A	Not Applicable	Not Applicable
Federal Aid Eligible Facility	N/A	Not Applicable	Not Applicable

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
				X	X			

Added notes:



Memo

Date: March 10, 2025
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: March 2025 MTIP Formal Amendment & Resolution 25-5473 Approval Request
– MR25-08-MAR

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING A NEW ODOT PUBLIC TRANSPORTATION AWARDED PROJECT INTO THE 2024-27 MTIP FOR TRIMET SUPPORTING ELDERLY AND DISABLED PERSONS TRANSIT NEEDS

BACKGROUND

What This Is - Amendment Summary:

The March 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains one project. The project involves a new ODOT Public Transportation Division (PTD) award to TriMet supporting TriMet's elderly and disabled persons transportation needs program.

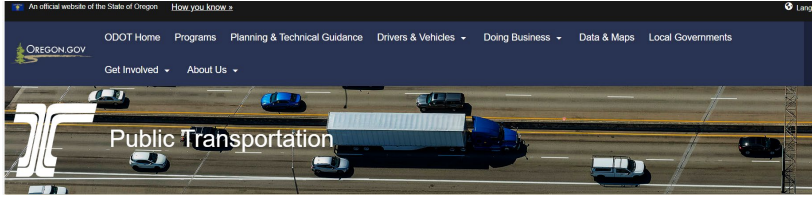
What is the requested action?


TPAC met on March 7, 2025, and provided their approval recommendation to JPACT for resolution 25-5473 to add the new paratransit vehicle replacement project into the MTIP.

TPAC March 7, 2025, Meeting Summary:

TPAC members received their official notification and overview of the amendment bundle. There was no significant discussion. TPAC unanimously provided their approval recommendation for JPACT to approve Resolution 25-5473 containing the new paratransit replacement vehicle replacement project.

The following page provides a more detailed summary of the required changes for the new project.

Project Number: 1	Key Number: 23838	Status: Add New Project																																																																																																
Project Name:	Transit Vehicle Replacement Tri-Met FFY25																																																																																																	
Lead Agency:	ODOT PTD																																																																																																	
Description:	<p>ODOT PTD FFY 2025 award to TriMet supporting the procurement of FTA Section 5310 replacement paratransit buses/vehicles that support the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient, or inappropriate. State STBG will be flex transferred to FTA for TriMet.</p>																																																																																																	
Funding Summary:	<p>The ODOT Public Transportation Division has authorized a \$2,134,621 to TriMet to support their FTA Section 5310 transit program that addresses elderly and disabled persons transportation needs. A local 10.27% minimum match is required which adds \$244,317 for a programming total of \$2,378,938.</p> <p>ODOT initial will act as lead agency to complete MTIP and STIP programming actions and to initiate the funding flex transfer to FTA. The programmed State Surface Transportation Block Grant (STBG) will be transferred from FHWA to FTA. The funds will then be converted to FTA Section 5310 funding. TriMet will then be able to access, obligate and expend the funds in support of the replacement vehicle procurement through FTA’s Transit Award Management System (TrAMS).</p>  <p>The federal originate form the approval of the 2024-27 STIP with a total of \$15 million allocated in support of transit vehicle replacement. The award to TriMet was authorized by the Public Transportation Division Transit Manager.</p> <table border="1" data-bbox="493 1549 1409 1745"> <thead> <tr> <th>Overall STIP Fix-It Funding Allocations by Program</th> <th>Federal</th> <th>SHF</th> <th>HB 2017</th> <th>B/P 1%</th> <th>TOF</th> <th>Local</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Discretionary Non-Highway</td> <td>174,145,647</td> <td>2,567,500</td> <td>-</td> <td>9,728,630</td> <td>686,727</td> <td>6,910,443</td> <td>194,038,947</td> </tr> <tr> <td>Off-System Bike Ped</td> <td>49,213,147</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>5,632,665</td> <td>54,845,812</td> </tr> <tr> <td>SRTS Education</td> <td>4,000,000</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>444,444</td> <td>4,444,444</td> </tr> <tr> <td>Transportation Options</td> <td>7,500,000</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>833,333</td> <td>8,333,333</td> </tr> <tr> <td>Bike-Ped Strategic</td> <td>45,000,000</td> <td>-</td> <td>-</td> <td>5,150,451</td> <td>-</td> <td>-</td> <td>50,150,451</td> </tr> <tr> <td>ODOT SRTS Infrastructure</td> <td>25,000,000</td> <td>-</td> <td>-</td> <td>2,861,362</td> <td>-</td> <td>-</td> <td>27,861,362</td> </tr> <tr> <td>Transit Vehicle Replacement</td> <td>15,000,000</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>15,000,000</td> </tr> <tr> <td>Passenger Rail Facility Planning</td> <td>1,000,000</td> <td>-</td> <td>-</td> <td>-</td> <td>114,454</td> <td>-</td> <td>1,114,454</td> </tr> <tr> <td>Great Streets</td> <td>22,432,500</td> <td>2,567,500</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>25,000,000</td> </tr> <tr> <td>Innovative Mobility Pilot</td> <td>5,000,000</td> <td>-</td> <td>-</td> <td>-</td> <td>572,272</td> <td>-</td> <td>5,572,272</td> </tr> <tr> <td>21-24 ODOT SRTS Infrastructure</td> <td>-</td> <td>-</td> <td>-</td> <td>1,716,817</td> <td>-</td> <td>-</td> <td>1,716,817</td> </tr> </tbody> </table>		Overall STIP Fix-It Funding Allocations by Program	Federal	SHF	HB 2017	B/P 1%	TOF	Local	Total	Discretionary Non-Highway	174,145,647	2,567,500	-	9,728,630	686,727	6,910,443	194,038,947	Off-System Bike Ped	49,213,147	-	-	-	-	5,632,665	54,845,812	SRTS Education	4,000,000	-	-	-	-	444,444	4,444,444	Transportation Options	7,500,000	-	-	-	-	833,333	8,333,333	Bike-Ped Strategic	45,000,000	-	-	5,150,451	-	-	50,150,451	ODOT SRTS Infrastructure	25,000,000	-	-	2,861,362	-	-	27,861,362	Transit Vehicle Replacement	15,000,000	-	-	-	-	-	15,000,000	Passenger Rail Facility Planning	1,000,000	-	-	-	114,454	-	1,114,454	Great Streets	22,432,500	2,567,500	-	-	-	-	25,000,000	Innovative Mobility Pilot	5,000,000	-	-	-	572,272	-	5,572,272	21-24 ODOT SRTS Infrastructure	-	-	-	1,716,817	-	-	1,716,817
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Amendment Action:	<p>The formal amendment adds the new ODOT STBG award for TriMet to support their elderly and disabled persons transit needs (5310) program. TriMet will use the funds as part of a replacement vehicle purchase in support of their 5310 Program.</p>																																																																																																	

<p>Added Notes:</p>	<p>Project Location: NA: Regional application</p> <p>About FTA’s Section 5310 Program:</p>  <p>Overview</p> <p>This program (49 U.S.C. 5310) provides funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.</p> <p>The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). The funding can be used for “traditional” or “nontraditional” projects. “Traditional” projects are capital projects as defined in 49 U.S.C. 5302(3). “Nontraditional” projects are capital and/or operating projects that go beyond the scope of the Americans with Disabilities Act (ADA) complementary paratransit services or public transportation alternatives designed to assist older adults and people with disabilities.</p> <p>Eligible Activities</p> <p>Traditional Section 5310 project examples include:</p> <ul style="list-style-type: none"> • Buses and vans • Wheelchair lifts, ramps, and securement devices • Transit-related information technology systems, including scheduling/routing/one-call systems • Mobility management programs • Acquisition of transportation services under a contract, lease, or other arrangement <p>Nontraditional Section 5310 project examples include:</p> <ul style="list-style-type: none"> • Travel training • Volunteer driver programs • Construction of an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features • Improvements to signage, or way-finding technology • Incremental cost of providing same day service or door-to-door service
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	<ul style="list-style-type: none"> • Purchase of vehicles to support new accessible taxi, rides sharing and/or vanpooling programs • Mobility management programs
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METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the March 2025 Formal MTIP amendment (MR25-08-MAR) will include the following actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.
- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.

- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	February 28, 2025
• Initiate the required public notification/comment process.....	March 4, 2025
• TPAC approval recommendation to JPACT.....	March 7, 2025
• JPACT approval and recommendation to Council.....	March 20, 2025
• Completion of public notification/comment process.....	April 2, 2025
• Metro Council approval.....	April 10, 2025

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps. The below timeline is an estimation only and assume no changes to the proposed JPACT or Council meeting dates occur:

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	April 15, 2025
• USDOT clarification and final amendment approval.....	Late May 2025

Notes:

- This amendment includes transit scope elements with eventual oversight from FTA. As a result, FTA is required to provide amendment approval with the final amendment approval from FHWA.
- Presently, FTA has issued a formal amendment approval “pause” due to the Executive Order. We are assuming that FTA will lift the amendment approval pause by May and allow the March 2025 Formal Amendment to proceed and receive final approval.
- ~~As of February 21, 2025, FHWA now requires a two-step approval requirement for all formal MTIP/STIP amendments: FHWA approval is required by the State FHWA Division Office with final approval from Headquarters FHWA in Washington DC.~~
- As of March 7, 2025, FHWA has reversed their two-step approval process. Formal/Full MTIP/STIP amendments only require approval from the FHWA state field office. They will not require a second approval from FHWA Headquarters in Washington DC.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.

- c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There is no impact to the Metro budget. The approved funding for the project originates from ODOT.

RECOMMENDED ACTION:

TPAC met on March 7, 2025, and provided their approval recommendation to JPACT for resolution 25-5473 to add the new paratransit vehicle replacement project into the MTIP.

No Attachments.

JPACT Worksheet

Agenda Item Title: FFY 2025 MTIP Formal Amendment Approval Request – Resolution 25-5473 (March 2025 Regular MTIP Formal Amendment)

Presenters: None. The March 2025 Regular MTIP Formal Amendment bundle under Resolution 25-5473 is requested to be included on the JPACT Consent Calendar.

Contact for this worksheet/presentation: (If needed) Ken Lobeck, Funding Program Lead.

Purpose/Objective:

FOR THE PURPOSE OF ADDING A NEW ODOT PUBLIC TRANSPORTATION AWARDED PROJECT INTO THE 2024-27 MTIP FOR TRIMET SUPPORTING ELDERLY AND DISABLED PERSONS TRANSIT NEEDS

Approval Recommendation:

TPAC met on March 7, 2025, and provided their approval recommendation to JPACT for resolution 25-5473 to add the new paratransit vehicle replacement project into the MTIP.

Outcome:

JPACT approval and final approval recommendation to Metro Council. Final action is the inclusion of the amended project in the 2024-27 MTIP and STIP enabling the awarded project to obligate and expend their federal funds through FTA.

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

None. This is the first time the item is coming before JPACT for approval.

What packet material do you plan to include?

1. Draft Resolution 25-5473 covering the new ODOT Public Transportation Division award to TriMet in support of paratransit replacement vehicles.
2. Exhibit A to Resolution 25-5463 (MTIP worksheet) showing the specific changes to the project.
3. Staff Report in support of the formal amendment's action to add the new project which provides a summary of the project changes, review processes, and required approval steps. There are no attachments with the staff report.

March 2025 Regular MTIP Formal Amendment Overview:

- The formal MTIP amendment includes three projects:
 - Involves a \$2.13 million ODOT funding award supporting TriMet's procurement of paratransit replacement vehicles
 - Will be added to the MTIP and STIP with ODOT as lead agency for the project.
 - ODOT will initiate the required flex transfer of FHWA based funds over to FTA. Ince accepted by FTA, the funds will be converted to FTA Section 5310 funds supporting the elderly and disabled transportation needs.
 - Once converted to FTA Section 5310 funds, TriMet will complete the obligation process to access and expend the funds as part of their replacement vehicle purchase.
- There is no known opposition to the formal amendment.

4.2 Consideration of the February 20, 2025 JPACT Minutes

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, March 20, 2025



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes
February 20th, 2025

MEMBERS PRESENT

Shannon Singleton
Nafisa Fai
Paul Savas
Keith Wilson
Travis Stovall
Jef Dalin
Joe Buck
Rian Windsheimer
Sam Desue
Ali Mirzakhilili
Anne McEnerny-Ogle
Juan Carlos Gonzalez
Ashton Simpson
Christine Lewis

AFFILIATION

Multnomah County
Washington County
Clackamas County
City of Portland
Cities of Multnomah County
Cities of Washington County
Cities of Clackamas County
Oregon Department of Transportation
TriMet
Oregon Department of Environmental Quality
City of Vancouver
Metro Council
Metro Council
Metro Council

MEMBERS EXCUSED

Curtis Robinhold
Carley Francis
Leann Caver

AFFILIATION

Port of Portland
Washington State Department of Transportation
C-Tran

ALTERNATES PRESENT

Heidi Lueb
Brett Sherman
Chris Ford
Michael Orman
Devin Reck
Scott Patterson

AFFILIATION

Cities of Washington County
Cities of Clackamas County
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
C-Tran

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Juan Carlos Gonzalez (he/him) called the meeting to order at 7:30 am. Chair Gonzalez called the roll and declared a quorum.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

Metro staff Ramona Perrault read aloud the instructions for providing public testimony.

Chris Smith: Representing No More Freeways, raised concerns about the MTIP amendment

Sarah Iannarone: Executive Director of The Street Trust, raised concerns about securing funding for projects and expressed support for regionalism

3. UPDATES FROM THE CHAIR

Chair Gonzalez introduced Ted Leybold, who shared the fatal traffic accidents that have occurred since the last JPACT meeting.

Ted Leybold additionally presented the Transit Minute. Leybold provided updates on ridership numbers and trends from 2024, noting the results of recent investments and progress on the regional vision for transportation.

Chair Gonzalez highlighted the redistribution of funds to the MTIP on the consent agenda, the trip to Washington D.C. planned for Fall 2025, and the ongoing State Legislative Session in Salem.

4. CONSENT AGENDA

Chair Gonzalez stated that there were three items on the Consent Agenda: Consideration of the January 16 Minutes, Resolution No. 25-5464 For The Purpose Of Amending Nine Existing Metro Regional Flexible Funding Allocation (RFFA) Projects With Awarded FFY 2025 Redistribution Supplemental Funding Into The 2024-27 MTIP, and Resolution No. 25-5465 For the Purpose of Canceling an ODOT Rail Hazards Safety Project and Adding Three New Metro Planning Studies to the 2024-27 MTIP.

MOTION: Mayor Joe Buck moved to approve the consent agenda, seconded by Mayor Anne McEnerny-Ogle.

ACTION: The consent agenda was unanimously approved.

5. INFORMATION/DISCUSSION ITEMS

5.1 28-30 Regional Flexible Fund Allocation- Revised Bond Scenarios Discussion

Ted Leybold, Metro, introduced the topic.

Grace Cho, Metro, presented on the recent work regarding the proposed bonding of a portion of the 28-30 Regional Flexible Fund Allocation (RFFA) Program.

Discussion:

Mayor Joe Buck advocated for a regional approach and specifically mentioned Tualatin Valley (TV) Highway, 82nd Ave and Sunrise Corridor.

Mayor Jef Dalin stated Washington County wants to move the three big corridor projects forward.

Commissioner Shannon Singleton inquired about why the Burnside Bridge takes the largest cut and how the scenarios connect to the original scoring of the projects.

Grace Cho explained Metro staff will meet with Multnomah County staff to review these details. JPACT recommended direction that outlined purpose and principles for the bond proposal, along with an open solicitation and technical evaluation. Metro staff has worked with TPAC to take those projects and measure them against JPACT's direction.

Ali Mirzakhilili expressed interest in a risk analysis to assess partial funding of projects and serving the most constituents.

Grace Cho answered that a risk assessment was done by an outside consultant, and those results were shared at the December JPACT meeting.

Commissioner Paul Savas concurred with Mayor Buck and Mayor Dalin and wanted to recognize there is a substantial imbalance in transportation assets in the region: Clackamas County is lacking investment even though it is home to fastest growing communities and Sunset is a planning project to try to get more funding for transit in Clackamas County. Commissioner Savas supports a diversity of transit types.

Councilor Christine Lewis noted that it is important to fund projects to reach points of significance through all parts the region. Councilor Lewis stated the economic opportunities projects unlock should be a priority, particularly around housing and jobs; state and local funding opportunities can supplement federal dollars.

Commissioner Nafisa Fai emphasized \$84 million is a significant investment. Washington County is a regional partner, and we need to think as a region. Washington County is in support of fully funding TV Highway, in scenarios 3 and 4. Transit needs to cross borders.

Sam Desue reported that TriMet wants to focus on projects the leverage federal funds that significantly improve transit and maximize RFFA to leverage CIG projects; TriMet doesn't have match, and RFFA has historically been the source for match.

Chair Juan Carlos Gonzalez requested that staff remind attendees how the bonds get repaid.

Grace Cho explained future RFFA funds will go toward paying those bonds. Ted Leybold explained what comprises RFFA funds.

Chair Gonzalez asked about the timeline for the upcoming weeks.

Ted Leybold explained Metro staff will be meeting with jurisdictional staff to continue discussing details and synthesizing JPACT feedback.

5.2 Rose Quarter MTIP Discussion

Ted Leybold, Metro, presented on the specifics of the MTIP amendment.

Megan Channell, ODOT, presented on the project and introduced the panel of presenters.

Jeff Morelan, Raimore Construction, presented on the workforce and contracting opportunities.

Caitlin Reff, PBOT, described the City's continued commitment to this project.

JT Flowers, Albina Vision Trust, described their work on the area around Moda Center.

Discussion:

Commissioner Paul Savas underscored the significant amount of time and work toward building the Rose Quarter funding package and expressed his continued strong support of the project. Commissioner Savas recalled learning how much diversion happens when I-5 is congested and that freeway projects help local streets by stopping diversion, in addition to other positive community, safety, and climate impacts.

Commissioner Shannon Singleton expressed appreciation for the work and recalled facilitating the compromise for the Rose Quarter cover design. Commissioner Singleton highlighted the project as an important economic investment opportunity that can be used to uplift families in poverty.

Rian Windsheimer, ODOT, thanked all the partners working with them on this project and recognized the joint effort as well as the Legislature's funding commitment.

Councilor Ashton Simpson thanked partners and emphasized how important the project is for community. Councilor Simpson spoke to continuing to move forward with the project despite chaos at the federal level.

JT Flowers replied that in the face of federal uncertainty, the regional partners need to remain committed to delivering a fully developed and scoped-out project. Flowers reported that proposals to remove funding for the highway cover portion of the project would not be an acceptable outcome for Albina Vision Trust.

Mayor Joe Buck recommended a conversation around the different funding sources for all major projects and assessing the funding risks.

Chair Juan Carlos Gonzalez thanked the panel for attending JPACT and presenting to the committee.

5.3 82nd Avenue Transit Project LPA Update

Melissa Ashbaugh, Metro presented on the 82nd Avenue Project Locally Preferred Alternative (LPA) Update.

Discussion:

Councilor Christine Lewis expressed appreciation for the tremendous work among many to make transit function better for people in the region.

Sam Desue thanked everyone for their partnership, and stated the TriMet Board would be voting to endorse the project.

6. MEMBER UPDATES

There were none.

7. ADJOURN

Chair Gonzalez adjourned the meeting at 9:29 a.m.

Respectfully Submitted,

Emma McIntosh

Emma McIntosh,
Recording Secretary

**5.1 Resolution No. 25-5463 For the Purpose of Amending Three
Related I-5 Rose Quarter Projects to the 2024-27 MTIP to Add
\$250 Million Dollars of Approved Funding to the Projects**

Action Items

Joint Policy Advisory Committee on Transportation
Thursday, March 20, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING	)	RESOLUTION NO. 25-5463
THREE RELATED I-5 ROSE QUARTER)	
PROJECTS TO THE 2024-27 MTIP TO	)	Introduced by: Chief Operating
ADD \$250 MILLION DOLLARS OF	)	Officer Marissa Madrigal in
APPROVED FUNDING TO THE PROJECTS	)	concurrence with Council President
	)	Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the USDOT MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the I-5 Rose Quarter Improvement Project's purpose is to improve the safety and operations on I-5 between I-405 and I-84, at the Broadway/Weidler interchange, and on adjacent vicinity surface streets, and enhance multimodal facilities in the project area, and support improved local connectivity and multimodal access plus improve multimodal connections between neighborhoods east and west of I-5.

WHEREAS, the Oregon Transportation Commission (OTC) approved \$250 million in new funding during their December 2024 and January 2025 meetings in support of the I-5 Rose Quarter Improvement Project; and

WHEREAS, ODOT will split the awarded funding across the I-5 Rose Quarter Improvement Project in Key 19071 and the two construction projects in Keys 23672 and 23682; and

WHEREAS, ODOT will add \$12.5 million of awarded funding to support non-construction phase activities for preliminary engineering, right-of-way, utility relocation, and the “Other” phase requirements in Key 19071; and

WHEREAS, ODOT will commit \$177.5 million for the I-5 Rose Quarter - Broadway to Weidler Phase 1 construction package in Key 23672 with the remaining \$60 million committed to the I-5 Rose Quarter - Phase 1A construction package in Key 23682; and

WHEREAS, the OTC award exceeds the \$100 million dollar threshold for capacity enhancing projects requiring Metro to complete a Performance Assessment Evaluation (PAE) as part of the amendment; and

WHEREAS, Metro completed the project PAE which included a transportation modeling analysis and examined the anticipated system performance impacts in support of the 2023 Regional Transportation Plan’s goals of equity, climate, safety, mobility, and economy; and

WHEREAS, Metro completed a 30-day plus public notification and opportunity to comment period as part of formal amendment, and ensured all submitted comments were documented and reviewed in accordance with Metro’s Public Participation Plan; and

WHEREAS, OTC’s double approval requirement process provided the required fiscal constraint demonstration verification for the new awarded funding for inclusion into the MTIP and STIP; and

WHEREAS, the programming updates to the three projects are stated in Exhibit A to this resolution; and

WHEREAS, on February 7 and February 20, 2025, Metro’s Transportation Policy and Alternatives Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT) respectively received an official amendment overview; and

WHEREAS, on March 7, 2025, Metro’s Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on March 20, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend the three projects as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to add the new approved \$250 million dollars for the I-5 Rose Quarter Improvement Project.

ADOPTED by the Metro Council this ___ day of _____ 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

DRAFT

Exhibit A
I-5 Rose Quarter Improvement Project Formal/Full MTIP Amendment
Formal Amendment #: FB25-05-FEB1

The I-5 Rose Quarter Improvement Project MTIP Formal Amendment represents a stand-alone formal amendment involving three Rose Quarter improvement projects. The three amended ODOT projects include the following:

- Key 19071: I-5 Rose Quarter Improvement Project (Adds \$12.5 million to the Preliminary Engineering (PE), right-of-way, Utility Relocation (UR), and Other phases).
- Key 23672: I-5 Rose Quarter: Broadway to Weidler Phase 1 (Adds \$177.5 million to the construction phase).
- Key 23682: ~~I-405 and I-5 Stormwater Facilities~~ **I-5 Rose Quarter: Phase 1A** (Adds \$60 million to the construction phase, updates, the project name and description as a result of a scope adjustment).

Note: There is a fourth project that supports various Rose Quarter proposed improvements. This is Key 23646. The project name is Broadway Mainstreet and Supporting Connections. The lead agency is the city of Portland. This project is a separately funded project and not part of the February #1, 2025, MTIP Formal Amendment. There is no amendment action occurring to this project.

On December 4, 2024, the Oregon Transportation Commission (OTC) provided their initial approval of the \$250 million for the Rose Quarter Improvement project. During their January 16, 2025 meeting, OTC received an updated and more detailed summary describing how the \$250 million will be applied. OTC approved this item as well. See Attachments 3 and 4 to the amendment staff report for additional details.

There are no projects being canceled from the MTIP and STIP through this amendment. A summary of the three projects includes the following:

- **Key 19071 - I-5 Rose Quarter Improvement Project (ODOT):** Key 19071 contains the non-construction phase programming to the Rose Quarter Improvement Project. The overall proposed improvements are on I-5 in Portland and will complete multi-modal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new over crossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities. The MTIP formal amendment adds \$12.5 million the PE, ROW, UR, and Other phases. . The net change increases the total programming amount by 4.9%.
- **Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1 (ODOT):** The MTIP formal amendment adds \$177.5 million of the OTC approved \$250 million to the construction phase. The project will replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler and supporting facilities and complete compatibility construction for follow-on packages.

- **Key 23682 - ~~I-405 and I-5 Stormwater Facilities~~ I-5 Rose Quarter: Phase 1A (ODOT):** The formal amendment adds \$60 million of approved OTC funding to the construction phase. The project will construct stormwater facilities for the east end of Fremont Bridge and ramps. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. The project scope is updated which results in a modification to the project name and description.

Exhibit A Tables (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 February #1 Formal MTIP Amendment bundle of projects.

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 25-5463

I-5 Rose Quarter Improvement Project Formal Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: FB25-05-FEB1

Total Number of Projects: 3

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Existing Projects Being Canceled in the 2024-27 MTIP: None				

Category: Amending Existing Projects to the 2024-2027 MTIP:

(#1) ODOT Key # 19071 MTIP ID 70784	ODOT	I-5 Rose Quarter Improvement Project	Key 19071 includes the non-construction required phases (e.g. PE, ROW, UR, and Cons). The overall project is on I-5 in Portland. It will complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities.	<u>ADD FUNDS:</u> The formal amendment adds \$12.5 million of Oregon Transportation Commission (OTC) approved funds to PE, UR, ROW and Other phases. The Other phase slips to 2026. The net programming change increases the project by 5.3%.
(#2) ODOT Key # 23672 MTIP ID 71444	ODOT	I-5 Rose Quarter: Broadway to Weidler Phase 1	Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages	<u>ADD FUNDS:</u> The formal amendment adds a total of \$250 million of OTC approved to the three existing Rose Quarter projects including Keys 19071, 23672, and 23682. For Key 23672, \$177,500,000 is being added to support the construction phase activities. The new funding was approved by OTC during their December 2024 and January 2025 meetings.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#3) ODOT Key # 23682 MTIP ID 71443	ODOT	I-405 and I-5 Stormwater Facilities I-5 Rose Quarter: Phase 1A	Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project. Construct stormwater facilities for the east end of Fremont Bridge and ramps. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. PE completed in Key 19071	ADD FUNDS/SCOPE: The formal amendment updates the project segment name and adds \$60 million of the \$250 million OTC award to the construction phase. The project scope is adjusted and requires updates to the project name and description.

Proposed Amendment Review and Approval Steps	
I-5 Rose Quarter Improvement Project Formal Amendment estimated processing and approval timing	
Note: The Rose Quarter MTIP Formal Amendment requires a 2-step approval process through the Metro TPAC and JPACT committees. The amendment bundle will be introduced to TPAC and JPACT during their February 2025 meetings. Amendment approval requests will occur during their March 2025. Meeting. Final approval from Metro Council is proposed to occurring during April 2025. Key processing milestone dates are shown below.	
Rose Quarter Improvement Project Formal MTIP Amendment Introduction and Overview	
Date	Action
Tuesday, February 4, 2025	Post amendment & begin 30+ day notification/comment period. (Comment period is February 4, 2025 to March 7, 2025.)
Friday, February 7, 2025	TPAC meeting – Rose Quarter formal amendment introduction and overview.
Thursday, February 20, 2025	JPACT Meeting – Rose Quarter amendment introduction and overview.
Rose Quarter Improvement Project Formal MTIP Amendment Approval Actions	
Friday, March 7, 2025	TPAC meeting – Rose Quarter approval recommendation to JPACT requested from TPAC.

Friday, March 7, 2025	Close 30+ day public notification/comment period. Note: Comments still can be submitted via written correspondence to Metro or providing testimony at TPAC, JPACT, or Metro Council meetings.
Thursday, March 20, 2025	JPACT meeting – Rose Quarter amendment approval request and final approval recommendation provided to Metro Council
Thursday, April 3, 2025*	Metro Council Meeting – Final Metro amendment approval request provided
Late April/early May 2025	Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.

* Note: The final Metro Council date is tentative and may change.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD FUNDS
 Add OTC approved funds to PE,
 UR, and Other phases, slip the
 Other phase to 2026

Project #1

Project Details Summary							
ODOT Key #	19071	RFFA ID:	N/A	RTP ID:	10867 11176	RTP Approval Date:	11/30/2023
MTIP ID:	70784	CDS ID:	N/A	Bridge #:	S8588E N8588E	FTA Flex & Conversion Code	No
MTIP Amendment ID:		FB25-05-FEB1		STIP Amendment ID:		24-27-2202	

Summary of Amendment Changes Occurring:

The formal amendment adds new Oregon Transportation Commission (OTC) funding to the three existing Rose Quarter projects. For Key 19071, \$10 million of approved funding is added to the Preliminary Engineering (PE) phase. The ROW phase adds \$1 million and the Utility Relocation (UR) phase receives a \$1 million increase. The Other phase receives a \$500,000 boost. This totals \$12.5 million of new OTC approved funding. The Other phase is slipped from FFY 2025 to FFY 2026. The cost change increases the total programming from \$236,141,997 to \$248,641,997. This equals a 5.3% increase to the project. The new originates from a new \$250 million total allocation approved by OTC during their December 2024 and January 2025 meetings.

Project Name:	I-5 Rose Quarter Improvement Project						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

MTIP Worksheet/Exhibit A Contents for Key 19071			
Page(s)	Content	Page(s)	Content
1	Project identification and amendment purpose	7	Project limits and cross street references
2	Project descriptions and classifications	8-9	Amendments, RTP consistency review areas and goals
3	Programming details - Federal fund portion	10-11	Public comment period, fund code descriptions, STIP review
4	Programming details - State and local funds	12-13	RTP performance measures completed assessments
5-6	Funding composition and match ratio details	14-15	Project location map and project exhibit
6-7	Known committed funding summary		

Short Description:

On I-5 in Portland, complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities.

MTIP Detailed Description (Internal Metro use only):

On and around I-5 from MP 301.40 to MP 303.20, complete multiple system upgrades to help reduce congestion, improve safety and traffic operations, and support economic growth in the Portland Metro region with multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will: provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant; relocate utilities in the cover grant and stormwater areas; acquire permanent VMS signs and software early in the project to support movement of traffic during cover construction. Subsequent projects will advance other elements of the Rose Quarter effort. (NAE23 grant award \$450 million).

STIP Description:

The Rose Quarter investment will help reduce congestion, improve safety and traffic operations, and support economic growth in the Portland Metro region with multi-modal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will: provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant; relocate utilities in the cover grant and stormwater areas; acquire permanent VMS signs and software early in the project to support movement of traffic during cover construction. Subsequent projects will advance other elements of the Rose Quarter effort.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	New Capacity - General Purpose	Capital Improvement
		Lane Modification or Reconfiguration	
		System Management and Operations	
	Highway - Bridge	New Capacity - General Purpose	
		Lane Modification or Reconfiguration	
	Highway - Bike	Protected Parallel Facility	
	Highway - Pedestrian	Protected Parallel Facility	
Highway - Other	Other Vehicle Operations		
ODOT Work Type:	MODERN		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
NHPP Exempt	M002 MOE2	2016		\$ 3,805,500					\$ 3,805,500
AC-HB2017	ACP0	2016		\$ 82,998,000					\$ -
AC-HB2017	ACP0	2016		\$ 119,886,000					\$ 119,886,000
ADVCON (RQ)	ACP0	2016		\$ 9,222,000					\$ 9,222,000
AC-NAE23	ACP0	2016		\$ 30,000,000					\$ -
NAE23	NE01	2016		\$ 30,000,000					\$ 30,000,000
NHPP	Z001	2016		\$ 1,844,400					\$ 1,844,400
NHFP	Z460	2016		\$ 15,000,000					\$ 15,000,000
AC-HB2017	ACP0	2020			-\$ 10,072,002				\$ -
AC-HB2017	ACP0	2020			\$ 10,144,200				\$ 10,144,200
AC-NAE23	ACP0	2020			\$ 30,000,000				\$ 30,000,000
ADVCON (RQ)	ACP0	2020			\$ 922,200				\$ 922,200
AC-NAE23	ACP0	2025				-\$ 7,500,000			\$ -
NAE23	NE01	2025				\$ 7,500,000			\$ 7,500,000
ADVCON (RQ)	ACP0	2025				\$ 922,200			\$ 922,200
AC-NAE23	ACP0	2025						-\$ 250,000	\$ -
AC-NAE23	ACP0	2026						\$ 250,000	\$ 250,000
ADVCON (RQ)	ACP0	2026						\$ 461,100	\$ 461,100
Federal Totals:			\$ -	\$ 179,757,900	\$ 41,066,400	\$ 8,422,200	\$ -	\$ 711,100	\$ 229,957,600

Federal fund code notes:

1. AC-HB2017 = Advance Construction funds used as a funding placeholder which originate from authorized HB2017 funding for the project. The final conversion code could another type of eligible federal funds. This is why the advance construction are shown a federal funds.
2. ADVCON = Advance Construction funds. These funds are used as a generic funding placeholder until the final federal fund code is known and committed to the project. When this occurs the use of the Advance Construction fund type code (ADVCON and ACP0) will be converted to the final eligible fund code.
3. NHPP Exempt = Federal National Highway Performance Program funding that are not subject (or Exempt) from various federal-aid restrictions
4. NHPP = Federal National Highway Performance Program funds that are s subject to the usual federal-aid obligation limitations
5. NHFP = Federal National Highway Freight Program funds
6. NAE23 = Neighborhood Access Equity Grant awarded during the 2023. These funds are 100% federal. No required matching funds.

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (NHPP EX)	Match	2016		\$ 321,045					\$ 321,045
State (ACHB2017)	Match	2016		\$ 7,002,000					\$ -
State (ACHB2017)	Match	2016		\$ 10,114,000					\$ 10,114,000
State (ACPO)	Match	2016		\$ 778,000					\$ 778,000
State	S010	2016		\$ 1,000,000					\$ 1,000,000
State (Z001)	Match	2016		\$ 155,600					\$ 155,600
NHPP (State)	Y001	2016		\$ 40,000,000					\$ -
State (Z460)	Match	2016		\$ 1,265,452					\$ 1,265,452
State (ACHB2017)	Match	2020			\$ 927,998				\$ -
State (ACHB2017)	Match	2020			\$ 855,800				\$ 855,800
State (ADVCON)	Match	2020			\$ 77,800				\$ 77,800
State (ADVCON)	Match	2025				\$ 77,800			\$ 77,800
State (ADVCON)	Match	2026						\$ 38,900	\$ 38,900
State Totals:			\$ -	\$ 13,634,097	\$ 933,600	\$ 77,800	\$ -	\$ 38,900	\$ 14,684,397
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2016		\$ 4,000,000					\$ 4,000,000
									\$ -
Local Totals:			\$ -	\$ 4,000,000	\$ -	\$ -		\$ -	\$ 4,000,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 187,391,997	\$ 41,000,000	\$ 7,500,000	\$ -	\$ 250,000	\$ 236,141,997
Amended Programming Totals			\$ -	\$ 197,391,997	\$ 42,000,000	\$ 8,500,000	\$ -	\$ 750,000	\$ 248,641,997
Total Estimated Project Cost :									\$1.5B to \$1.9B
Total Cost in Year of Expenditure:									\$1.5B to \$1.9B

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes and No	Programming only supports non-construction phase requirements. PE, ROW, UR, and Other phase programming is considered fully programmed. Partial construction phase programming is in Keys 23672 and 23682 (also part of the February #1 Formal Amendment bundle).					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 10,000,000	\$ 1,000,000	\$ 1,000,000	\$ -	\$ 500,000	\$ 12,500,000
Phase Change Percent:	0.0%	5.34%	2.4%	13.33%	0.0%	200.0%	5.3%
Amended Phase Matching Funds:	\$ -	\$ 12,634,097	\$ 855,800	\$ 77,800	\$ -	\$ 38,900	\$ 13,606,597
Amended Phase Matching Percent:	N/A	6.57%	7.13%	7.78%	N/A	7.78%	

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 179,757,900	\$ 41,066,400	\$ 8,422,200	\$ -	\$ 711,100	\$ 229,957,600
State	\$ -	\$ 13,634,097	\$ 933,600	\$ 77,800	\$ -	\$ 38,900	\$ 14,684,397
Local	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000
Total	\$ -	\$ 197,391,997	\$ 42,000,000	\$ 8,500,000	\$ -	\$ 750,000	\$ 248,641,997

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	91.07%	97.78%	0.0%	0.0%	0.0%	92.49%
State	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	5.9%
Local	0.0%	2.03%	0.00%	0.0%	0.0%	0.0%	1.61%
Total	0.0%	93.1%	100.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	72.3%	16.5%	3.4%	0.0%	0.3%	92.49%
State	0.0%	5.5%	0.4%	0.0%	0.0%	0.0%	5.9%
Local	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	1.61%
Total	0.0%	79.4%	16.9%	3.4%	0.0%	0.3%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 197,391,997	\$ 42,000,000	\$ 8,500,000			Aid ID
Federal Funds Obligated:		\$ 179,757,900	\$ 41,066,400	\$ 8,422,200			S001(483)
EA Number:		PE002591	R9470000	U0000212			FHWA or FTA
Initial Obligation Date:		9/21/2015	9/4/2020	11/18/2024			FHWA
EA End Date:		12/31/2027	12/31/2029	12/31/2027			FMIS or TRAMS
Known Expenditures:		\$ 131,841,060	\$ 655,202	\$ -			FMIS
				Estimated Project Completion Date:		Not Specified	
Completion Date Notes:		Construction phases for Key 23682 is proposed to start in 2025 with construction in Key 23672 in 2027.					
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	

Identified Funding Sources for Key 19071 (per the STIP Summary Report Financial Estimates Section)							
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes	
ODOT Enhance	PE	\$ 1,500,000	\$ 126,545	\$ -	\$ 1,626,545		
ODOT Region 1 Fix-It Program	PE	\$ 1,844,400	\$ 155,600	\$ -	\$ 2,000,000		
ODOT Statewide Fix-it Program	PE	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000		
HB2017 Discretionary	PE	\$ 119,886,000	\$ 10,114,000	\$ -	\$ 130,000,000		
Local contributions	PE	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000		
ODOT Region 1	PE	\$ 2,305,500	\$ 194,500	\$ -	\$ 2,500,000		
Rose Quarter	PE	\$ 9,222,000	\$ 778,000	\$ -	\$ 10,000,000	OTC approval December 2024	
SW Natl Hwy Freight (NHFP)	PE	\$ 15,000,000	\$ 1,265,452	\$ -	\$ 16,265,452	FHWA discretionary National Highway Freight Program	
USDOT Grants 2023	PE	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000	
Phase Totals:		\$ 179,757,900	\$ 13,634,097	\$ 4,000,000	\$ 197,391,997	\$ 197,391,997	
AC-HB2017 Discretionary	ROW	\$ 10,144,200	\$ 855,800	\$ -	\$ 11,000,000		
Rose Quarter	ROW	\$ 922,200	\$ 77,800	\$ -	\$ 1,000,000		
USDOT Grants 2023	ROW	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	Part of NAE grant award	
Phase Totals:		\$ 41,066,400	\$ 933,600	\$ -	\$ 42,000,000		
Rose Quarter	UR	\$ 922,200	\$ 77,800	\$ -	\$ 1,000,000	Added OTC December 2024 action	
USDOT Grants 2023	UR	\$ 7,500,000	\$ -	\$ -	\$ 7,500,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000	
Phase Totals:		\$ 8,422,200	\$ 77,800	\$ -	\$ 8,500,000		

					\$ -		
Rose Quarter	Other	\$ 461,100	\$ 38,900	\$ -	\$ 500,000	Added OTC December 2024 action	
USDOT Grants 2023	Other	\$ 250,000	\$ -	\$ -	\$ 250,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000	
	Phase Totals:	\$ 711,100	\$ 38,900	\$ -	\$ 750,000		
Program Totals All Phases						Total	
					ODOT Enhance	\$ 1,626,545	
					ODOT Region 1 Fix-It Program	\$ 2,000,000	
					ODOT Statewide Fix-it Program	\$ 1,000,000	
					HB2017 Discretionary	\$ 141,000,000	
					Local contributions	\$ 4,000,000	
					ODOT Region 1	\$ 2,500,000	
					SW Natl Hwy Freight (NHFP)	\$ 16,265,452	
					Rose Quarter	\$ 12,500,000	Total OTC approval = \$250 million
					USDOT Grants 2023	\$ 67,750,000	Total grant award = \$450 million
					Total:	\$ 248,641,997	TPC estimate = \$1.5B to \$1.9B

1. What is the source of funding? **Various Federal discretionary plus ODOT state funds including HB2017 and specific ODOT funding programs.**
2. Does the amendment include changes or updates to the project funding? **Yes. New OTC approved funds (\$250 million total from their December 2024 meeting)) are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via OTC approval during their 12-4-2024 meeting.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **OTC approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	301.2	303.4	2.2
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street	
	Interstate 5	Just north of N. Russell Street		South to the southbound ramp portion of the I-5/I-84 intersection	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2016	Years Active	10	Project Status	7	Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.	
Total Prior Amendments	11 (Since 2016)	Last Amendment	Formal	Date of Last Amendment	July 2024	Last MTIP Amend Num	JL24-11-JUL2
Last Amendment Action	<p>ADD PHASES and FUNDING: The formal amendment adds \$30 million from the new USDOT RCN/NAE23 grant award to ODOT to PE swaps out NAE23 funds in the ROW phase and adds a Utility Relocation (UR) phase plus adds an Other phase to the project</p>						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Yes. The project is a capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project is not exempt from a air conformity and transportation modeling analysis
Exemption Reference:	Not applicable.
Was an air analysis required as part of RTP inclusion?	Yes. The project completed a conformity assessment as part of the 2023 RTP Update
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes. The project completed required transportation modeling analysis as part of the 2023 RTP Update.
Additional Completed Reviews:	As part of the February 2025 Formal MTIP Amendment, the project completed a special Performance Assessment Evaluation (PAE) to examine the expected performance benefits to the transportation system and to reconfirm the project as project is still consistent with the 2023 RTP.
RTP Constrained Project ID and Name:	RTP IDs: ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW) ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)

RTP Project Description:	<p>ID 10867: Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter</p> <p>ID 11176: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.</p>
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Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3.	Is the project included as part of the approved: UPWP? No. Not applicable.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable
4.	<p>Applicable RTP Goals:</p> <p><u>Goal # 1 - Mobility Options:</u> Objective 1.1 Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.</p> <p><u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs</p>
5.	Does the project require a special performance assessment evaluation (PAE) as part of the MTIP amendment? Yes. The project is capacity enhancing and exceeds \$100 million in total project cost. A PAE has been complete as part of this amendment.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, February 4, 2025 to Friday, March 7, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Possibly. The nature of the submitted comments will determine any required follow-on comment reviews by Metro Communications Department staff, Council Office, JPACT, and Metro Council. Submitted comments will be logged and monitored from their on-line submissions to any testimony provided at committees, and from written correspondence submitted to Metro.**

Fund Codes References

Local	Local funds used to support the federal match or contributes to the phase cost.
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules. The use of a generic AC "ADVCON" indicates the expected federal conversion fund is not yet specified
AC-HB2017	Advance Construction placeholder funds that originate from the HB2017 legislation, but could result in a federal conversion code other than HB-2017
AC-NAE23	Advance Construction placeholder funds with the expected conversion code to be the federal Neighborhood Access Equity funding program
NAE23	Neighborhood Access and Equity (NAE) program: This program provides Federal funds for projects that improve walkability, safety, and affordable transportation access through context-sensitive strategies and address existing transportation facilities that create barriers to community connectivity or negative impacts on the human or natural environment, especially in disadvantaged or underserved communities. The program also provides funding for planning and capacity building activities in disadvantaged or underserved communities as well as funding for technical assistance to units of local government to facilitate efficient and effective contracting, design, and project delivery and to build capacity for delivering surface transportation projects. The "23" tag refers to the grant cycle award year.
NHFP	Federal National Highway Freight Program funding that supports the improvement of the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including the investment in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity

NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.
Other	General local or state funds committed to the project above the required minimum match to the federal funds. Other funds may also represent the lead agency's ability to fund the entire phase with local funds.
State	General state funds used usually in support of the required minimum match to the federal funds. They also can be added overmatch to the project phase.

Response:

Programmed Funding	\$ 858,000,000
State Funds	\$ 135,000,000
Federal Formula	\$ 23,000,000
FY23 RCN Grant Award	\$ 450,000,000
OTC-Approved Investment (December 2024 Urban Mobility Strategy Finance Plan, pending TIP Amendment)	\$ 250,000,000
Total Project Cost	\$1.5 B - \$1.9B
Funding Gap	\$642M - \$1.042B

Key Number: 19071 **2024-2027 STIP**

Project Name: I-5 Rose Quarter Improvement Project **(DRAFT AMENDMENT PP**

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	70.92%	140,000,000.00	92.22%	129,108,000.00	7.78%	10,892,000.00	0.00%	0.00
	M002	NHPP-EXEMPT	0.81%	1,598,736.16	92.22%	1,474,354.49	7.78%	124,381.67	0.00%	0.00
	M0E2	NATL HWY PERF EXMPT	1.28%	2,527,808.84	92.22%	2,331,145.31	7.78%	196,663.53	0.00%	0.00
	NE01	Neighborhood Access Equity Grant	15.20%	30,000,000.00	100.00%	30,000,000.00	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	2.03%	4,000,000.00	0.00%	0.00	0.00%	0.00	100.00%	4,000,000.00
	S010	STATE	0.51%	1,000,000.00	0.00%	0.00	100.00%	1,000,000.00	0.00%	0.00
	Z001	NATIONAL HIGHWAY PERF FAST	1.01%	2,000,000.00	92.22%	1,844,400.00	7.78%	155,600.00	0.00%	0.00
	Z460	NATIONAL HWY FREIGHT PROGRAM	8.24%	16,265,452.18	92.22%	15,000,000.00	7.78%	1,265,452.18	0.00%	0.00
PE Totals			100.00%	197,391,997.18		179,757,899.80		13,634,097.38		4,000,000.00
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	41,000,000.00	92.22%	37,810,200.00	7.78%	3,189,800.00	0.00%	0.00
	RW Totals			100.00%	41,000,000.00		37,810,200.00		3,189,800.00	0.00
UR	ACPO	ADVANCE CONSTRUCT PR	11.76%	1,000,000.00	92.22%	922,200.00	7.78%	77,800.00	0.00%	0.00
	NE01	Neighborhood Access Equity Grant	88.24%	7,500,000.00	100.00%	7,500,000.00	0.00%	0.00	0.00%	0.00
	UR Totals			100.00%	8,500,000.00		8,422,200.00		77,800.00	0.00
OT	ACPO	ADVANCE CONSTRUCT PR	100.00%	750,000.00	0.00%	711,100.00	0.00%	38,900.00	0.00%	0.00
	OT Totals			100.00%	750,000.00		711,100.00		38,900.00	0.00
Grand Totals					247,641,997.18		226,701,399.80		16,940,597.38	4,000,000.00

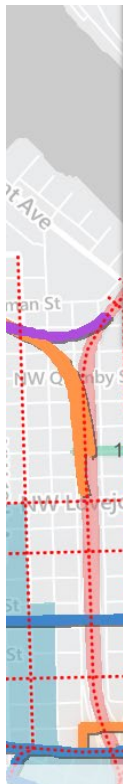
Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	Interstate 5	Interstate
Functional Classification	Yes	Interstate 5	1 = Urban Interstate
Federal Aid Eligible Facility	Yes	Interstate 5	Interstate

Anticipated Required Performance Measurements Monitoring

Rose Quarter Improvement Project under RTP ID 10867



This project (RTP # 10867) is in the **Throughways** investment group. It will start at **I-84** and end at **Greeley St.** It is owned by **ODOT** and is in **Multnomah County**.

Description: Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.

Project Time Frame: 2023-2030

Estimated Cost: \$338,000,000

This project **is** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will not reduce greenhouse gas emissions**.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

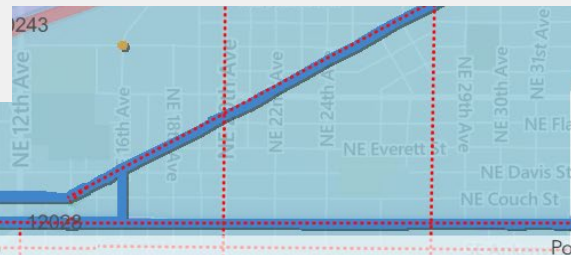
This project **is** located on the **regional emergency transportation/state seismic lifeline route**.

This project **is** located in a **current job center**.

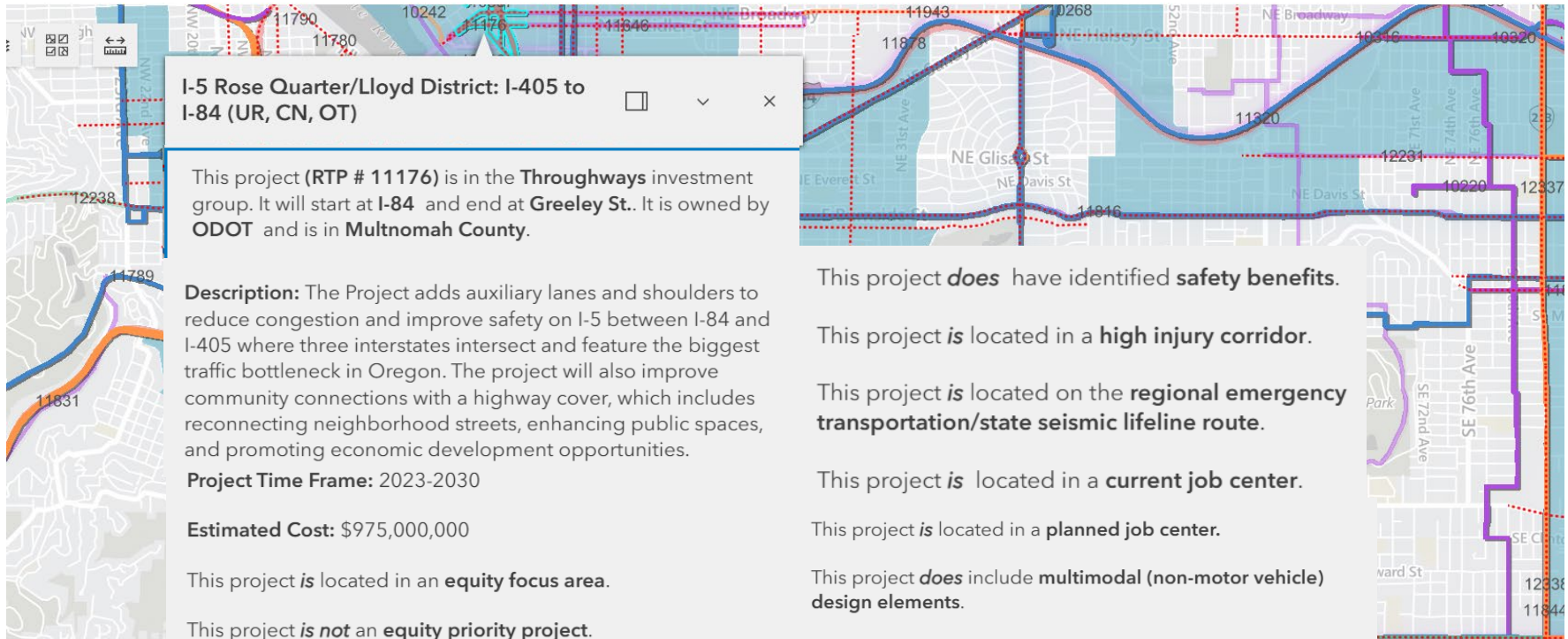
This project **is** located in a **planned job center**.

This project **does** include **multimodal (non-motor vehicle) design elements**.

This project **does not address a multimodal gap** in the transportation system.



Rose Quarter Improvement Project under RTP ID 11176



I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)

This project (RTP # 11176) is in the **Throughways** investment group. It will start at **I-84** and end at **Greeley St.** It is owned by **ODOT** and is in **Multnomah County**.

Description: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.

Project Time Frame: 2023-2030

Estimated Cost: \$975,000,000

This project **is** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will not** reduce **greenhouse gas emissions**.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

This project **is** located on the **regional emergency transportation/state seismic lifeline route**.

This project **is** located in a **current job center**.

This project **is** located in a **planned job center**.

This project **does** include **multimodal (non-motor vehicle) design elements**.

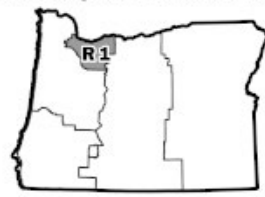
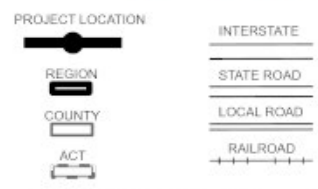
This project **does not** address a **multimodal gap** in the transportation system.

K23682

Agenda Item G, Attachment 01

I-5 ROSE QUARTER: PHASE 1A

Attachment 4: I-5 Rose Quarter January 2025 OTC Item



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http://www.oregon.gov/odot/odot_gis_cms_help_and_guidance/OTC_Maps



FIRST PHASES FOR ROSE QUARTER DELIVERY

\$850 MILLION IN FUNDING PROVIDES:



Scope	Benefit
<ul style="list-style-type: none"> • Build first highway cover section • Build full southbound aux lane and shoulders, partial extension of existing northbound aux lane and shoulder under highway cover • Construct sign bridges & Intelligent Transportation Systems • Bridge work in southern project area • Stormwater facilities near I-405 • Widen Holladay/Hassalo bridge and build walls • Project planning, design, right of way and utility relocation 	<ul style="list-style-type: none"> • Highway cover at Broadway/Weidler, with multimodal improvements • Completes full extension of the southbound aux lane, completing a continuous auxiliary lane between I-405 and Morrison Bridge exit • Extends existing northbound auxiliary lane from I-84 to north of Weidler • Provides signage necessary for tunnel safety and improved highway operations, supports full project construction signage needs • Preserves I-5 bridge structures • Provides required stormwater facilities for ODOT's Portland Harbor agreement



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD FUNDS
 Add OTC approved funds to
 construction phase

Project #2

Project Details Summary							
ODOT Key #	23672	RFFA ID:	N/A	RTP ID:	10867 11176	RTP Approval Date:	11/30/2023
MTIP ID:	71444	CDS ID:	N/A	Bridge #:	S8588E N8588E	FTA Flex & Conversion Code	No
MTIP Amendment ID:		FB25-05-FEB1		STIP Amendment ID:	24-27-2200		

Summary of Amendment Changes Occurring:
 The formal amendment adds a total of \$250 million of Oregon Transportation Commission (OTC) to the three existing Rose Quarter projects that include Keys 19071, 23672, and 23682. For Key 23672, \$177,500,000 is being added to support the construction phase activities. The new funding originates from a new \$250 million total allocation approved by OTC during their December 2024 and January 2025 meetings.

Project Name:	I-5 Rose Quarter: Broadway to Weidler Phase 1						
Lead Agency:	ODOT		Applicant:	ODOT		Administrator:	ODOT
Certified Agency Delivery:	No		Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes

MTIP Worksheet/Exhibit A Contents for Key 19071			
Page(s)	Content	Page(s)	Content
1	Project identification and amendment purpose	8	Public comment period, and fund code descriptions
2	Project descriptions and classifications	9	Programming and cost estimate summaries
3	Programming details - Federal, State, and Local	10-11	RTP performance measures completed assessments
4	Funding composition and match ratio details	12-13	Project location maps and scope description and exhibits
5	Committed Funding Summary and limits		
6-7	Amendments and RTP consistency review areas		

Short Description:

Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages

MTIP Detailed Description (Internal Metro use only):

On I-5 from MP 301.40 to MP 303.20 in Portland, Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement Project (Chiles project to Key 19071, USDOT NAE23 grant funds for construction)

STIP Description:

Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. Construct portion of NB & SB auxiliary lanes. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement project.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
ODOT Work Type:	MODERN		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-NAE23	ACPO	2025					\$ 382,250,000		\$ 382,250,000
ADVCON	ACPO	2025					\$ 163,690,500		\$ 163,690,500
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 545,940,500	\$ -	\$ 545,940,500
Federal fund code notes:									
1. ADVCON = Advance Construction funds. These funds are used as a generic funding placeholder until the final federal fund code is known and committed to the project. When this occurs the use of the Advance Construction fund type code (ADVCON and ACPO) will be converted to the final eligible fund code. For the above programming, ADVCON represents a portion of the new \$250 million approved by OTC for the Rose Quarter project during their December 2024 meeting									
2. NAE23 = Neighborhood Access Equity Grant awarded during the 2023. These funds are 100% federal. No required matching funds.									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (ADVCON-RQ)	Match	2025					\$ 13,809,500		\$ 13,809,500
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 13,809,500	\$ -	\$ 13,809,500
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ 559,750,000	\$ -	\$ 559,750,000
Total Estimated Project Cost (RTP entries for 10867 and 11176):									\$1.5B to \$1.9B
Total Cost in Year of Expenditure:									\$1.5B to \$1.9B

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes & No	The construction phase funding represents the approved funding for this phase segment. The segment funding is fully programmed. Additional Rose Quarter funding is programmed in Keys 19071 and 23682.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 177,500,000	\$ -	\$ 177,500,000
Phase Change Percent:	0.0%	0.00%	0.0%	0.00%	46.4%	0.0%	46.4%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 13,809,500	\$ -	\$ 13,809,500
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	7.78%	N/A	7.78%
Note: Match ratios appear lower than the usual required minimums due to the inclusion of the NAE23 grant funds which are 100% federal.							

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 545,940,500	\$ -	\$ 545,940,500
State	\$ -	\$ -	\$ -	\$ -	\$ 13,809,500	\$ -	\$ 13,809,500
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 559,750,000	\$ -	\$ 559,750,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	97.5%	0.0%	97.53%
State	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	2.5%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	97.5%	0.0%	97.53%
State	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	2.5%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ -	\$ -	\$ -			Aid ID
Federal Funds Obligated:		\$ -	\$ -	\$ -			S001(483)
EA Number:		PE002591	R9470000	U0000212			FHWA or FTA
Initial Obligation Date:		9/21/2015	9/4/2020	11/18/2024			FHWA
EA End Date:		12/31/2027	12/31/2029	12/31/2027			FMIS or TRAMS
Known Expenditures:		\$ 131,841,060	\$ 655,202	\$ -			FMIS
					Estimated Project Completion Date:		Not Specified
Completion Date Notes:		Construction is proposed to start in 2027					
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:		N/A		

Identified Funding Sources for Key 23672 (per the STIP Summary Report Financial Estimates Section)						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
Rose Quarter	Cons	\$ 163,690,500	\$ 13,809,500	\$ -	\$ 177,500,000	OTC approval December 2024. Total OTC approval = \$250 million
USDOT Grants 2023	Cons	\$ 382,250,000	\$ -	\$ -	\$ 382,250,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 545,940,500	\$ 13,809,500	\$ -	\$ 559,750,000	

1. What is the source of funding? **Federal NAE/RCP grant funds plus OTC approved funds.**
2. Does the amendment include changes or updates to the project funding? **Yes. New OTC approved funds (\$250 million total from their December 2024 meeting)) are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via OTC approval during their 12-4-2024 meeting.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **OTC approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	301.2	303.4	2.2
Cross Streets	Route or Arterial	Cross Street	Cross Street		
	Interstate 5	Just north of N. Russell Street	South to the southbound ramp portion of the I-5/I-84 intersection		

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	7	Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.	
Total Prior Amendments	0	Last Amendment	Formal	Date of Last Amendment	July 2024	Last MTIP Amend Num	JL24-11-JUL2
Last Amendment Action	ADD PHASES and FUNDING: The formal amendment adds \$382 million from the new USDOT RCN/NAE23 grant award to ODOT to support construction activities.						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Yes. The project is a capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project is not exempt from a air conformity and transportation modeling analysis
Exemption Reference:	Not applicable.
Was an air analysis required as part of RTP inclusion?	Yes. The project completed a conformity assessment as part of the 2023 RTP Update
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes. The project completed required transportation modeling analysis as part of the 2023 RTP Update.
Additional Completed Reviews:	As part of the February 2025 Formal MTIP Amendment, the project completed a special Performance Assessment Evaluation (PAE) to examine the expected performance benefits to the transportation system and to reconfirm the project as project is still consistent with the 2023 RTP.
RTP Constrained Project ID and Name:	RTP IDs: ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW) ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)

RTP Project Description:	<p>ID 10867: Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter</p> <p>ID 11176: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.</p>
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Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3.	Is the project included as part of the approved: UPWP? No. Not applicable.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable
4.	<p>Applicable RTP Goals:</p> <p><u>Goal # 1 - Mobility Options:</u> Objective 1.1 Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.</p> <p><u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs</p>
5.	Does the project require a special performance assessment evaluation (PAE) as part of the MTIP amendment? Yes. The project is capacity enhancing and exceeds \$100 million in total project cost. A PAE has been complete as part of this amendment.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, February 4, 2025 to Friday, March 7, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Possibly. The nature of the submitted comments will determine any required follow-on comment reviews by Metro Communications Department staff, Council Office, JPACT, and Metro Council. Submitted comments will be logged and monitored from their on-line submissions to any testimony provided at committees, and from written correspondence submitted to Metro.**

Fund Codes References

Local	Local funds used to support the federal match or contributes to the phase cost.
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules. The use of a generic AC "ADVCON" indicates the expected federal conversion fund is not yet specified
AC-NAE23	Advance Construction placeholder funds with the expected conversion code to be the federal Neighborhood Access Equity funding program
NAE23	Neighborhood Access and Equity (NAE) program: This program provides Federal funds for projects that improve walkability, safety, and affordable transportation access through context-sensitive strategies and address existing transportation facilities that create barriers to community connectivity or negative impacts on the human or natural environment, especially in disadvantaged or underserved communities. The program also provides funding for planning and capacity building activities in disadvantaged or underserved communities as well as funding for technical assistance to units of local government to facilitate efficient and effective contracting, design, and project delivery and to build capacity for delivering surface transportation projects. The "23" tag refers to the grant cycle award year.
State	General state funds used usually in support of the required minimum match to the federal funds. They also can be added overmatch to the project phase.

STIP Programming Summary

Key Number: **23672**

2024-2027 STIP

Project Name: **I-5 Rose Quarter: Broadway to Weidler Phase 1** (DRAFT AMENDMENT DR

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	559,750,000.00	0.00%	545,940,500.00	0.00%	13,809,500.00	0.00%	0.00
	CN Totals		100.00%	559,750,000.00		545,940,500.00		13,809,500.00		0.00
Grand Totals						545,940,500.00		13,809,500.00		0.00

Rose Quarter Full Project Summary Cost Estimate

Key 23672 Broadway to Weidler Construction Phase Summary Cost Estimate

Response:

Programmed Funding	\$ 858,000,000
State Funds	\$ 135,000,000
Federal Formula	\$ 23,000,000
FY23 RCN Grant Award	\$ 450,000,000
OTC-Approved Investment (December 2024 Urban Mobility Strategy Finance Plan, pending TIP Amendment)	\$ 250,000,000
Total Project Cost	\$1.5 B - \$1.9B
Funding Gap	\$642M - \$1.042B

I-5 Rose Quarter: Broadway to Weidler Phase 1 (ODOT K23672, MTIP ID 71444, RTP ID 11176)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	NA	\$0	\$0
Right of Way	NA	\$0	\$0
Utility Relocation	NA	\$0	\$0
Construction	2025	\$382,250,000	\$559,750,000
Other	NA	\$0	\$0
TOTAL		\$382,250,000	\$559,750,000

Broadway to Weidler Phase 1 - \$559.75 million:

Funded with \$450 million in awarded 2023 Reconnecting Communities Grant funds from the USDOT (STIP KN 23682) and an additional \$177.5 million from the OTC appropriation for the Urban Mobility Strategy Finance Plan update approved on December 4, 2024.

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	Interstate 5	Interstate
Functional Classification	Yes	Interstate 5	1 = Urban Interstate
Federal Aid Eligible Facility	Yes	Interstate 5	Interstate

Anticipated Required Performance Measurements Monitoring

Rose Quarter Improvement Project under RTP ID 10867



This project (RTP # 10867) is in the **Throughways** investment group. It will start at **I-84** and end at **Greeley St.** It is owned by **ODOT** and is in **Multnomah County**.

Description: Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.

Project Time Frame: 2023-2030

Estimated Cost: \$338,000,000

This project **is** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will not reduce** **greenhouse gas emissions**.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

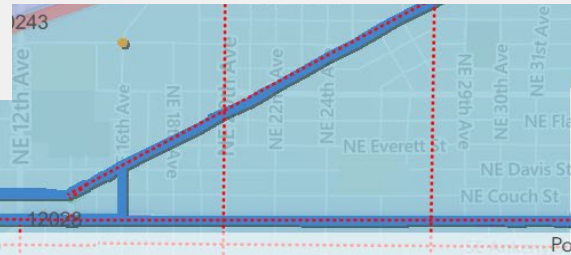
This project **is** located on the **regional emergency transportation/state seismic lifeline route**.

This project **is** located in a **current job center**.

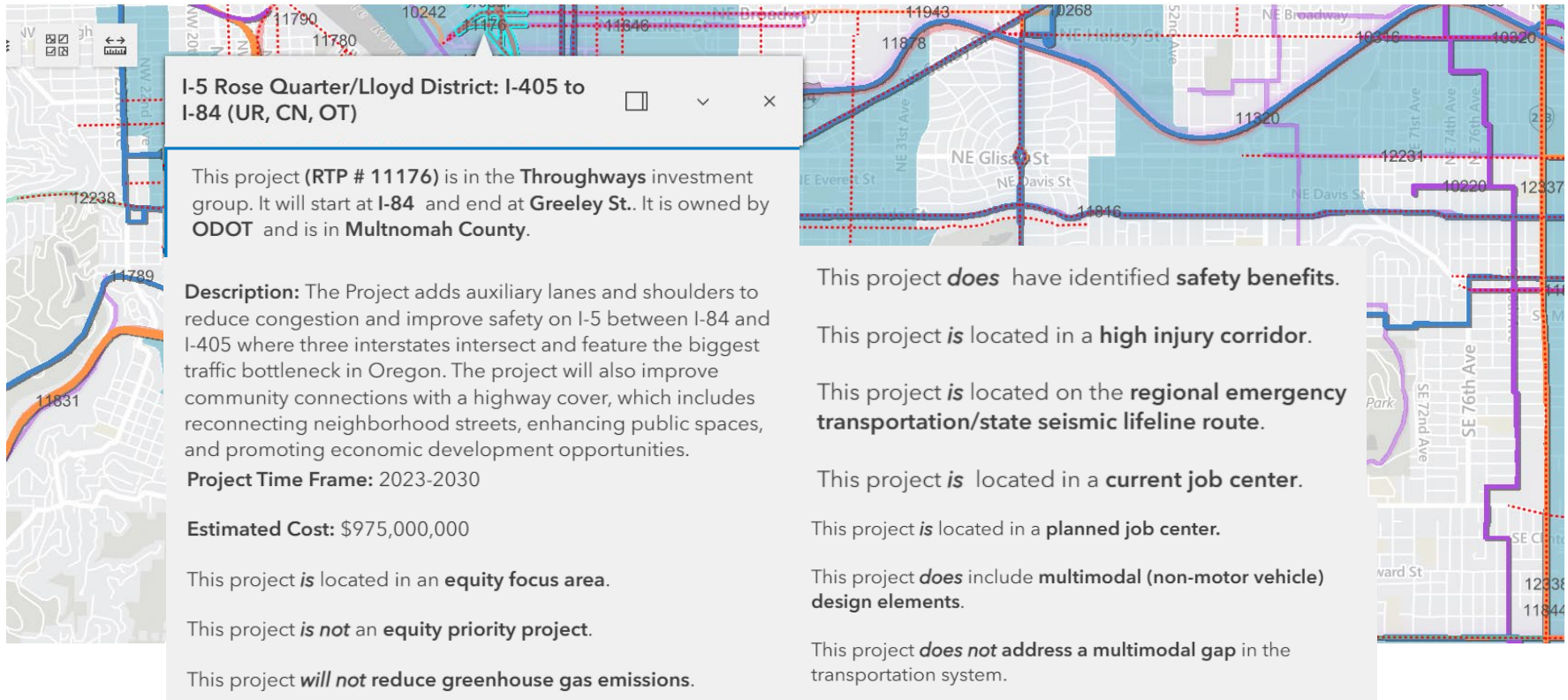
This project **is** located in a **planned job center**.

This project **does** include **multimodal (non-motor vehicle) design elements**.

This project **does not** address a **multimodal gap** in the transportation system.



Rose Quarter Improvement Project under RTP ID 11176



I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)

This project (RTP # 11176) is in the **Throughways** investment group. It will start at **I-84** and end at **Greeley St.** It is owned by **ODOT** and is in **Multnomah County**.

Description: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.

Project Time Frame: 2023-2030

Estimated Cost: \$975,000,000

This project **is** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will not reduce greenhouse gas emissions**.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

This project **is** located on the **regional emergency transportation/state seismic lifeline route**.

This project **is** located in a **current job center**.

This project **is** located in a **planned job center**.

This project **does** include **multimodal (non-motor vehicle) design elements**.

This project **does not address a multimodal gap** in the transportation system.

Project Location Maps and Exhibits

Depiction of Phase 1A (Blue) and Broadway to Weidler Phase 1 (Orange and Purple) Improvements



Summary of planned improvements - K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1

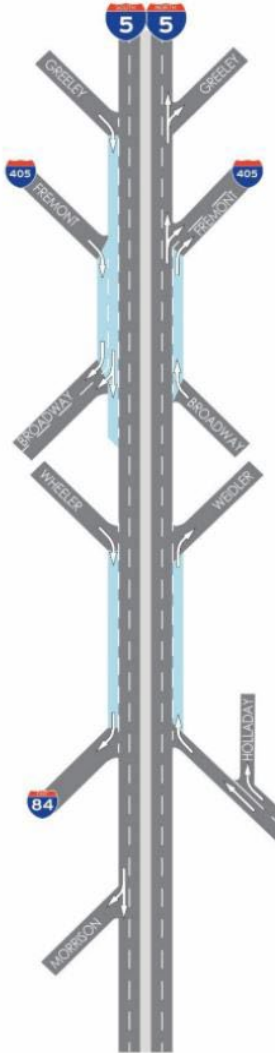
With the increase of \$177,500,000 for the construction phase, the original scope of building the initial portion of the highway cover as funded by the U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant will be expanded. The added scope will be to:

- Construct an added portion of the highway cover so that the first portion of the cover to be constructed would be between the cover's southern portal (south of Weidler) to north of the Broadway structure
- Include removing and replacing the Broadway, Weidler and Williams structures)
- Construct initial portions of the I-5 safety and operational improvements:
 - Including widening the Holladay/Hassalo bridge and build walls
 - Building the full southbound auxiliary lane and shoulders
 - Extending a portion of the existing northbound auxiliary lane and shoulders under the highway cover area,
 - Construct two sign bridges and associated Intelligent Transportation Systems.

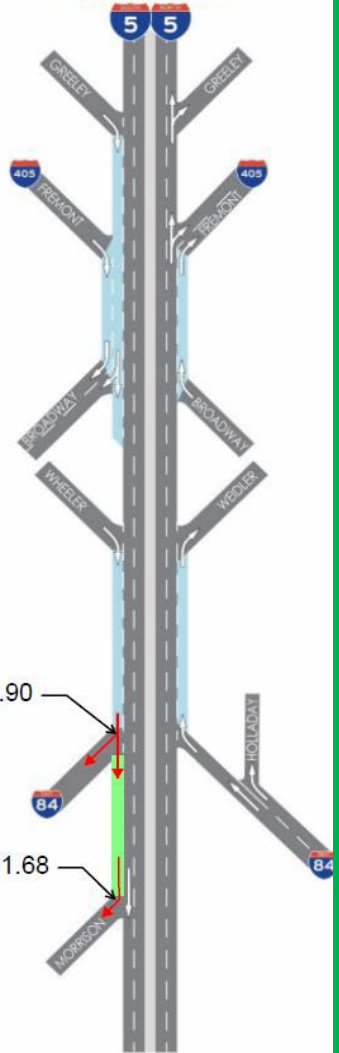
Construction is proposed to begin by 2027.

Key 23672 Proposed I-5 System Upgrades

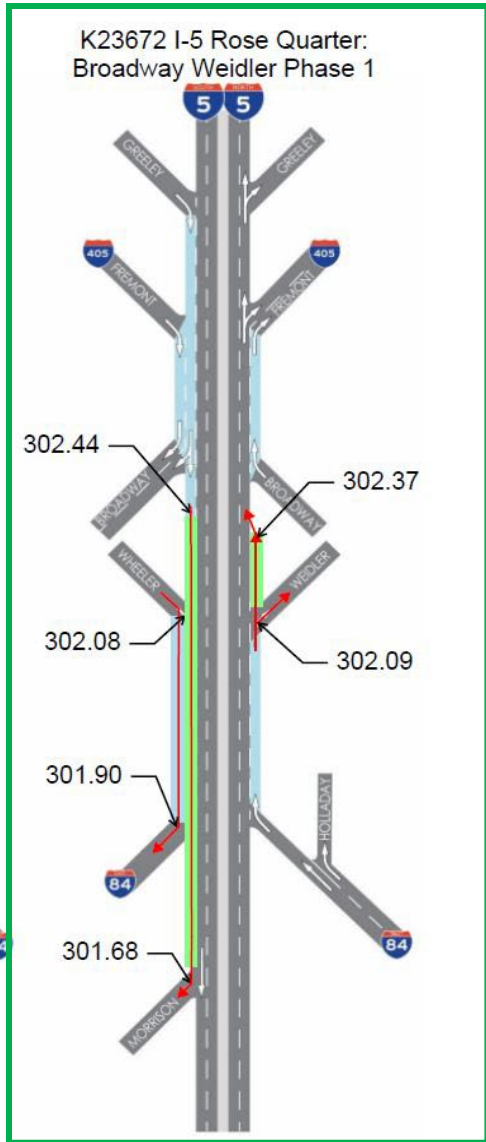
Existing Conditions



K23682 I-5 Rose Quarter: Phase 1A



K23672 I-5 Rose Quarter: Broadway Weidler Phase 1



Legend: Existing I-5 Travel Lanes (Grey)
New Auxiliary Lanes (Green)

Existing Auxiliary Lanes (Light Blue)

Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD FUNDS/SCOPE
 Add OTC approved funds, update
 name and description

Project #3

Project Details Summary							
ODOT Key #	23682	RFFA ID:	N/A	RTP ID:	10867 11176	RTP Approval Date:	11/30/2023
MTIP ID:	71443	CDS ID:	N/A	Bridge #:	S8588E N8588E	FTA Flex & Conversion Code	No
MTIP Amendment ID:		FB25-05-FEB1		STIP Amendment ID:		24-27-2201	

Summary of Amendment Changes Occurring:
 The formal amendment updates the project segment name and adds \$60 million of the \$250 million OTC award to the construction phase. The new originates from a new \$250 million total allocation approved by OTC during their December 2024 meeting. A project scope adjustment is also occurring resulting in an update to the project name and description.

Project Name:	I-405 and I-5 Stormwater Facilities I-5 Rose Quarter: Phase 1A						
Lead Agency:	ODOT		Applicant:	ODOT		Administrator:	ODOT
Certified Agency Delivery:	No		Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes

MTIP Worksheet/Exhibit A Contents for Key 23682			
Page(s)	Content	Page(s)	Content
1	Project identification and amendment purpose	8	Public comment period, and fund code descriptions
2	Project descriptions and classifications	9	Programming and cost estimate summaries
3	Programming details - Federal, State, and Local	10-11	RTP performance measures completed assessments
4	Funding composition and match ratio details	12-13	Project location map, scope description/exhibits
5	Committed Funding Summary and limits		
6-7	Amendments and RTP consistency review areas		

Short Description:

~~Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.~~

Construct stormwater facilities for the east end of Fremont Bridge and ramps. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. PE completed in Key 19071

MTIP Detailed Description (Internal Metro use only):

On I-5 from ~~MP 301.40 to MP 303.20~~ **MP 301.20 to MP 303.40** in Portland, Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. **Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area.** Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.

STIP Description:

Construct stormwater facilities for the east end of Fremont Bridge and ramps to be in compliance with the Portland Harbor Settlement Agreement. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. Preliminary design activities have been completed under project key 19071 I-5 Rose Quarter Improvement Project.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
ODOT Work Type:	BRIDGE		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-HB2017	ACPO	2025					\$ 4,611,000		\$ 4,611,000
ADVCON	ACPO	2025					\$ 55,332,000		\$ 55,332,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 59,943,000	\$ -	\$ 59,943,000
Federal fund code notes:									
1. ADVCON = Advance Construction funds. These funds are used as a generic funding placeholder until the final federal fund code is known and committed to the project. When this occurs the use of the Advance Construction fund type code (ADVCON and ACPO) will be converted to the final eligible fund code. For the above programming, ADVCON represents a portion of the new \$250 million approved by OTC for the Rose Quarter project during their December 2024 meeting									
2. NAE23 = Neighborhood Access Equity Grant awarded during the 2023. These funds are 100% federal. No required matching funds.									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (ACHB2017)	Match	2025					\$ 389,000		\$ 389,000
State (RCADVCON)	Match	2025					\$ 4,668,000		\$ 4,668,000
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 5,057,000	\$ -	\$ 5,057,000
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ 65,000,000	\$ -	\$ 65,000,000
Total Estimated Project Cost:									\$1.5B to \$1.9B
Total Cost in Year of Expenditure:									\$1.5B to \$1.9B

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes & No	The construction phase funding represents the approved funding for this phase segment. The segment funding is fully programmed. Additional Rose Quarter funding is programmed in Keys 19071 and 23672.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 60,000,000	\$ -	\$ 60,000,000
Phase Change Percent:	0.0%	0.00%	0.0%	0.00%	1200.0%	0.0%	1200.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 5,057,000	\$ -	\$ 5,057,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	7.78%	N/A	8.37%
Note: Match ratios appear lower than the usual required minimums due to the inclusion of the NAE23 grant funds which are 100% federal.							

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 59,943,000	\$ -	\$ 59,943,000
State	\$ -	\$ -	\$ -	\$ -	\$ 5,057,000	\$ -	\$ 5,057,000
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 65,000,000	\$ -	\$ 65,000,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	92.2%	0.0%	92.22%
State	0.0%	0.0%	0.0%	0.0%	7.8%	0.0%	7.8%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	92.2%	0.0%	92.22%
State	0.0%	0.0%	0.0%	0.0%	7.8%	0.0%	7.8%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ -	\$ -	\$ -			Aid ID
Federal Funds Obligated:		\$ -	\$ -	\$ -			S001(483)
EA Number:		PE002591	R9470000	U0000212			FHWA or FTA
Initial Obligation Date:		9/21/2015	9/4/2020	11/18/2024			FHWA
EA End Date:		12/31/2027	12/31/2029	12/31/2027			FMIS or TRAMS
Known Expenditures:		\$ 131,841,060	\$ 655,202	\$ -			FMIS
					Estimated Project Completion Date:		Not Specified
Completion Date Notes:		Construction phase is proposed to begin in 2025					
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:		N/A		

Identified Funding Sources for Key 23682 (per the STIP Summary Report Financial Estimates Section)						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
Rose Quarter	Cons	\$ 55,332,000	\$ 4,668,000	\$ -	\$ 60,000,000	OTC approval December 2024. Total OTC approval = \$250 million
USDOT Grants 2023	Cons	\$ 4,611,000	\$ 389,000	\$ -	\$ 5,000,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 59,943,000	\$ 5,057,000	\$ -	\$ 65,000,000	

1. What is the source of funding? **HB2017 authorized funding plus OTC approved funds.**
2. Does the amendment include changes or updates to the project funding? **Yes. New OTC approved funds (\$250 million total from their December 2024 meeting)) are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via OTC approval during their 12-4-2024 meeting.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **OTC approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	301.40 301.20	303.20 303.40	2.20
Cross Streets	Route or Arterial	Cross Street	Cross Street		
	Interstate 5	Just north of N. Russell Street	South to the southbound ramp portion of the I-5/I-84 intersection		

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	7	Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	July 2024	Last MTIP Amend Num	JL24-11-JUL2
Last Amendment Action	<p>ADD NEW PROJECT: Add new child project to the 2024-27 MTIP in support of the Rose Quarter Improvement Project in Key 19071. Funding is from canceled project Key 21219.</p>						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Yes. The project is a capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project is not exempt from a air conformity and transportation modeling analysis
Exemption Reference:	Not applicable.
Was an air analysis required as part of RTP inclusion?	Yes. The project completed a conformity assessment as part of the 2023 RTP Update
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes. The project completed required transportation modeling analysis as part of the 2023 RTP Update.
Additional Completed Reviews:	As part of the February 2025 Formal MTIP Amendment, the project completed a special Performance Assessment Evaluation (PAE) to examine the expected performance benefits to the transportation system and to reconfirm the project as project is still consistent with the 2023 RTP.
RTP Constrained Project ID and Name:	RTP IDs: ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW) ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)

RTP Project Description:	<p>ID 10867: Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter</p> <p>ID 11176: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.</p>
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Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3.	Is the project included as part of the approved: UPWP? No. Not applicable.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable
4.	<p>Applicable RTP Goals:</p> <p><u>Goal # 1 - Mobility Options:</u> Objective 1.1 Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.</p> <p><u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs</p>
5.	Does the project require a special performance assessment evaluation (PAE) as part of the MTIP amendment? Yes. The project is capacity enhancing and exceeds \$100 million in total project cost. A PAE has been complete as part of this amendment.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, February 4, 2025 to Friday, March 7, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Possibly. The nature of the submitted comments will determine any required follow-on comment reviews by Metro Communications Department staff, Council Office, JPACT, and Metro Council. Submitted comments will be logged and monitored from their on-line submissions to any testimony provided at committees, and from written correspondence submitted to Metro.**

Fund Codes References

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<p>AC-NAE23</p>	<p>Advance Construction placeholder funds with the expected conversion code to be the federal Neighborhood Access Equity funding program</p>
<p>NAE23</p>	<p>Neighborhood Access and Equity (NAE) program: This program provides Federal funds for projects that improve walkability, safety, and affordable transportation access through context-sensitive strategies and address existing transportation facilities that create barriers to community connectivity or negative impacts on the human or natural environment, especially in disadvantaged or underserved communities. The program also provides funding for planning and capacity building activities in disadvantaged or underserved communities as well as funding for technical assistance to units of local government to facilitate efficient and effective contracting, design, and project delivery and to build capacity for delivering surface transportation projects. The "23" tag refers to the grant cycle award year.</p>
<p>State</p>	<p>General state funds used usually in support of the required minimum match to the federal funds. They also can be added overmatch to the project phase.</p>

STIP Programming Summary

Key Number: **23682**

2024-2027 STIP

Project Name: **I-5 Rose Quarter: Phase 1A**

(DRAFT AMENDMENT DP)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	65,000,000.00	92.22%	59,943,000.00	7.78%	5,057,000.00	0.00%	0.00
	CN Totals		100.00%	65,000,000.00		59,943,000.00		5,057,000.00		0.00
	Grand Totals			65,000,000.00		59,943,000.00		5,057,000.00		0.00

Rose Quarter Full Project Summary Cost Estimate

Key 23682 Rose Quarter Phase 1A I-405 and I-5 Stormwater Facilities Summary Cost Estimate

Response:

Programmed Funding	\$ 858,000,000
State Funds	\$ 135,000,000
Federal Formula	\$ 23,000,000
FY23 RCN Grant Award	\$ 450,000,000
OTC-Approved Investment (December 2024 Urban Mobility Strategy Finance Plan, pending TIP Amendment)	\$ 250,000,000
Total Project Cost	\$1.5 B - \$1.9B
Funding Gap	\$642M - \$1.042B

I-405 and I-5 Stormwater Facilities Project (ODOT K23682, MTIP ID 71443, RTP ID 11176) - to be known as I-5 Rose Quarter: Phase 1A			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	NA	\$0	\$0
Right of Way	NA	\$0	\$0
Utility Relocation	NA	\$0	\$0
Construction	2025	\$5,000,000	\$65,000,000
Other	NA	\$0	\$0
TOTAL		\$5,000,000	\$65,000,000

Phase 1A- \$65 million:

Funded with \$60 million from an OTC appropriation approved on December 4, 2024, and \$5 million currently programmed in STIP KN 21219. |

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	Interstate 5	Interstate
Functional Classification	Yes	Interstate 5	1 = Urban Interstate
Federal Aid Eligible Facility	Yes	Interstate 5	Interstate

Anticipated Required Performance Measurements Monitoring

Rose Quarter Improvement Project under RTP ID 10867



This project (RTP # 10867) is in the **Throughways** investment group. It will start at **I-84** and end at **Greeley St.** It is owned by **ODOT** and is in **Multnomah County**.

Description: Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.

Project Time Frame: 2023-2030

Estimated Cost: \$338,000,000

This project **is** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will not reduce greenhouse gas emissions**.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

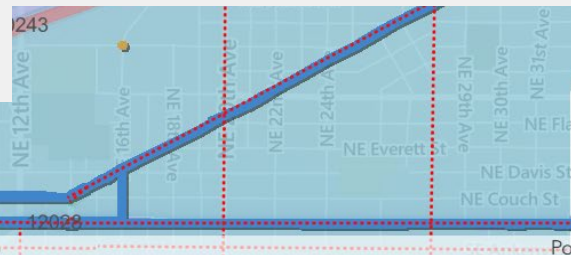
This project **is** located on the **regional emergency transportation/state seismic lifeline route**.

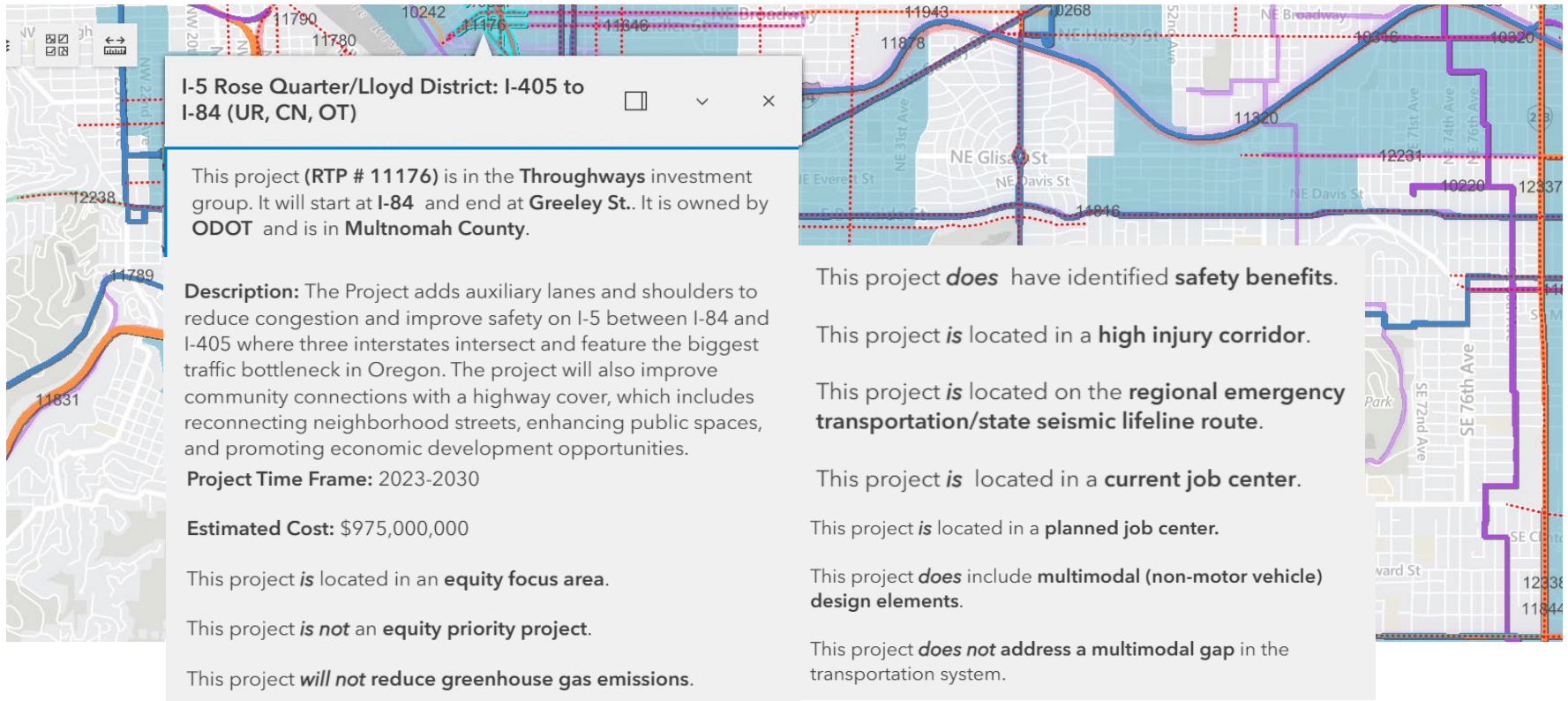
This project **is** located in a **current job center**.

This project **is** located in a **planned job center**.

This project **does** include **multimodal (non-motor vehicle) design elements**.

This project **does not address a multimodal gap** in the transportation system.





I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)

This project (RTP # 11176) is in the **Throughways** investment group. It will start at **I-84** and end at **Greeley St.** It is owned by **ODOT** and is in **Multnomah County**.

Description: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.

Project Time Frame: 2023-2030

Estimated Cost: \$975,000,000

This project *is* located in an **equity focus area**.

This project *is not* an **equity priority project**.

This project *will not* reduce **greenhouse gas emissions**.

This project *does* have identified **safety benefits**.

This project *is* located in a **high injury corridor**.

This project *is* located on the **regional emergency transportation/state seismic lifeline route**.

This project *is* located in a **current job center**.

This project *is* located in a **planned job center**.

This project *does* include **multimodal (non-motor vehicle) design elements**.

This project *does not* address a **multimodal gap** in the transportation system.

Project Exhibits and Location Maps

Depiction of Phase 1A (Blue) and Broadway to Weidler Phase 1 (Orange and Purple) Improvements

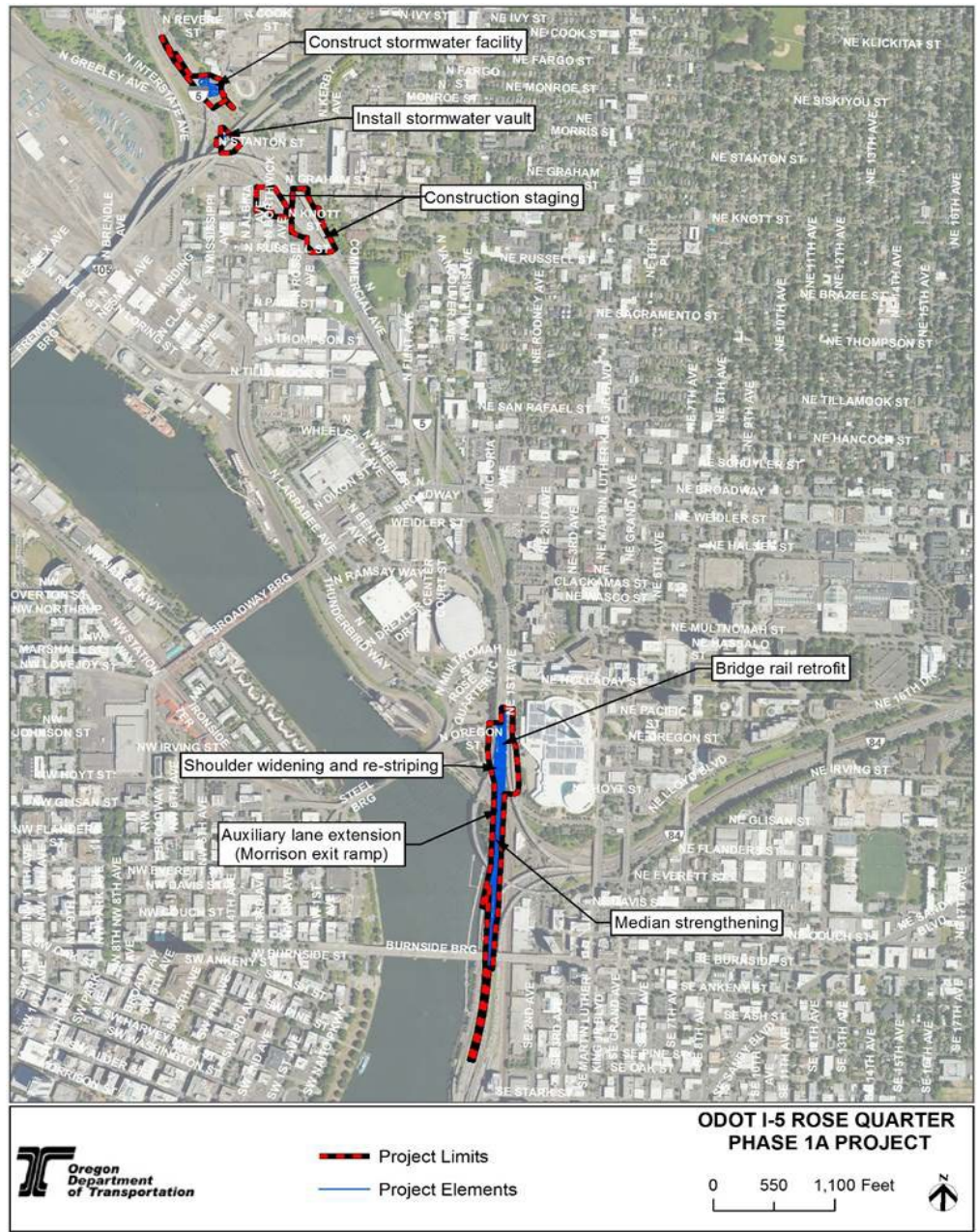


Summary of planned improvements - K23682 I-5 Rose Quarter: Phase 1A

Phase 1A consists of freeway stormwater elements at the north end of the Project area (east end of Fremont Bridge) as well as bridge preservation elements and operational improvements on the I-5 mainline spanning over NE Lloyd Boulevard and Union Pacific Railroad (UPRR) tracks near the I-5/I-84 Banfield interchange on the southernmost portion of the project area. Work in this package can be completed efficiently and independently from other work north of this project area. Proposed improvements include:

- Structural deck overlay
- Seismic retrofits
- Structural work to modify the gore between bridges
- Relocating median barrier and restriping NB and SB lanes to include the southern portion of the new auxiliary lane between I-84 and the Morrison Bridge exit to eliminate the weave at the off-ramp.
- Relocating the median barrier and restriping both NB and SB travel lanes to accommodate the SB auxiliary lane extension to the Morrison Street exit ramp.
- Retrofitting NB and SB bridge rails with crash compliant bridge railing.
- Strengthening of existing median overhang to support traffic lanes.
- Sign structure installation (Inclusive) and removal of sign structure in the gore of SB exit ramp
- Stormwater quality facility construction
- Stormwater vault installation

Planned Phase IA Improvement Locations





Memo

Date: March 11, 2025
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: I-5 Rose Quarter 2025 MTIP Formal Amendment & Resolution 25-5463
Amendment Approval Request (FB25-05-FEB1)

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF AMENDING THREE RELATED I-5 ROSE QUARTER PROJECTS TO THE 2024-27 MTIP TO ADD \$250 MILLION DOLLARS OF APPROVED FUNDING TO THE PROJECTS

BACKGROUND

What This Is - Amendment Summary:

The I-5 Rose Quarter Improvement Project Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment represents a stand-alone formal amendment containing three Rose Quarter related projects. Six attachments are included that provide a summary of current STIP project programming, include a summary of the Performance Assessment Evaluation (PAE), prior Oregon Transportation Commission (OTC) items, responses to TPAC questions raised, and a Phase 1/Phase 1A build-out exhibit.

What is the requested action?

TPAC provided their approval recommendation to JPACT on March 7, 2025, and now requests JPACT approve Resolution 25-5463 enabling the \$250 million award to the three project to complete MTIP and STIP programming requirements.

Rose Quarter Improvement Projects Prior Formal Amendment Summary

The last formal amendment to the Rose Quarter project occurred during July 2024. This amendment added the Reconnecting Communities Pilot/Neighborhood Access and Equity (RCP/NAE) to both the Rose Quarter Improvement Project and to the city of Portland's new Rose Quarter related Broadway Main Street and Supporting Connections project. The Rose Quarter Improvement Project received a \$450 million discretionary grant award with Portland's Broadway/Main Street project awarded \$38 million.

The I-5 Rose Quarter Improvement Project added \$68 million of the RCP/NAE grant award to non-construction phases in Key 19071. Two new exempt, non-capacity enhancing projects were created as well. The remaining \$382 million RCP/NAE funding was committed to the to the new I-5 Rose Quarter: Broadway to Weidler Phase 1 construction phase project and programmed in Key 23672.

Additionally, the existing \$5 million dollars from ODOT's I-5 Over NE Hassalo St and NE Holladay St (Portland) project in Key 21219 was transferred to the second Rose Quarter construction project, I-405 and I-5 Stormwater Facilities now programmed in Key 23682 (now being renamed to be "I-5 Rose Quarter: Phase 1A").

Finally, the July 2024 Rose Quarter formal MTIP amendment added Portland's \$38 million RCP/NAE grant award to their Broadway Main Street and Supporting Connections project in Key 23646. The Portland project will complete multiple "Complete Street" project elements including enhanced sidewalks, ADA compliant curb ramps upgrades, and reduced crossing distances for safer pedestrian crossings, plus enhanced access to Rose Quarter Transit Center

The July 2024 Rose Quarter formal amendment was approved and incorporated the updates to approved STIP during the beginning of September 2024. The below tables summaries the Rose Quarter projects now in the approved MTIP and STIP. The current STIP programming pages for the four projects are attached to the staff report as Attachment 1. The project changes are explained in the project tables that start on page five in the staff report.

Project Summary Change Tables

I-5 Rose Quarter Improvement Project MTIP/STIP Programming After Approval of the July 2024 Rose Quarter MTIP Formal Amendment			
STIP Key Number	Lead Agency	Project Name	Description
19071	ODOT	Rose Quarter Improvement Project (Non-construction)	Non- construction phase programming to preliminary engineering, right-of-way, utility relocation, and Other phases. Considered the "parent project." Summary description: On I-5 in Portland, complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities.
23672	ODOT	I-5 Rose Quarter: Broadway to Weidler Phase 1 (Construction)	Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages
23682	ODOT	I-405 and I-5 Stormwater Facilities Now renamed to be I-5 Rose Quarter: Phase 1A (Construction)	Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.

23646	Portland	Broadway Main Street and Supporting Connections	Complete multiple "Complete Street" project elements including enhanced sidewalks, ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.
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The effect of the July 2024 I-5 Rose Quarter MTIP Formal Amendment creates the first delivery package/segment for the Rose Quarter project. Construction elements for the Rose Quarter project will occur through multiple delivery packages/segments based on the available funding. For large projects, this is a delivery strategy often employed to better leverage the available funding. Keys 23672 and 23682 represent the construction delivery package based on the awarded RCP/NAE grant.

December 2024 Oregon Transportation Commission (OTC) Action

During OTC's December 4, 2024, meeting, the Commission approved a \$250 million funding award supporting the Rose Quarter Improvement Project. During their January 16, 2025, meeting, the Rose Quarter project team provided OTC with their funding plan to apply the \$250 million dollar award. A copy of both OTC staff reports (December and January) is included as attachments to this report for reference. Note: The OTC funding award does not impact Portland Broadway/Main St project in 23646. This project is not part of the February #1, 2025, Rose Quarter MTIP Formal Amendment.

The February #1, 2025, Rose Quarter MTIP Formal Amendment provides the programming updates to apply the \$250 million OTC funding allocation to the applicable Rose Quarter projects. A short summary of the updates includes the following:

- **Key 19071 – I-5 Rose Quarter Improvement Project:**
The formal amendment adds a total of \$12.5 million as follows:
 - \$10 million is added to the preliminary engineering (PE) phase.
 - \$1 million is added to the right-of-way phase
 - The utility relocation (UR) phase receives a \$1 million increase.
 - The Other phase receives a \$500,000 boost.
 - Key 19071 increases from \$236,141,997 to \$238,141, 997 or 5.3%.
- **Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1:**
The formal amendment adds \$177,500,000 to support the construction phase activities. The project increases from \$382,250,000 to \$559,750,000.
- **Key 23682 – I-405 and I-5 Stormwater Facilities I-5 Rose Quarter: Phase 1A:**
The formal amendment updates the project segment name and description, plus expands the scope of work. As a result, \$60 million of the \$250 million OTC award to the construction phase is being added to the project. The net increase takes the project from \$5 million to \$65 million.

Consistency of the Proposed MTIP Amendment with the Regional Transportation Plan

All MTIP Amendments are reviewed for consistency with the Regional Transportation Plan (RTP). There are three elements of the consistency review.

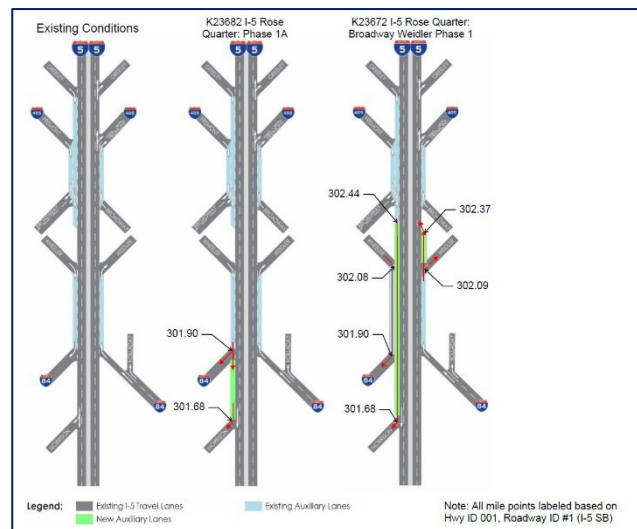
Consistency of the Proposed MTIP Amendment with RTP Project Scope Description:

The RTP project scope consistency review is to determine if the amended or new project is consistent with the project as entered in the RTP. To determine RTP consistency for very large capacity enhancing projects like the I-5 Rose Quarter Improvement Project, Metro RTP modeling staff reviewed the project scope and how it was modelled in the regional travel demand model for the RTP analysis. This review found that the partial build-out project as submitted for amendment is consistent with the full project build-out as entered into the 2023 RTP. There are no capacity scope elements included in the project amendment that are not included in the project as submitted in the RTP.

Performance Assessment and the RTP:

MTIP amendments are assessed for their expected performance in making progress toward adopted RTP goals. These goals include Equitable Transportation, Safe System, Climate Action and Resilience, Mobility Options, and Thriving Economy. Large projects that add capacity to the transportation system receive a more rigorous Performance Assessment Evaluation (PAE). These are defined as projects generally costing \$100 million or more and that include project elements that have inputs to the regional travel demand and emissions models. Inputs to these models are generally transportation project elements that are not included as an eligible exemption as referenced in 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3. This proposed amendment met the threshold for conducting a PAE.

Figure 1: I-5 Rose Quarter System Elements as proposed in the February #1 Formal Amendment



The results from the completed Performance Assessment Evaluation are included in Attachment 2 to the staff report. Consistent with federal regulations, the performance analysis examined how the overall package of 2024-27 MTIP investments with the addition of this amendment would make progress toward the RTP goals.

Fiscal Constraint and RTP Consistency Results:

A key review component of all MTIP formal amendments requires the project changes involving the addition or removal of federal funds be properly verified. This is known as the MTIP’s demonstration of fiscal constraint verification requirement. All MTIP formal amendments must provide a verification of the new funding and that the MTIP is not overprogrammed as a result of the amendment actions.

The \$250 million award for the Rose Quarter Improvement Project required OTC approval. The approved funds are ODOT managed funds. They are not Metro allocated are awarded funds. Fund award approval occurred during OTC’s December 2024 meeting. During OTC’s January 2025 meeting, the Rose Quarter project team submitted their project summary scope and expenditure plan for the new \$250 million dollars. OTC provided their approval for the proposed use of the funds. The OTC actions meet the MTIP fiscal constraint verification requirement ensuring the MTIP maintains fiscal constraint.

For MTIP amendment compliance purposes with 23 CFR 450.326-328, the I-5 Rose Quarter Improvement Project submitted amendment to add the \$250 million among Keys 19071, 23672, and 23682 has met fiscal constraint demonstration requirements. The below tables provide a summary of project changes occurring to the three projects.

Project Number: 1	Key Number: 19071	Status: Add Funds
Project Name:	I-5 Rose Quarter Improvement Project	
Lead Agency:	ODOT	
Description:	<p>The Rose Quarter investment is intended to help reduce congestion, improve safety and traffic operations, and support economic growth in the Portland Metro region with multi-modal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will: provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant; relocate utilities in the cover grant and stormwater areas; acquire permanent VMS signs and software early in the project to support movement of traffic during cover construction. Subsequent projects will advance other elements of the Rose Quarter effort.</p> <p>Note: Key 19071 is considered the Rose Quarter parent project and contains programming for non-construction phases.</p>	
Funding Summary:	<p>The February #1 formal amendment adds \$12.5 million from the \$250 million allocation to the project. PE picks up \$10 million with \$1 million for ROW. UR adds \$1 million and the Other phase adding \$500,000. Key 19071 net funding change increases the project from \$236,141,997 to \$248,641,997. This equals a 5.3% cost increase to</p>	

the project. A fund type composition summary for Key 19071 is shown below.

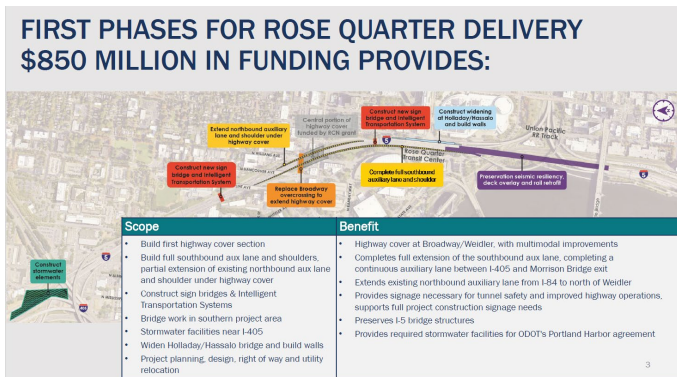
Identified Funding Sources for Key 19071 (per the STIP Summary Report Financial Estimates Section)						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
ODOT Enhance	PE	\$ 1,500,000	\$ 126,545	\$ -	\$ 1,626,545	
ODOT Region 1 Fix-It Program	PE	\$ 1,844,400	\$ 155,600	\$ -	\$ 2,000,000	
ODOT Statewide Fix-it Program	PE	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	
HB2017 Discretionary	PE	\$ 119,886,000	\$ 10,114,000	\$ -	\$ 130,000,000	
Local contributions	PE	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000	
ODOT Region 1	PE	\$ 2,305,500	\$ 194,500	\$ -	\$ 2,500,000	
Rose Quarter	PE	\$ 9,222,000	\$ 778,000	\$ -	\$ 10,000,000	OTC approval December 2024
SW Natl Hwy Freight (NHFP)	PE	\$ 15,000,000	\$ 1,265,452	\$ -	\$ 16,265,452	FHWA discretionary National Highway Freight Program
USDOT Grants 2023	PE	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 179,757,900	\$ 13,634,097	\$ 4,000,000	\$ 197,391,997	\$ 197,391,997
AC-HB2017 Discretionary	ROW	\$ 10,144,200	\$ 855,800	\$ -	\$ 11,000,000	
Rose Quarter	ROW	\$ 922,200	\$ 77,800	\$ -	\$ 1,000,000	
USDOT Grants 2023	ROW	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	Part of NAE grant award
Phase Totals:		\$ 41,066,400	\$ 933,600	\$ -	\$ 42,000,000	
Rose Quarter	UR	\$ 922,200	\$ 77,800	\$ -	\$ 1,000,000	Added OTC December 2024 action
USDOT Grants 2023	UR	\$ 7,500,000	\$ -	\$ -	\$ 7,500,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 8,422,200	\$ 77,800	\$ -	\$ 8,500,000	
Rose Quarter	Other	\$ 461,100	\$ 38,900	\$ -	\$ 500,000	Added OTC December 2024 action
USDOT Grants 2023	Other	\$ 250,000	\$ -	\$ -	\$ 250,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 711,100	\$ 38,900	\$ -	\$ 750,000	
Program Totals All Phases					Total	
					ODOT Enhance	\$ 1,626,545
					ODOT Region 1 Fix-It Program	\$ 2,000,000
					ODOT Statewide Fix-it Program	\$ 1,000,000
					HB2017 Discretionary	\$ 141,000,000
					Local contributions	\$ 4,000,000
					ODOT Region 1	\$ 2,500,000
					SW Natl Hwy Freight (NHFP)	\$ 16,265,452
					Rose Quarter	\$ 12,500,000
					USDOT Grants 2023	\$ 67,750,000
					Total:	\$ 248,641,997
					Total OTC approval =	\$250 million
					Total grant award =	\$450 million
					TPC estimate =	\$1.5B to \$1.9B

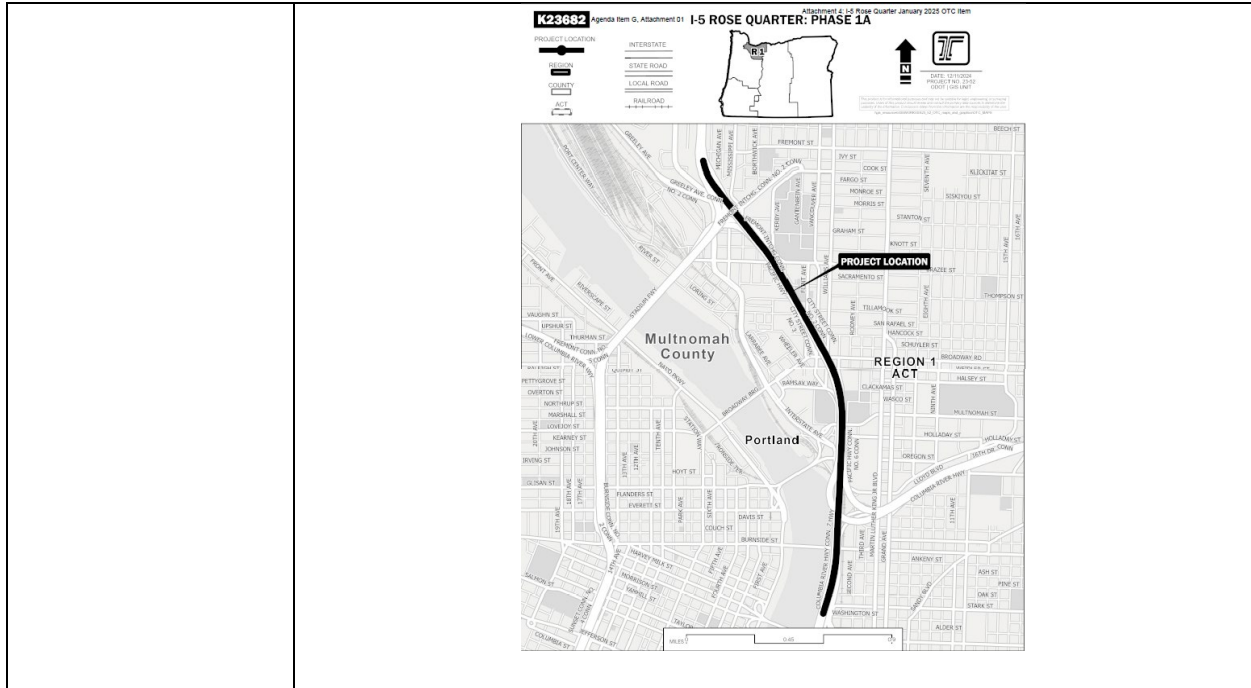
Amendment Action:

The formal amendment adds the \$12.5 million from the total \$250 million award to the PE, ROW, UR, and Other phases. The project funding support non-construction phase activities. Construction activities are programmed in Keys 23672 and 23682. Both construction projects are included in this amendment bundle.

Added Notes:

Delivery goals project location summary (*Location map from Key 23682 used as over project location representation*)





Project Number: 2	Key Number: 23672	Status: Add Funds																																			
Project Name:	I-5 Rose Quarter: Broadway to Weidler Phase 1																																				
Lead Agency:	ODOT																																				
Description:	<p>Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages.</p> <p>Construct portion of NB & SB auxiliary lanes. This will provide greater connectivity for the lower Albina neighborhood.</p> <p>Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement project.</p>																																				
Funding Summary:	<p>\$177,500,000 from the overall \$250,000,000 OTC award is being added to the construction phase. The project net programming change increase the construction phase from \$382,250,000 to \$559,750,000. This equals a 46.4% increase to the project which triggers the need for a formal amendment.</p> <table border="1"> <thead> <tr> <th colspan="7">Identified Funding Sources for Key 23672 (per the STIP Summary Report Financial Estimates Section)</th> </tr> <tr> <th>Funding Responsibility Source</th> <th>Phase</th> <th>Federal</th> <th>State</th> <th>Local</th> <th>Total</th> <th>Notes</th> </tr> </thead> <tbody> <tr> <td>Rose Quarter</td> <td>Cons</td> <td>\$ 163,690,500</td> <td>\$ 13,809,500</td> <td>\$ -</td> <td>\$ 177,500,000</td> <td>OTC approval December 2024. Total OTC approval = \$250 million</td> </tr> <tr> <td>USDOT Grants 2023</td> <td>Cons</td> <td>\$ 382,250,000</td> <td>\$ -</td> <td>\$ -</td> <td>\$ 382,250,000</td> <td>USDOT NAE/RCN 2023 100% federal, total = \$450,000,000</td> </tr> <tr> <td colspan="2">Phase Totals:</td> <td>\$ 545,940,500</td> <td>\$ 13,809,500</td> <td>\$ -</td> <td>\$ 559,750,000</td> <td></td> </tr> </tbody> </table>		Identified Funding Sources for Key 23672 (per the STIP Summary Report Financial Estimates Section)							Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes	Rose Quarter	Cons	\$ 163,690,500	\$ 13,809,500	\$ -	\$ 177,500,000	OTC approval December 2024. Total OTC approval = \$250 million	USDOT Grants 2023	Cons	\$ 382,250,000	\$ -	\$ -	\$ 382,250,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000	Phase Totals:		\$ 545,940,500	\$ 13,809,500	\$ -	\$ 559,750,000	
Identified Funding Sources for Key 23672 (per the STIP Summary Report Financial Estimates Section)																																					
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Rose Quarter	Cons	\$ 163,690,500	\$ 13,809,500	\$ -	\$ 177,500,000	OTC approval December 2024. Total OTC approval = \$250 million																															
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Phase Totals:		\$ 545,940,500	\$ 13,809,500	\$ -	\$ 559,750,000																																
Amendment Action:	<p>The formal amendment adds the \$177,500,000 portion from the OTC approved \$250,000,000 award to the construction phase. ADA upgrade project to the MTIP.</p>																																				

Summary of planned project elements - K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1

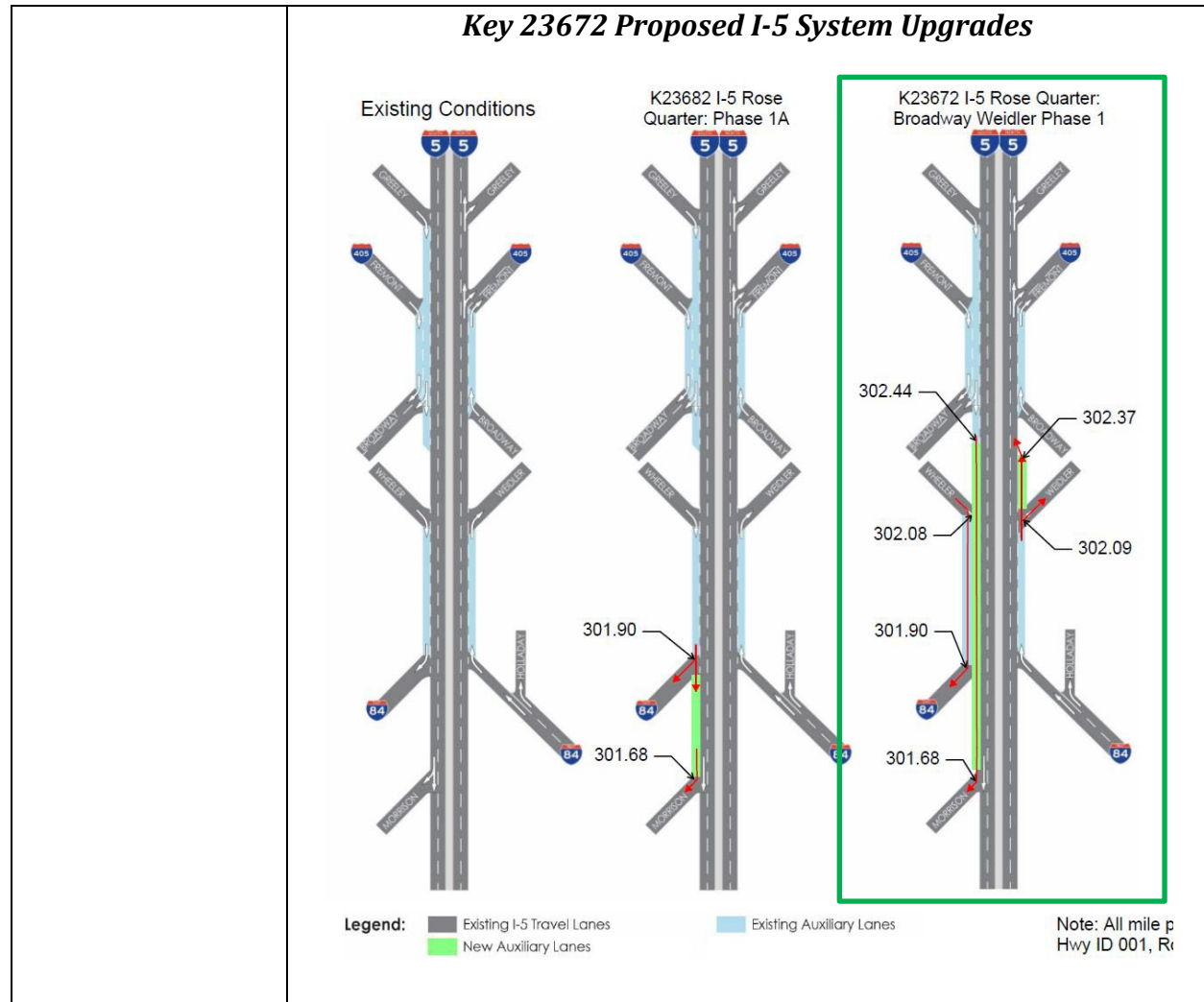
With the increase of \$177,500,000 for the construction phase, the original scope of building the initial portion of the highway cover as funded by the U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant will be expanded. The added scope will be to:

- Construct an added portion of the highway cover so that the first portion of the cover to be constructed would be between the cover’s southern portal (south of Weidler) to north of the Broadway structure
- Include removing and replacing the Broadway, Weidler and Williams structures)
- Construct initial portions of the I-5 safety and operational improvements:
 - Including widening the Holladay/Hassalo bridge and build walls
 - Building the full southbound auxiliary lane and shoulders
 - Extending a portion of the existing northbound auxiliary lane and shoulders under the highway cover area
- Construct two sign bridges and associated Intelligent Transportation Systems.
- Construction is proposed to begin by 2027.

Added Notes:

Depiction of Phase 1A (Blue) and Broadway to Weidler Phase 1 (Orange and Purple) Improvements

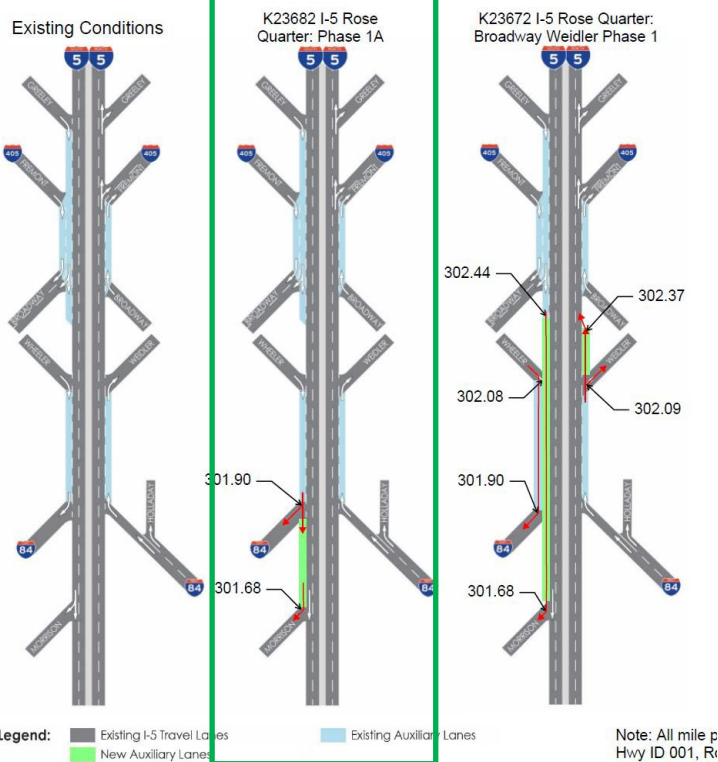




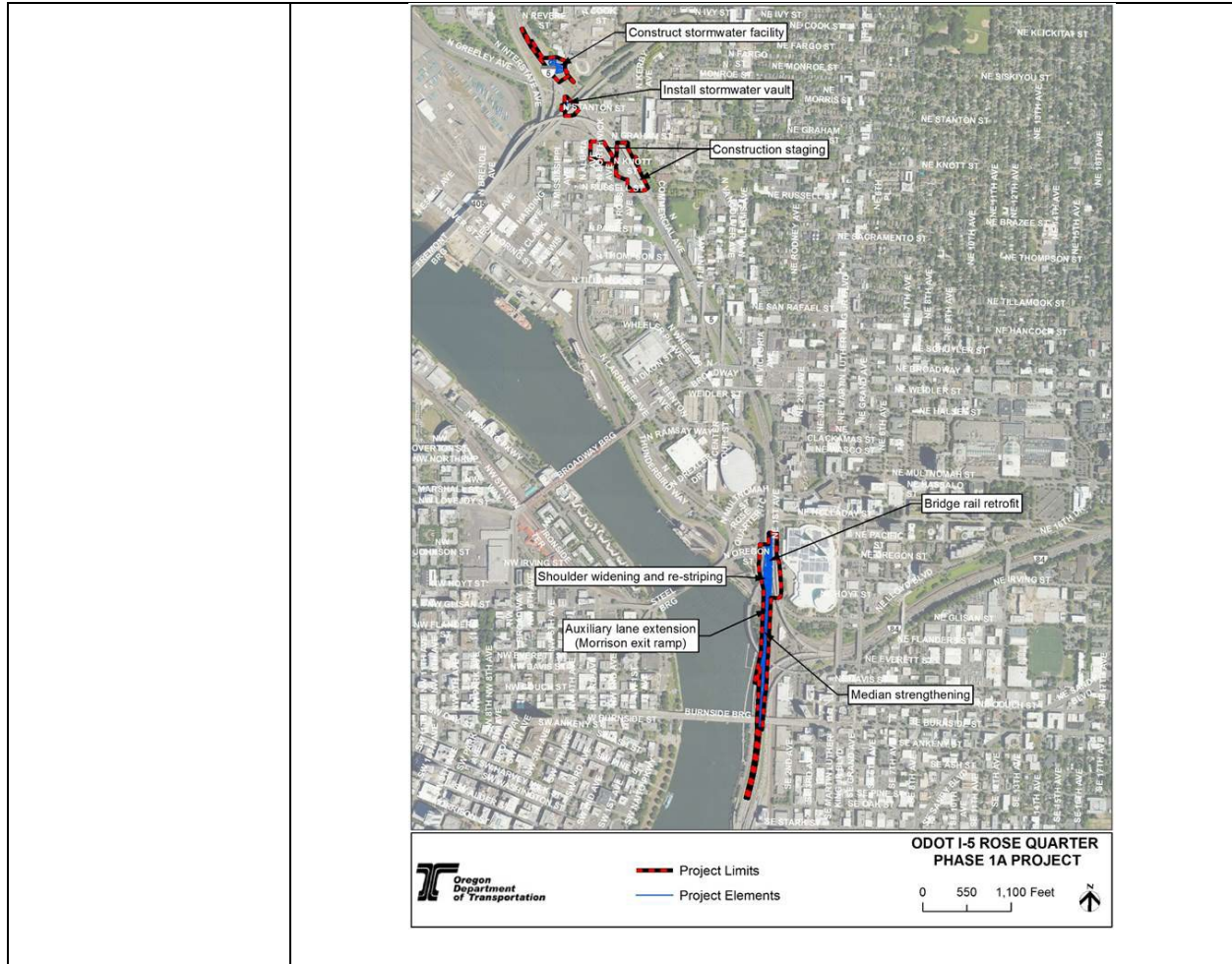
Project Number: 3	Key Number: 23682	Status: Add Funds/Scope
Project Name:	I-405 and I-5 Stormwater Facilities I-5 Rose Quarter: Phase 1A	
Lead Agency:	ODOT	
Description:	<p>Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.</p> <p>Construct stormwater facilities for the east end of Fremont Bridge and ramps. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. PE completed in Key 19071</p>	
Funding Summary:	\$60 million of the total OTC approved \$250 million is being added to the construction phase. The total programming increases from \$5	

	<p>million to \$65 million. This equals a 1,200% net increase to the project and triggers the need for a formal amendment.</p> <table border="1" data-bbox="493 306 1403 447"> <thead> <tr> <th colspan="7">Identified Funding Sources for Key 23682 (per the STIP Summary Report Financial Estimates Section)</th> </tr> <tr> <th>Funding Responsibility Source</th> <th>Phase</th> <th>Federal</th> <th>State</th> <th>Local</th> <th>Total</th> <th>Notes</th> </tr> </thead> <tbody> <tr> <td>Rose Quarter</td> <td>Cons</td> <td>\$ 55,332,000</td> <td>\$ 4,668,000</td> <td>\$ -</td> <td>\$ 60,000,000</td> <td>OTC approval December 2024. Total OTC approval = \$250 million</td> </tr> <tr> <td>USDOT Grants 2023</td> <td>Cons</td> <td>\$ 4,611,000</td> <td>\$ 389,000</td> <td>\$ -</td> <td>\$ 5,000,000</td> <td>USDOT NAE/RCN 2023 100% federal, total = \$450,000,000</td> </tr> <tr> <td colspan="2">Phase Totals:</td> <td>\$ 59,943,000</td> <td>\$ 5,057,000</td> <td>\$ -</td> <td>\$ 65,000,000</td> <td></td> </tr> </tbody> </table>	Identified Funding Sources for Key 23682 (per the STIP Summary Report Financial Estimates Section)							Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes	Rose Quarter	Cons	\$ 55,332,000	\$ 4,668,000	\$ -	\$ 60,000,000	OTC approval December 2024. Total OTC approval = \$250 million	USDOT Grants 2023	Cons	\$ 4,611,000	\$ 389,000	\$ -	\$ 5,000,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000	Phase Totals:		\$ 59,943,000	\$ 5,057,000	\$ -	\$ 65,000,000	
Identified Funding Sources for Key 23682 (per the STIP Summary Report Financial Estimates Section)																																				
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes																														
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USDOT Grants 2023	Cons	\$ 4,611,000	\$ 389,000	\$ -	\$ 5,000,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000																														
Phase Totals:		\$ 59,943,000	\$ 5,057,000	\$ -	\$ 65,000,000																															
<p>Amendment Action:</p>	<p>The formal amendment adds the OTC approved \$60 million to the construction phase. The project name and description are update in support of the project scope update.</p>																																			
<p>Added Notes:</p>	<p style="text-align: center;">Summary of planned project elements - K23682 I-5 Rose Quarter: Phase 1A</p> <p>Phase 1A consists of freeway stormwater elements at the north end of the Project area (east end of Fremont Bridge) as well as bridge preservation elements and operational improvements on the I-5 mainline spanning over NE Lloyd Boulevard and Union Pacific Railroad (UPRR) tracks near the I-5/I-84 Banfield interchange on the southernmost portion of the project area. Work in this package can be completed efficiently and independently from other work north of this project area. Proposed project elements include:</p> <ul style="list-style-type: none"> • Structural deck overlay • Seismic retrofits • Structural work to modify the gore between bridges • Relocating median barrier and restriping NB and SB lanes to include the southern portion of the new auxiliary lane between I-84 and the Morrison Bridge exit to eliminate the weave at the off-ramp. • Relocating the median barrier and restriping both NB and SB travel lanes to accommodate the SB auxiliary lane extension to the Morrison Street exit ramp. • Retrofitting NB and SB bridge rails with crash compliant bridge railing. • Strengthening of existing median overhang to support traffic lanes. • Sign structure installation (Inclusive) and removal of sign structure in the gore of SB exit ramp • Stormwater quality facility construction • Stormwater vault installation 																																			

Depiction of Phase 1A (Blue) and Broadway to Weidler Phase 1 (Orange and Purple) Improvements



Planned Phase 1A Improvement Locations



METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the I-5 Rose Quarter Improvement Project 2025 Formal MTIP amendment (FB25-05-FEB1) will include the following review actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.

- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies.
- Contains applicable project scope elements that can be applied to Metro’s performance requirements.
- Verified to be part of the Metro’s annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• February 2025 TPAC agenda mail-out.....	January 31, 2025
• Initiate the required public notification/comment process.....	February 4, 2025
• TPAC amendment introduction.....	February 7, 2025
• JPACT amendment introduction.....	February 20, 2025
• March 2025 TPAC agenda mail-out.....	February 28, 2025
• End Public notification/comment process.....	March 7, 2025
• TPAC approval recommendation request to JPACT.....	March 7, 2025
• JPACT approval request.....	March 20, 2025
• Metro Council approval request.....	March 27, 2025

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT and/or Metro Council Office.

USDOT Approval Steps. The below timeline is an estimation only and assume no changes to the proposed JPACT or Council meeting dates occur:

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	April 2, 2025
• USDOT clarification and final amendment approval.....	Early May 2025

Approval Notes:

1. As of March 7, 2025, FHWA has reversed their two-step MTIP/STIP amendment approval requirement, Formal/full MTIP/STIP amendments will only require approval by the State FHWA field office. Approval by FHWA Washington DC will not be required. We are back to MTIP/STIP formal amendments regular approval steps.
2. The formal amendment is anticipated to proceed through JPACT and Metro Council on the Consent Calendar.

ANALYSIS/INFORMATION

1. **Known Opposition:** Based on previous testimony on similar projects, there are two known active lawsuits opposing the Rose Quarter project, one in State court and one in Federal Court. The plaintiffs in these suits include:
 - No More Freeways
 - Neighbors for Clean Air
 - BikeLoud
 - AORTA (Association of Oregon Rail and Transit Advocates)
 - Families for Safe Streets
 - Eliot Neighborhood

The above groups are on record opposing either part or all of the I-5 Rose Quarter Improvement Project and do not support capacity/expansion changes to the Interstate and State Highway System. Opposition to the MTIP formal amendment is anticipated.

2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the updated Rose Quarter Improvement project to initiate expanded construction phase activities including the construction of auxiliary lanes on I-5 within the project limits.
4. **Metro Budget Impacts:** None. The project funding is not Metro allocated or managed funds. All project funding is under ODOT management.

RECOMMENDED ACTION:

TPAC provided their approval recommendation to JPACT on March 7, 2025, and now requests JPACT approve Resolution 25-5463 enabling the \$250 million award to the three project to complete MTIP and STIP programming requirements.

Attachments:

- Attachment 1: Rose Quarter STIP Programming Summary
- Attachment 2: Project Performance Assessment Evaluation Summary (updated)
- Attachment 3: Unit Mobility December 2024 OTC Finance Strategy Item
- Attachment 4: I-5 Rose Quarter January 2025 OTC Item
- Attachment 5: Responses to TPAC Questions (new)
- Attachment 6: Phase 1/Phase A Full Build-out Exhibit (new)
- Attachment 7: TPAC and JPACT Meeting Summaries

Current Rose Quarter STIP Project Programming
Includes Project Keys 19071, 23646, 23672, and 23782

STIP Fund Code References					
Fund Code	Type	Name	Fund Code	Type	Name
ACP0	Federal	Advance Construction	M0E2 M002 Z001	Federal	National Highway Performance Program
NE01	Federal	Neighborhood Access and Equity (NAE) grant funding	S010	State	General State funds usually reflecting the minimum match requirement
Z460	Federal	National Highway Freight Program (NHPP)	Other	State or Local	General state or local funds above the minimum match

Note: Advance Construction reflects a placeholder fund code. The final committed fund code will be applied at a later date. The final conversion code could be from the NAE grant program, NHPP, HB2017, or another eligible federal fund code for the project.

Key 19071

Represents the non-construction phase project programming (Planning, Preliminary Engineering (PE), Right-of-Way (ROW), Utility Relocation (UR), and Other phases.

Name: I-5 Rose Quarter Improvement Project		Key: 19071	
Description: The Rose Quarter investment will help reduce congestion, improve safety and traffic operations, and support economic growth in the Portland Metro region with multi-modal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and the N/E Quadrant; relocate utilities in the cover grant and stormwater areas; acquire permanent VMS signs and software early in the project to support movement of traffic during cover construction. Subsequent projects will advance other elements of the Rose Quarter effort.			Region: 1
MPO: Portland Metro MPO	Work Type: MODERN		Status: FUNDED THROUGH UTILITY RELOCATION
Applicant: ODOT			
Location(s)-			
Mileposts	Length	Route	Highway
301.40 to 303.20	1.80	I-5	PACIFIC HIGHWAY
		ACT	County(s)
		REGION 1 ACT	MULTNOMAH
Current Project Estimate			
	Planning	Prelim. Engineering	Right of Way
		2016	2020
		2025	2025
Year			
Total		\$187,391,997.18	\$41,000,000.00
		\$7,500,000.00	\$250,000.00
Fund 1	ACP0	\$119,886,000.00	\$37,810,200.00
Match		\$10,114,000.00	\$3,189,800.00
Fund 2	NE01	\$30,000,000.00	
Match			
Fund 3	Z460	\$15,000,000.00	
Match		\$1,265,452.18	
Fund 4	OTH0	\$4,000,000.00	
Match			
Fund 5	M0E2	\$2,331,145.31	
Match		\$196,663.53	
Fund 6	Z001	\$1,844,400.00	
Match		\$155,800.00	
Fund 7	M002	\$1,474,354.49	
Match		\$124,381.87	
Fund 8	S010	\$1,000,000.00	
Match			
Project Total: \$236,141,997.18			
Footnote: Current funding: \$67,750,000 USDOT FY23 Grant, \$1,626,545 Enhance, \$2.5M FAST ACT, \$16,265,452.18 NHFP, \$5M Metro Bond per IGA 31954, \$2M Redistribution, \$102M HB2017			
Most Recent Approved Amendment			
Amendment No: 24-27-1281		Approval Date: 8/30/2024	
Requested Action: Add project to the current STIP by adding Utility Relocation and Other phases. Increase the Preliminary Engineering phase by \$30,000,000. Update the project scope.			

Key 23646

This is the city of Portland related project to the overall Rose Quarter Improvement project.

Name: Broadway Main Street and Supporting Connections						Key: 23646	
Description Project will include enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. Upgraded and protected lanes for biking and scooting. Restoration of managed on-street parking and loading. Additional tree canopy, green infrastructure, street lighting, and other streetscape amenities. Placemaking opportunities to honor the district's history through public art, street activation, and monumentation. Project will result in greater access and connectivity to Portland's Lower Albina neighborhood.							Region: 1
MPO: Portland Metro MPO				Work Type: BIKPED			
Applicant: CITY OF PORTLAND				Status: PROJECT SCHEDULED FOR CONSTRUCTION			
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	MULTNOMAH		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025	2026	2026	2026		
Total		\$8,255,000.00	\$591,000.00	\$130,000.00	\$29,418,000.00		\$38,394,000.00
Fund 1		ACPD \$8,255,000.00	ACPD \$591,000.00	ACPD \$130,000.00	ACPD \$29,418,000.00		
Match							
Footnote: \$38,394,000 in federal funds from Reconnection Communities and Neighborhoods Grant Program.							
Most Recent Approved Amendment							
Amendment No: 24-27-1081				Approval Date: 9/13/2024			
Requested Action: Add new project, using the Reconnecting Communities and Neighborhoods federal grant.							

Key 23672

This ODOT project represents a construction segment that will focus on the replacement of three aging I-5 bridges by constructing the highway cover.

Name: I-5 Rose Quarter: Broadway to Weidler Phase 1						Key: 23672	
Description Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement project.							Region: 1
MPO: Portland Metro MPO				Work Type: MODERN			
Applicant: ODOT				Status: PROJECT SCHEDULED FOR CONSTRUCTION			
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
301.40 to 303.20	1.80	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$382,250,000.00		\$382,250,000.00
Fund 1					ACPD \$382,250,000.0		
Match							
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-1241				Approval Date: 9/13/2024			
Requested Action: Add new project, using the Reconnecting Communities and Neighborhoods federal grant for the initial construction of the central part of the highway cover on I-5.							

Key 23682

This ODOT project will complete required Stormwater mitigation actions at and around the Fremont bridge

Name: I-405 and I-5 Stormwater Facilities						Key: 23682	
Description: Construct stormwater facilities for the east end of Fremont Bridge and ramps to be in compliance with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project key 19071 I-5 Rose Quarter Improvement Project.							Region: 1
MPO: Portland Metro MPO				Work Type: BRIDGE			
Applicant: ODOT				Status: PROJECT SCHEDULED FOR CONSTRUCTION			
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
301.40 to 303.20	1.80	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$5,000,000.00		\$5,000,000.00
Fund 1					ACP0 \$4,611,000.00		
Match					\$389,000.00		
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-1279				Approval Date: 9/13/2024			
Requested Action: Add new project, moving funds from project key 21219.							

MTIP Amendment for Phase 1 of the Rose Quarter Interstate 5 and Investment Priority Policies Major Project Assessment Summary

This attachment is a summary assessment of a proposed amendment to the 2024-27 MTIP to add design, right of way acquisition, utility relocation, and construction phases of the Rose Quarter (RQ) project. The assessment reviews and evaluates the Phase 1 (partial build) of the Interstate 5 Rose Quarter project. It is provided to inform the amendment decision process regarding consistency with investment priority policies.

History of Rose Quarter Interstate 5 Project and Proposed MTIP amendment

Decades of planning and partnership by ODOT and the City of Portland (City) have occurred to address the safety and operational needs on Interstate 5 (I-5) and within the Broadway/Weidler interchange through the Rose Quarter. I-5 is the main north-south highway moving people and goods and connecting cities and towns across the west coast of the U.S. between Mexico and Canada. I-5 between I-84 and I-405 is the top traffic bottleneck in Oregon, and the 28th-worst freight bottleneck in the nation.

The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, at the Broadway/Weidler interchange, and on adjacent surface streets in the vicinity of the Broadway/Weidler interchange, and to enhance multimodal facilities in the Project Area. In achieving the purpose, the Project also would support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange and improve multimodal connections between neighborhoods east and west of I-5.

The Oregon Transportation Commission, at its December 4, 2024, meeting, allocated an additional \$250 million to the I-5 Rose Quarter Improvement Project as part of the Urban Mobility Strategy Finance Plan update. Combined with existing funding and the recently secured U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant of \$450 million, this additional allocation provides sufficient funding to begin project construction in 2025 and deliver many of the project's most critical improvements.

The increase of \$250 million from House Bill 2017 Urban Mobility Strategy funds, and the proposed amendment, will do the following:

- *K19071 I-5 Rose Quarter Improvement Project:* An increase of \$12,500,000 will advance design, right of way acquisition, utility relocation and other activities needed to ready K23672 and K23682, as articulated below, for construction.
- *K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1:* With the increase of \$177,500,000 for the construction phase, the original scope of building the initial portion of the highway cover as funded by the U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant will be expanded. The added scope will be to construct an added portion of the highway cover so that the first portion of the cover to be constructed would be between the cover's southern portal (south of Weidler) to north of the Broadway structure (including removing and replacing the Broadway, Weidler and Williams structures) and to construct initial portions of the I-5 safety and operational improvements, including widening the Holladay/Hassalo bridge and build walls, building the full southbound auxiliary lane and

shoulders, extending a portion of the existing northbound auxiliary lane and shoulders under the highway cover area, and constructing two sign bridges and associated Intelligent Transportation Systems. Construction will begin by 2027.

- *K23682 I-405 and I-5 Stormwater Facilities Project*: The project name will change to I-5 Rose Quarter: Phase 1A. With the increase of \$60,000,000 for the construction phase, the original scope of building stormwater improvements within the project area near I-405 will be expanded and the mile points will change to MP 301.4 to 303.2 from MP 301.2-303.4. The added scope will be to construct a structural deck overlay, make bridge rail upgrades and seismically retrofit two bridges (S8588E and N8588E) in the southern portion of the project area. Construction will begin in 2025.

Consistency with Metro’s I-5 Rose Quarter Project: Values, Outcomes and Action

JPACT and Metro Council are currently considering an MTIP amendment to program funds for a construction package that partially completes the improvements to the Interstate 5 mainline that are included in the I-5 Rose Quarter (I5RQ) project. Metro Council approved a set of Values, Outcomes and Actions for the I5RQ project in April 2020 that has guided Metro’s engagement in the project ever since. This document reviews the current status of the project in implementing each action identified in the Values, Outcomes and Actions document, and summarizes overall progress with respect to each of the three values.

Value / action	Status	Staff comments
<i>1. Advancing racial equity and committing to restorative justice</i>	<i>Complete / ongoing</i>	
1A. Coordinate with the Albina Vision Community Investment plan (funded by a Metro grant) to consider the land value created by this project and the urban design features described in the Albina Vision.	Ongoing	Albina Vision Trust (AVT) has completed their Metro-funded Community Investment grant project. This work continues to inform their engagement with I5RQ, including through partnership with PBOT on two federally funded Reconnecting Communities grant projects ¹ that focus on development strategies and surface street improvements in and around the project area. Coordination between AVT and ODOT is ongoing. In March 2024 the OTC directed ODOT to work with AVT to prioritize offering AVT the right to develop new parcels created by I5RQ. AVT also recently signed a letter of commitment indicating its intent to continue coordinating with ODOT and other partners on I5RQ.
1B. Appoint a landscape design team to inform a community-led	Complete	The consultant team completed the Independent Cover Assessment in July 2021, which recommended a cover design that

¹ For more information on these projects, see <https://www.portland.gov/bps/planning/reconnecting-albina/about> and <https://www.portland.gov/transportation/news/2024/3/8/pbot-news-release-portland-mayor-commissioner-and-transportation>.

Value / action	Status	Staff comments
decision-making process on highway cover design.		maximized developable space on and around the cover, as well as changes to surrounding transportation facilities to improve access to and foster development on the cover. ² All project partners subsequently agreed to a cover design through a letter of agreement with the Governor's office signed in January 2022.
1C. Set a new standard for State design and contracting practices for local minority-owned contractors and small businesses that incorporates prime-contractor development programs, workforce development opportunities, anti-displacement and restorative community building investment, and wealth creation and land ownership opportunities.	Ongoing	The goals and strategies outlined in the Project's Diversity and Subcontracting Plan ³ are designed to help develop, mentor, expand expertise and build the capacity of DBEs, as well as to promote workforce development and economic opportunities for historically underrepresented populations. Other topics discussed in this outcome, including anti-displacement, restorative community building investment, wealth creation, and land ownership opportunities are the subject of one of the collaborative PBOT-AVT projects discussed under item 1A. ⁴
Establish a committee to oversee implementation of the DBE contracting process.	Complete	ODOT established the Community Oversight Advisory Committee ⁵ to oversee implementation of DBE contracting in 2020. The committee last met in January 2023 and will resume a regular meeting schedule when construction on the project begins.
<i>2. Increase multi-modal mobility and implement congestion pricing to reduce greenhouse gas emissions</i>	<i>Not on track</i>	
2A. Synchronize the project timeline with the I-5 tolling program, so that any analysis of traffic and greenhouse gas emission benefits of the project also incorporates pricing strategies for managing traffic.	Not on track	In March 2024, Governor Kotek and the Oregon Transportation Commission ordered ODOT to stop work on the Regional Mobility Pricing Project (RMPP; the official project name of the I-5 tolling program); the project is now on hold indefinitely. ⁶ This decision poses an obstacle to achieving all actions associated with pricing.
2B. Link the project with larger I-5 corridor planning efforts by taking into account the transportation	Ongoing	As discussed in more detail in the project Supplemental Environmental Assessment

² https://www.i5rosequarter.org/pdfs/independent_cover_assessment/RQ-CAP-Report.pdf

³ https://www.i5rosequarter.org/media/izoepgnp/ch_2_reconciled_diversity_subcontracting_plan.pdf

⁴ <https://www.portland.gov/bps/planning/reconnecting-albina/about>

⁵ <https://www.i5rosequarter.org/committees/>

⁶ <https://www.oregon.gov/odot/tolling/pages/i-5-tolling.aspx>

Value / action	Status	Staff comments
needs of the entire corridor, as well as the potential impacts to people living along the entire I-5 corridor.		(SEA), ⁷ the modeling assumptions provided by Metro to the project account for all projects up and down I-5 that were then included on the Regional Transportation Plan project list, and the SEA analyzed potential project impacts to traffic speeds and volumes at locations on I-5 outside the immediate project area. However, the decision to pause RMPP (see 2A) eliminates some of the needs and/or opportunities for this project to coordinate with larger I-5 corridor planning activities
2C. Implement congestion pricing on this segment of I-5 as soon as possible and prior to completing the project.	Not on track	According to a progress report provided by ODOT to project partners in April 2023, which characterized pricing work as in progress and ongoing as part of the project development process, congestion pricing for I5RQ “is being addressed through the Regional Mobility Pricing Project.” Now that RMPP is on hold there is no plan to price the project prior to completion.
<i>3. Engaging stakeholders through a transparent and inclusionary decision-making process</i>	<i>Complete</i>	
3A. Provide more detail about the roles and expected deliverables of the Community Advisory Committee (CAC) and Executive Steering Committee (ESC), as well as how committee feedback will be incorporated into project timelines and milestones.	Complete	The project website provides extensive detail about the COAC (the official name of the CAC), ESC, and other project committees, including their charters, membership, and meeting minutes. ⁸
3B. Clearly define how feedback mechanisms will function between the CAC, ESC, participating agencies, ODOT staff, and the Oregon Transportation Commission (OTC).	Complete	See response to 3A—this information is described in the charters of these committees, which are available via the project website.
3C. Clearly describe to agency partners how the OTC’s 11 actions will be incorporated into the project and have timelines synchronized in a way that	Mostly complete	These 11 actions largely align with Metro Council’s Values, Outcomes and Actions; they include calls for ODOT to establish committees, document decision-making processes, conduct an independent cover

⁷ https://www.i5rosequarter.org/media/kxjgs5tl/i5rq_rsea_appendixa_traffic_508.pdf

⁸ <https://www.i5rosequarter.org/committees/>

Value / action	Status	Staff comments
ensures transparency and accountability.		evaluation, apply congestion pricing, and coordinate with partners. Most of these actions are complete except for those related to pricing.
3D. Develop a partner agency agreement (e.g., IGA, MOU) that outlines how collaboration will continue as part of a process that incorporates these outcomes, completes these identified actions, and commits to project principles and values.	Complete	In August 2022, the Portland City Council unanimously adopted an Intergovernmental Agreement to formalize a partnership between ODOT and the City in delivering the project. ODOT and TriMet also executed an IGA related to I5RQ in August 2022.

Consistency with the Congestion Management Process and Oregon Highway Plan

Consistency with OHP Policy 1G and Action 1G.1

Oregon Highway Plan (OHP) Policy 1G and Action 1G.1 directs ODOT to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. As public documents and presentations on the Interstate 5 Rose Quarter project to date have shown the known elements to the project includes: freeway cap, auxiliary lanes, on and off ramp improvements and spacing, active transportation enhancements, and local street connectivity. The scope elements are consistent with the first two steps of the OHP Action 1G.1 in addressing the overarching needs of the Interstate 5 corridor. The Project has documented consistency with the state and regional policy by focusing the project scope on the first two steps of the Oregon Highway Plan (OHP) Action 1G.1. These two steps are:

1. Protect the existing system. The highest priority is to preserve the functionality of the existing highway system by means such as access management, local comprehensive plans, transportation demand management, improved traffic operations, and alternative modes of transportation.
2. Improve efficiency and capacity of existing highway facilities. The second priority is to make minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lanes, providing better access for alternative modes (e.g., bike lanes, sidewalks, bus shelters), extending or connecting local streets, and making other off-system improvements.

Consistency with Regional Transportation Functional Plan

Additionally, the Rose Quarter Interstate 5 project is consistent with Section 3.08.220 of the Regional Transportation Functional Plan in prioritizing four of the six strategies as part of the project outcomes, which includes:

1. TSMO strategies, including localized Travel Demand Management (TDM), safety, operational and access management improvements.
2. Transit, bicycle and pedestrian system improvements.

3. Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.3.4 and design classifications in Table 3.9 of the RTP, to provide alternative routes and encourage walking, biking and access to transit; and
4. Motor vehicle capacity improvements, consistent with the RTP Regional motor vehicle network vision and policies in Table 3.8 and section 3.3.3 of the RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs.

Consistency with Local Plans

Lastly, the Rose Quarter project would provide transportation infrastructure to support the land use plans for the Rose Quarter and the Albina neighborhood. The I-5 Rose Quarter Improvement Project also is included in adopted Portland regional land use and transportation plans. Specifically, the project would support the City of Portland's Central City 2035 Plan and Transportation System Plan, adopted in June 2018. The Project includes related goals developed through the joint ODOT and City of Portland N/NE Quadrant and I-5 Broadway/Weidler Interchange Plan process, which included extensive coordination with other public agencies and citizen outreach. The Metro Council and the Joint Policy Advisory Committee on Transportation adopted the proposed Project as part of the Regional Transportation Plan in 2014, 2018 and again in 2023. The current proposed amendment is a partial build of the full project, but this initial phase is consistent with the full build that was included in the most recent RTP with no new project elements.

Policies on RTP Investment Priorities

The following is an assessment of how the proposed MTIP project amendment advances the RTP investment priorities of Equity, Climate, Safety, Mobility and Economy and how the project impacts the package of MTIP investments towards those RTP goals. It is based on the similar assessment completed as part of the initial evaluation and adoption process for the 2024-27 MTIP. Economy was recently included in the 2023 RTP but was not part of the 24-27 MTIP assessment process. It has been included in this assessment. A summary of the evaluation results based on the RTP investment priorities is provided in Table 1. The detailed analysis by performance measure for each RTP investment priority is outlined following the summary table. In addition to the proposed amendments that were evaluated, staff performed a full build analysis of the project to ensure consistency with the RTP. Included is both a summary evaluation in Table 2 and a detailed analysis for each performance measure.

Table 1. Summary of RTP Investment Priorities Evaluation – Rose Quarter Interstate 5 Phase 1

RTP Priority	Measure 1	Measure 2	Measure 3
Equity	o	o	+/o
Climate	o	o	+/o
Safety	o	o	N/A
Mobility	o	o	N/A
Economy	+	+	N/A

Table 2. Summary of RTP Investment Priorities Evaluation – Rose Quarter Interstate 5 Full Build

RTP Priority	Measure 1	Measure 2	Measure 3
Equity	o	o	+/o
Climate	o	o	+/o
Safety	o	o	N/A
Mobility	o	o	N/A
Economy	+	+	N/A

***The full build is not a part of the proposed amendment, but the evaluation is included to show RTP consistencies.**

Key:

- o neutral or still to be determined until further details are known
- ^ not directly addressing the region’s desired outcome; has other related benefits
- + trending towards the desired outcome for that priority
- trending away from the desired outcome for that priority
- +/o potential to trend toward desired outcome but still to be determined until further details are known
- /o risk to trend away from desired outcome but still to be determined until further details are known

Equity

To measure equity in the context of the project, Metro staff describe whether the project increases access to travel options in Equity Focus Areas and summarize information provided by project staff on how the project has been identified as a priority transportation improvement by BIPOC and low-income persons or communities.

Desired Outcome	Performance Measures	Project Performance Assessment (Phase 1a & 1)	Full build
Increase Access to jobs	1. Weighted average household access to jobs within a 30-minute driving commute or 45-minute transit commute.	<p>TIP Modeling shows small but positive increase in access to jobs both region wide and in the MPA equity focus areas.</p> <p>Modeling shows an increase of access to jobs via drive commute from 437,713 to 437,916 region wide and no significant change in access to jobs via transit. For equity focus areas, there is an increase in access to jobs via drive commute from 450,816 to 451,005. For jobs accessible via transit there is no significant change.</p>	<p>TIP Modeling shows small but positive increased access to jobs both region wide and in the MPA equity focus areas.</p> <p>Modeling shows us an increase in access to jobs via auto trips across the MPA area from 437,713 to 438,129. An increase to jobs via transit from 73,711 to 73,725. There is also a small increase in MPA Equity Focus Areas as well. Access to jobs via auto trips in equity focus areas increased from 450,816 to 451,145. For transit, there is an increase from 89,378 to 89,402.</p>
Increase access to community places	2. Weighted average household access to community places within a 20-minute driving commute or 30-minute transit commute.	<p>TIP modeling shows a small increase access to community places. There is no increase in access to community places via transit in the modelling. There is an increase of access to community places via auto trips from 2,734 to 2,735 in the MPA area and an increase from 2,863 to 2,864 in equity focus areas.</p>	<p>TIP modeling shows small but positive increase in access to community places. Results were the same from the phased build out.</p>
Complete any gaps in the active transportation system in an equity focus area	3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work.	<p>The phase 1a & 1 project is not located on a gap in the AT network, and thus cannot close a gap. However, the full build may include components of closing gaps in the active transportation network.</p>	<p>The full build does include a new bicycle and pedestrian bridge over I-5. Additional GIS analysis is required to determine whether the full build closes gaps in the active transportation system.</p>

Safety

To measure safety in the context of the project, a description of whether the project includes scope elements to address documented safety issues that contribute to crashes that result in fatal and serious injuries and include recognized safety counter measures is provided. An assessment of the scope is also compared against the region’s high injury corridors to better understand whether the project is addressing the locations with a propensity of crashes leading to fatalities and serious injuries. Additional relevant safety related information as provided by project staff is also summarized.

Desired Outcome	Performance Measures	Project Performance Assessment (Phase 1a & 1)	Full Build
<p>Increase level of investment to address fatalities and serious injuries</p>	<p>1. Amount of investment of safety activities which address fatalities and serious injuries crashes.</p>	<p>The I-5 Southbound corridor through Rose Quarter is identified in Metro’s 2018-22 High Injury Corridors (HIC) database with a percentile rank of 90%. The corridor qualifies as high injury because the percentile rank of the concentration score is between 80 and 100, meaning it is within the top 20 percent worst scores. I-5 Northbound is not identified in the HIC database. It is difficult to ascertain the amount of investment to address fatalities and serious injuries in phase 1a and 1. Cost estimates provided in the proposed amendment include PE, ROW,</p>	<p>As with PAE of phase 1a and 1, it is difficult to ascertain the amount of investment to address fatalities and serious injuries with the full build project.</p>

		<p>utilities relocation, construction, and other. The cost estimates do not provide a breakdown of specific project elements that are safety countermeasures to address serious injuries and fatalities or their discrete costs.</p>	
<p>Increase level of safety investment on high injury corridors, and high injury corridors in equity focus areas</p>	<p>2. Amount of investment of safety activities which address fatalities and serious injuries crashes on high injury corridors, equity focus areas, and high injury corridors in equity focus areas.</p>	<p>The Project is in both a High Injury Corridor and a Low-Income Equity Focus Area. With the cost estimates provided it is difficult to ascertain the amount of investment to address fatalities and serious injuries in phase 1a and 1.</p>	<p>The Project is in both a High Injury Corridor and an Equity Focus Area.</p>

Climate

To measure climate in the context of the project, a summary of how the project aligns with Metro’s RTP climate goals and polices and whether the project includes elements that will increase access to and use of multi-modal options or increase motor vehicle travel is provided.

Desired Outcome	Performance Measures	Project Performance Assessment (Phase 1a & 1)	Full Build
Reduction of greenhouse gases per capita	1. Projected daily metric tons of greenhouse gas emissions reduction per capita.	TIP modeling shows a very small increase of emission (less than 0.01%).	TIP modeling shows a very small increase (approx. 0.017%).
Reduction in daily metric tons of greenhouse gas emissions	2. Projected daily metric tons of greenhouse gas emissions reduction	TIP modeling shows a 1 metric ton increase in greenhouse gas emission. Up from 12,565 to 12,566.	TIP modeling shows a 2 metric ton increase in greenhouse gas emission. Up from 12,565 to 12,567.
Improves system completeness of active transportation network	3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work.	The project is not located on a gap in the AT network, and thus cannot close a gap. However, the full build will include components of closing gaps in the active transportation network.	The complete build of the Rose Quarter does include completing gaps in the active transportation network. More specifically, the project aims to close gaps in the Green Loop through Llyod District. Additional GIS analysis is needed to confirm that gaps are being addressed.

Mobility

To measure mobility relief in the context of the project, an assessment of whether the project proposes impacts to mode split (e.g. driving, transit, bike) and miles traveled by mode per capita.

Desired Outcome	Performance Measures	Project Performance Assessment (Phase 1a & 1)	Full Build
Achieve a more equitable mode split amongst driving, transit, and biking	1. Mode split	<p>TIP modeling shows virtually no impact to mode splits.</p> <p>Total SOV trips remain the same (42.515%). There is a small increase from 38.681% to 38.683% for total HOV trips. All other trips remain the same, total transit trips (4.641%), total bike trips (3.826%), total walk trips (7.548%), and total school bus trips (3.282%).</p>	<p>TIP modeling shows the same amount of SOV trips (42.515%), a very small increase in HOV trips (increase of .003% from MTIP and .001 from phase 1), very small increase in transit trips (.001%), very small increase in school bus trips (.001%), and same amount for bike trips and walk trips.</p>
Decrease miles traveled by vehicle and increase miles done by bike and transit	2. Miles traveled by mode	<p>TIP modeling shows a very small impact in miles traveled by mode.</p> <p>There is an increase of personal vehicle driver miles traveled from 21,256,521 to 21,257,411. A small increase in personal vehicle passenger miles traveled from 7,575,447 to 7,575,724. A slight decrease in bike miles traveled from 842,597 to 842,412. A slight decrease in pedestrian miles traveled from 292,789 to 292,772. A small increase in transit miles traveled from 2,020,953 to 2,021,685.</p>	<p>TIP modeling shows small but negative impacts on vehicle miles traveled, bike miles traveled, and pedestrian miles traveled. There is a small positive impact on transit miles traveled.</p> <p>There is an increase in personal vehicle miles traveled from 21,256,521 to 21,257,976. An increase in personal vehicle passenger miles traveled from 7,575,447 to 7,575,986. An increase in transit miles traveled from 2,020,953 to 2,021,685. There is a decrease in bike miles traveled from 842,597 to 842,412 and a decrease in pedestrian miles traveled from 292,789 to 292,765.</p>

Economy

To measure economic vitality in the context of the project, an assessment of whether the project is in an area that is prioritized for future job growth and if the project is in an area with higher-than-average job activity.

Desired Outcome	Performance Measures	Project Performance Assessment (Phase 1 & 1a)	Full Build
<p>Increase transportation option in areas prioritized for future job growth.</p>	<p>1. Is the project located in an area that is prioritized for future job growth?</p>	<p>The project is in the Central City, an area that is prioritized for job growth under the 2040 Growth Concept, which is the region’s land use vision. This helps to ensure that the project supports access not only to jobs that exist today, but to new jobs that will be added as the region continues to grow.</p>	<p>The project is in the Central City, an area that is prioritized for job growth under the 2040 Growth Concept, which is the region’s land use vision. This helps to ensure that the project supports access not only to jobs that exist today, but to new jobs that will be added as the region continues to grow.</p>
<p>Increase transportation options in an area with higher-than-average job activity</p>	<p>2. Is the project located in an area with higher-than-average job activity?</p>	<p>According to Metro’s Economic Value Atlas, the Census Tract that aligns with the project area has over 50% more jobs than the average Census Tract in the Metro region, and has historically experienced more rapid job growth than the average tract.</p>	<p>According to Metro’s Economic Value Atlas, the Census Tract that aligns with the project area has over 50% more jobs than the average Census Tract in the Metro region, and has historically experienced more rapid job growth than the average tract.</p>



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: November 20, 2024
TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: Agenda Item F – Urban Mobility Strategy Finance Plan Update

Requested Action:

Approve an updated conceptual plan to close the funding gap for the Urban Mobility Strategy.

Background:

In May and June 2024 the Oregon Transportation Commission (OTC) discussed the funding gap for elements of the Urban Mobility Strategy (UMS) and options to close that funding gap. Multiple factors require ODOT to secure additional resources to move UMS projects forward, including:

- Higher costs for the I-205 Abernethy Bridge project and the loss of expected tolling revenue have created a significant funding gap on this project.
- The I-5 Rose Quarter Improvements Project lacks sufficient funding to complete the project or even to begin construction in 2025.

The Commission took action to close this gap:

- The Commission approved transferring \$100 million from the I-405 Fremont Bridge painting project to close a portion of the funding gap on I-205 Abernethy. This was effectuated in the August Statewide Transportation Improvement Program (STIP) amendment.
- In May the Commission agreed to provide up to \$250 million from the \$30 million per year UMO set-aside from HB 2017 to match up to \$750 million in federal INFRA grant funding for the I-5 Rose Quarter. This funding would come from shifting HB 2017 Urban Mobility Strategy funds from I-205 Abernethy back to the Rose Quarter as originally intended.
- In June the Commission approved a conceptual finance plan that would close the remaining gap on I-205 Abernethy through issuance of additional Highway User Tax Revenue bonds that would be repaid by HB 2017 Bridge and Seismic funds otherwise programmed to projects in the STIP.

At the time, ODOT pledged to return to the OTC to complete work on the finance plan once the outcome of the INFRA grant for Rose Quarter was known. Events since June have provided ODOT greater clarity on funding for both I-205 and Rose Quarter.

I-205 Abernethy

ODOT has been working closely with Kiewit, the project contractor, to reach a settlement of existing claims to move the project forward to completion expeditiously. ODOT secured this settlement in November, which requires adding funding to the project's budget; ODOT is requesting this in a STIP amendment that will be considered separately from this finance plan. Based on this settlement, ODOT now estimates the project's total cost to be \$815 million, including preliminary engineering, construction, and a separate contract for soil stabilization needed for seismic resilience. This does not include pricing a number of known risks that have been identified by ODOT and the contractor, particularly risks associated with work on an aging bridge. Additional funding needed to cover these higher costs would come from Highway User Tax Revenue bonds repaid by HB 2017 Bridge and Seismic funds, which would reduce funding for projects in the STIP Bridge program for the next 25 years.

I-5 Rose Quarter

ODOT did not receive the federal INFRA grant and the project's currently available funding of \$608 million is not sufficient to begin construction in 2025. Absent additional funding, the earliest construction could begin on the initial portion of the highway cover, funded by the Reconnecting Communities and Neighborhoods (RCN) grant, would be 2027.

ODOT will present the Commission an option for adding \$250 million to the funding for Rose Quarter to move to construction on significant elements of the project beginning in 2025 and expand upon the construction funded by the RCN grant. Adding this funding would allow ODOT to:

- Build the full southbound auxiliary lane and shoulder from I-405 to the Morrison Bridge exit.
- Extend an initial portion of the northbound auxiliary lane and shoulder under the highway cover.
- Extend the initial, central portion of highway cover to be built with the RCN grant and lower the highway to its finished profile and final pavement under the constructed portion of the highway cover.
- Complete bridge work in the southern project area, construct stormwater facilities near I-405, and construct sign bridges & Intelligent Transportation Systems.

An investment of this size would reduce the funding gap for the project, and beginning construction in 2025 would lock in pricing and prevent continued cost escalation of these elements.

The additional funding for Rose Quarter would come from shifting HB 2017 Urban Mobility Strategy funds from I-205 Abernethy back to the Rose Quarter project, for which they were originally intended. The funding gap on Abernethy would grow, requiring ODOT to issue Highway User Tax Revenue bonds repaid by HB 2017 Bridge and Seismic funds. This will have impacts to projects that would otherwise be funded from the state's Bridge program for the next 25 years.

Outcomes

ODOT seeks Commission feedback and approval on two items.

- Direction on additional investments for the I-5 Rose Quarter.

Oregon Transportation Commission

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- Approval of an updated Urban Mobility Strategy finance plan that lays out the additional amounts of Highway User Tax Revenue Bonds needed.

If the Commission approves additional funding for I-5 Rose Quarter, ODOT will return with a STIP amendment to officially add these resources so the project can move to a construction start in 2025.

Attachments:

- Attachment 01 – Urban Mobility Strategy Finance Plan Updated (December 2024)

Urban Mobility Strategy Finance Plan Update

December 2024

Introduction

In June 2023 the Oregon Transportation Commission approved a finance plan for the Urban Mobility Strategy at the direction of Governor Tina Kotek after she directed ODOT to delay the collection of tolls until 2026. The finance plan laid out the available resources for the UMS in light of this decision, allocated available funding among projects to meet key milestones, estimated remaining funding gaps for each project, and offered potential funding sources to close these gaps and complete the projects.

In the nearly one year since approval of this initial plan, a number of major factors have impacted the original plan approved by the Commission.

- In March 2024, Governor Kotek directed ODOT to stand down on tolling for the time being by canceling the Regional Mobility Pricing Project, transferring toll collections for the Interstate Bridge Replacement Program to WSDOT, and indefinitely pausing work on the I-205 Tolling Project. This will lead to substantial reductions in expenditures compared to the funding allocated to tolling in the UMS Finance Plan but will also eliminate \$385 million in projected funding from tolls on I-205.
- The estimated cost to complete construction of the I-205 Abernethy Bridge Project, which is already under construction, has increased for a number of reasons, including structural engineering elements, unanticipated project changes, delay, escalation and risk for a multi-year project.
- The I-5 Rose Quarter received a \$450 million Reconnecting Communities and Neighborhoods (RCN) grant from the U.S. Department of Transportation, allowing the project to expand its scope of work to complete design on the main construction package and construct an initial portion (but not all) of the highway cover that will help knit back together the Albina neighborhood that was torn apart by the original construction of the Interstate through a thriving Black community. ODOT is developing plans to get this portion of the project under construction and is developing options for adding elements if additional funding is provided.

The net effect of these impacts is that there is a shortfall in the funding needed to complete the I-205 Abernethy Bridge, and also an opportunity to get the Rose Quarter under construction if additional funding can be identified.

This December 2024 update to the UMS Finance Plan approved by the OTC in June 2024 is designed to provide a path forward to closing the I-205 Abernethy Bridge funding gap now that the project's current cost estimate is known; it also offers the option to provide funding to the I-5 Rose Quarter to start construction in 2025. This document is designed as a conceptual finance plan to help frame up the Commission's decisions around allocation of funding. All figures in this document are estimates as of December 2024 and subject to change as actual project costs and expenditures are updated with

additional time. Similarly, the available funding from HB 2017 Urban Mobility Strategy bonds is subject to significant uncertainty, and the timing of expenditures and cash flow needs that will determine bond sales timing and debt service amounts for each year into the future will be determined as projects move forward. ODOT also maintains a more in-depth operational finance plan for the UMS projects that tracks expenditures and funding needs by quarter, which is used to determine the timing of bond issuance.

Program Funding

Since the June 2023 UMS Finance Plan, a number of factors have changed the amount of funding available for the UMS.

- The decision to halt tolling on I-205 has reduced estimated resources for the I-205 Abernethy Bridge by \$385 million.
- The \$450 million RCN grant for the Rose Quarter has opened up new opportunities to make progress on a critical project.
- In June the OTC approved a proposal to redirect \$100 million of Bridge program funds from the I-405 Fremont Bridge to the Abernethy Bridge.

With all these changes, the UMS has \$1.267 billion in total resources available.

Table 1: Total Resources for UMS After June 2024 Update

Revenue Sources	Amount	Notes
HB 2017 UMS	\$560	Bond proceeds and cash from the \$30 million annual set-aside of HB 2017 funds. Originally directed by HB 2017 to Rose Quarter; HB 3055 in 2021 allowed for use on other elements of the UMS.
Other Federal/ State/Local	\$257	Includes a variety of federal, state and local revenue sources, including \$100 million approved by OTC to transfer from I-405 Fremont to I-205 Abernethy in June 2024.
Federal Competitive Grants	\$450	Reconnecting Communities and Neighborhoods Grant for I-5 Rose Quarter.
I-205 Tolls	\$0	Tolling revenue is no longer included in UMS Finance Plan.
Total Resources	\$1,267	

Note: All dollar figures throughout this document are in millions of dollars.

The revenue estimate from cash and bonds from the \$30 million allocation to the UMS from HB 2017 remains unchanged, though it has elements of uncertainty. ODOT has sold the first tranche of bonds backed by these resources, totaling about \$240 million in net proceeds, and expects a second sale in the 2025-2027 biennium, with the timing dependent on cash flow needs and other factors. The total resources available from HB 2017 will depend on key details of financing, including bond interest rates and maturities, as well as when the bonds are sold; ODOT will continue to receive cash from this allocation until funds are fully dedicated to debt service payments after the second tranche of bonds is sold.

Project Costs and Expenditures

Since June 2023 a number of changes have occurred that impact expected costs and expenditures for the UMS projects.

Tolling

The original UMS Finance Plan allocated \$263 million to implement tolling, including costs of developing and constructing tolling infrastructure on I-205 and I-5 and building the back office and customer service center necessary to collect tolls. Due to cancellation of the RMPP, pausing tolling on I-205, and transferring toll collection on IBR to the Washington State Department of Transportation, ODOT now anticipates spending about \$70 million on tolling across three toll projects, presenting savings of approximately \$193 million. The net loss of I-205 toll revenue due to the pause on tolling is about \$192 million.

I-205 Abernethy Bridge

The total cost of completing the I-205 Abernethy Bridge project is currently estimated at \$815 million. This includes the anticipated total cost of three elements.

- Preliminary engineering for the I-205 corridor improvements.
- I-205 Abernethy Bridge construction (currently underway).
- Soil stabilization necessary for seismic resilience on the I-205 Abernethy Bridge.

ODOT anticipates completing the base construction project by the end of 2026, with soil stabilization work likely to begin in 2027 under a separate contract.

The 2023 UMS Finance Plan projected a total cost of the I-205 Abernethy Project of \$662 million; the June 2024 update estimated \$750 million. Drivers of the higher cost include:

- Structural engineering elements, including additional steel reinforcement for existing bridge cross beams, additional structural steel fabrication and materials, reconciling as-built conditions vs. contract plans, delay related to changes during construction, and additional engineering.
- Unanticipated project changes, including additional underground storage tanks, blast caps, soundwall panel changes, and environmental permit required changes.

This current estimate of \$815 million does not include the likely price of additional risks that have been identified by the project team, so ODOT will return to update the Commission on the total cost of the project as risks are either addressed or become real. Additional funding will be likely be needed to address these risks and will be requested as needed in future STIP amendments to be approved by the Commission.

I-5 Rose Quarter

The 2023 UMS Finance Plan provided the I-5 Rose Quarter an allocation of \$158 million from HB 2017 funds and other state, federal and local funds. This allocation allows ODOT to complete design of the three early work packages (formerly known as early work packages A, B and C), reach 30% design of the

main construction package and prepare for property acquisitions needed for construction. However, this funding will not allow the project to start construction.

The \$450 million federal RCN grant, awarded in March 2024, will fund design completion (including right of way acquisitions and utility relocations) and construction of an initial portion of the highway cover, which will be forward compatible with the construction of the remainder of the highway cover and I-5 mainline improvements. The grant did not fund the proposed bicycle/pedestrian bridge over I-5, the project's auxiliary lanes and shoulders, the I-5 southbound off-ramp relocation, nor multimodal street improvements. Grant funding is secured, with the design funding available now and construction funding to become available in advance of construction, now that ODOT has completed a grant agreement with the Federal Highway Administration. Construction on the RCN portion of the project is anticipated to begin by 2027.

Even with this grant, the Rose Quarter faces a significant funding gap of about \$1.3 billion, based on the project's high-end estimate of \$1.9 billion. This is in part because UMS funds originally dedicated to Rose Quarter by HB 2017 were set aside for I-205 Abernethy and implementation of tolling after passage of HB 3055 to move the construction-ready I-205 Abernethy bridge project forward and jumpstart work on tolling. ODOT intended to repay these funds borrowed from Rose Quarter after selling bonds backed by toll revenue. This plan has been complicated by the cost increases required to complete the Abernethy Bridge and the loss of projected tolling revenue.

In May the OTC agreed to contingently allocate up to \$250 million in HB 2017 funds to match an INFRA grant request of up to \$750 million. This funding would have closed a significant portion of the project's funding gap and allowed construction to begin in 2025, but ODOT did not receive this grant. However, ODOT has developed an option to allocate an additional \$250 million to the Rose Quarter that would fund the following elements, with construction able to start in 2025 if funding is provided in December and to expand upon the construction funded by the RCN grant.

- Build the full southbound auxiliary lane and shoulder from I-405 to the Morrison Bridge exit.
- Extend an initial portion of the northbound auxiliary lane and shoulder under the highway cover.
- Extend the initial, central portion of highway cover built with RCN grant, and lower the highway to its finished profile and final pavement under the constructed portion of the highway cover.
- Complete bridge work in the southern project area, construct stormwater facilities near I-405, and construct sign bridges & Intelligent Transportation Systems.

These improvements would have significant value, both in terms of providing a significant improvement to traffic flow and safety on I-5 (with the most robust improvements in the southbound direction) and also in extending the highway cover to north of Broadway.

If the Commission approves the additional \$250 million for Rose Quarter construction, the following elements of the project would remain to be funded:

- Completing the highway cover between Flint and Broadway

- Constructing the Hancock crossing (as part of the completed highway cover between Flint and Broadway)
- Completing multimodal local street improvements outside of RCN-funded highway cover area
- Constructing the pedestrian and bicycle bridge
- Completing the northbound auxiliary lane and shoulder (between the Broadway on-ramp and the Greeley off-ramp and between the I-84 on-ramp and Weidler off-ramp)
- Relocating the I-5 southbound off-ramp and new flyover structure

Based on the project cost range of \$1.5 to \$1.9 billion, the project's remaining costs would be approximately \$650 million to \$1.05 billion. The Urban Mobility Office will update and validate the Rose Quarter cost estimate, including this identified funding gap, in coordination with the Federal Highway Administration in spring of 2025.

Closing the Urban Mobility Strategy Funding Gap

With higher costs and reduced revenues available to complete the I-205 Abernethy Bridge Project, ODOT faces the need to close the immediate funding gap for that project to ensure completion. A plan to close this gap needs to be developed in the near future, as ODOT does not have the cash on hand to spend hundreds of millions of dollars on UMS projects over the next few years without a funding source.

ODOT has covered expenditures prior to toll revenue coming available in 2026 through short-term borrowing using a commercial paper program. ODOT has taken out about \$280 million in commercial paper, which the agency originally planned to pay back using toll revenue. Plans for additional commercial paper draws against the program's total cap of \$500 million are temporarily on hold now that tolling isn't available as a repayment source. ODOT may need additional short-term borrowing from our commercial paper program or other sources to meet cash flow needs for I-205 construction costs prior to selling bonds to pay off the short-term borrowing. Taking out additional short-term debt requires identifying a replacement revenue source to pay back this short-term debt.

Table 2 shows the funds allocated to each UMS project in the June 2024 UMS Finance Plan Update, as well as a base update for December 2024 based on new cost estimates of I-205 Abernethy, tolling, and short-term financing. It also offers the option of providing the Rose Quarter an additional \$250 million of HB 2017 UMS funds to start construction in 2025. Under any of these scenarios, the funding gap would be covered using proceeds from Highway User Tax Revenue (HUTR) bonds backed by ODOT's HB 2017 Bridge and Seismic State Highway Fund revenues. If the Commission chooses to provide the additional funding for Rose Quarter, funding from the HB 2017 Urban Mobility Strategy funds would be shifted from I-205 Abernethy back to Rose Quarter, requiring the sale of more bonds backed by Bridge/Seismic funds.

As shown here, the impact to the Bridge/Seismic program differs based on the scenario, with approximately \$18 million in annual debt service needed under the base scenario and up to about \$35 million needed under the scenario that invests \$250 million in the Rose Quarter.

Table 2: Estimated Funds Needed For UMS Projects

Project	June 2024 Update	December 2024 Update Base	December 2024 + RQ Construction
I-205 Abernethy	\$750	\$815	\$815
I-5 Rose Quarter	\$608	\$608	\$858
I-5 Boone Bridge	\$4	\$4	\$4
Tolling	\$73	\$70	\$70
Short Term Financing Costs	\$36	\$15	\$15
Total Funds Needed	\$1,471	\$1,512	\$1,762
Total Resources	\$1,267	\$1,267	\$1,267
Funding Gap	\$(204)	\$(245)	\$(495)
Annual Debt Service	\$15	\$18	\$35

Additional bonds would need to be sold if the cost of I-205 Abernethy increases, as is expected based on the identified known risks. ODOT may also choose to sell additional bonds to cover cost escalation on other HB 2017 projects, such as the OR 22 Center Street Bridge, which faces a significant shortfall. Bonds would likely be issued in multiple tranches starting in the 2025-2027 biennium when funds are needed to pay project expenses. Legislative authorization for these bonds would be required in the 2025 bond bill.

Funding to pay back these bonds would be drawn from bridge projects statewide that are programmed in the 2024-2027 STIP or would be programmed in future STIPs. The bonds would likely be paid off in about 25 years from their date of issuance. Because all of the bonds will not be sold for several years, impacts to the Bridge program would likely be relatively small in the 2024-2027 STIP—likely in the range of \$45-50 million-- though ODOT would likely need to cancel or delay some projects. ODOT will return to OTC for actions to cancel or delay projects in the 2024-2027 STIP once we have greater insight into the amount of bonds to be issued, the timing of bond sales, and debt service amounts. The full impact would hit the 2027-2030 STIP after all the bonds are issued, but projects have not yet been programmed in this STIP. In the 2027-2030 STIP, the Bridge Program funding is \$272 million total and an estimated \$105 million will go towards debt service. For future STIP cycles, debt service will be a line item in the program budget and there will be less money available for delivering other projects.

Depending on the timing of long-term bond sales, these options may require additional short-term borrowing through the commercial paper program to meet immediate cash flow needs on I-205, and this borrowing comes with financing costs. To avoid the use of short-term financing, and its associated costs, ODOT may elect to move up the sale of the legislatively-authorized HB 2017 UMS bonds to meet immediate cash flow needs. However, it should be noted that moving up the issuance of HB 2017 bonds will reduce the total resources available from HB 2017 UMS funding in two ways:

- ODOT generates about \$1 million in additional cashflow each month from the portion of the funding that is not yet being paid in debt service; and

- The longer ODOT is able to wait to sell the remaining portion of UMS bonds, the more proceeds it can generate. Conversely, the sooner ODOT sells the remaining portion, the less proceeds it can generate.

While ODOT has strong credit ratings from rating agencies—including a AAA rating from S&P—the issuance of additional debt against existing State Highway Funds without additional revenue enhancements, combined with the projected decline in the gas tax and the agency’s funding challenges, could lead to a rating downgrade or other negative guidance from the rating agencies that could increase the agency’s cost of borrowing.

Funding Needed to Complete the Urban Mobility Strategy Projects

While closing the short-term funding gap for the I-205 Abernethy Bridge project is urgent and critical, it is also important to lay out options for completing other unfunded work in the UMS, including:

- Construction of the full I-5 Rose Quarter, including completing the auxiliary lanes and shoulders to address the traffic bottleneck and safety issues, as well as constructing the remainder of the highway cover, the multimodal local street improvements, and the relocation of the I-5 southbound off-ramp.
- Construction of I-205 Phase 2, which includes the missing lane between Stafford Road and the Abernethy Bridge as well as bridge investments for seismic resilience through the southern end of the corridor. Further design work on this project was put on indefinite hold in 2023 when tolling was delayed; additional funding is needed to complete environmental review, design and undertake construction.
- Replacement of the I-5 Boone Bridge for seismic resilience and congestion relief. This project has only undertaken preliminary planning and requires funding to complete environmental review, design and enter construction.

The total cost of I-5 Rose Quarter, I-205 Improvements (both Abernethy Bridge and Phase 2), and I-5 Boone Bridge totals an estimated \$4.3 billion, with a \$3.1 billion funding gap, as shown in Table 3.

The Commission, Legislature, and ODOT have a variety of methods to seek to close this gap.

- **Additional funding in the STIP.** The Oregon Transportation Commission could dedicate additional funding from discretionary resources in the Statewide Transportation Improvement Program (STIP). However, these funds are already allocated among programs through 2030, with no additional funding dedicated to UMS projects. What’s more, discretionary resources are increasingly constrained due to the need to fund the ADA program and other programs required under law: in the 2027-2030 STIP the Commission had less than \$100 million in discretionary resources to allocate among programs, and many areas including Fix-It and Public and Active Transportation took cuts.

Table 3: Project Funding Gaps

Project	Notes	Cost (High)	Available Funding*	Funding Gap*
I-5 Rose Quarter	Cost estimate will be updated in 2025. Available funding includes the RCN grant and previously allocated funding. Does not include \$250 million proposed for project construction.	\$1,900	\$608	\$(1,292)
I-205 Abernethy	Incorporates additional costs as noted above. Available funds includes all remaining HB 2017 funds.	\$815	\$570	\$(245)
I-205 Phase 2	Updated to assume project construction begins in 2031.	\$800	\$0	\$(800)
I-5 Boone Bridge	Cost estimate has not been updated since 2023 finance plan. A new cost estimate range will be developed in late 2024.	\$725	\$4	\$(721)
Total		\$4,300	\$1,182	\$(3,058)
*Based on December 2024 base funding scenario, with all remaining HB 2017 UMS funds dedicated to Abernethy. **Estimated annual debt service on 25 year Highway User Tax Revenue bonds, rounded to nearest \$10 million. ***Increase in the statewide fuels tax along with complementary weight-mile tax to pay debt service, rounded to nearest penny.		Annual Debt Service**		\$210-240
		Fuels Tax Equivalent***		9-11 cents/gallon

- Federal discretionary grants.** In the last year major highway projects in the Portland metro region have secured over \$2.5 billion in federal discretionary funding available under the Infrastructure Investment and Jobs Act. In addition to the Rose Quarter’s \$450 million RCN grant, the Interstate Bridge Replacement secured a \$600 million MEGA grant and a \$1.5 billion Bridge Investment Program grant. ODOT intends to continue seeking other federal grants for the UMS projects—particularly the Rose Quarter. However, ODOT did not receive an INFRA grant for Rose Quarter, and INFRA grants have now been awarded through 2026, when the Infrastructure Investment and Jobs Act expires. Funding for discretionary grant programs beyond that timeframe are dependent on congressional action to reauthorize the IJJA, which could be challenging given a significant shortfall in user fee revenue flowing into the Highway Trust Fund. UMS projects may be eligible to receive other grants, though most are likely to be much more modest in size than those received to date.
- Additional statewide tax revenue.** Additional statewide tax revenue could be dedicated to the UMS projects. Generating \$3 billion in bond proceeds to close the funding gap would require about \$215 million in annual funding for debt service, which amounts to a statewide gas tax increase of nearly 10 cents per gallon, along with complementary weight-mile tax revenue.
- Regional funding.** A portion of the UMS funding gap could be raised through transportation taxes and fees within the Portland metro region, as was originally contemplated as part of HB 2017; this option was set aside in favor of tolling.

- **Tolling revenue.** While implementation of tolling has been paused, it remains an option if other funding sources are unable to close the gap and policymakers wish to complete major congestion relief projects.

Completing these three major projects will likely require some combination of multiple of the above funding sources rather than relying on a single source.



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: January 6, 2025
TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item G** – Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to 1) increase funding for the preliminary engineering, right of way, utility relocation, construction and other phases of the *I-5 Rose Quarter Improvement Project* (K19071); 2) increase funding and add scope to the *I-5 Rose Quarter: Broadway to Weidler Phase 1* (K23672) project; and 3) change the project name and mile points, and increase funding to the construction phase of the *I-405 and I-5 Stormwater Facilities Project* (K23682).

Requested Action:

Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to increase funding for the I-5 Rose Quarter Improvement Project from \$623,391,997 to \$873,391,997. This new funding of \$250,000,000 is from House Bill 2017 Urban Mobility Strategy funds, as directed by the Oregon Transportation Commission at its December 4, 2024, meeting, for the three projects related to the I-5 Rose Quarter Improvement Project as follows:

1. Increase funding for *K19071 I-5 Rose Quarter Improvement Project* from \$236,141,997 to \$248,641,997. This funding will provide \$12,500,000 from HB2017 Urban Mobility Strategy funds to the preliminary engineering, right of way, utility relocation, and other phases.
2. Increase funding and add scope to *K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1* from \$382,250,000 to \$559,750,000. This project will increase by \$177,500,000 in HB2017 Urban Mobility Strategy funds to the construction phase and the scope will be expanded to build an additional portion of the highway cover and provide initial investments in I-5 safety and operational improvements.
3. Increase funding, change the project name and mile points, and add scope to *K23682 I-405 and I-5 Stormwater Facilities* project from \$5,000,000 to \$65,000,000. This project will increase by \$60,000,000 in HB2017 Urban Mobility Strategy funds to the construction phase. The project name will change to I-5 Rose Quarter: Phase 1A, the project mile points will change to MP 301.2-303.4 (from MP 301.4 to 303.2), and the scope will expand to include bridge and seismic improvements in the project area in addition to already planned stormwater improvements.

STIP Amendment Funding Summary

I-5 Rose Quarter Improvement Project (K19071)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2016	\$187,391,997	\$197,391,997
Right of Way	2020	\$41,000,000	\$42,000,000
Utility Relocation	2025	\$7,500,000	\$8,500,000
Construction	NA	\$0	\$0
Other	2025	\$250,000	\$750,000
TOTAL		\$236,141,997	\$248,641,997

I-5 Rose Quarter: Broadway to Weidler Phase 1 (K23672)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	NA	\$0	\$0
Right of Way	NA	\$0	\$0
Utility Relocation	NA	\$0	\$0
Construction	2025	\$382,250,000	\$559,750,000
Other	NA	\$0	\$0
TOTAL		\$382,250,000	\$559,750,000

I-405 and I-5 Stormwater Facilities Project (K23682) - to be known as I-5 Rose Quarter: Phase 1A			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	NA	\$0	\$0
Right of Way	NA	\$0	\$0
Utility Relocation	NA	\$0	\$0
Construction	2025	\$5,000,000	\$65,000,000
Other	NA	\$0	\$0
TOTAL		\$5,000,000	\$65,000,000

Background:

The purpose of the I-5 Rose Quarter Project is to improve the safety and operations on Interstate 5 (I-5) between Interstate 405 (I-405) and Interstate 84 (I-84), as well as the local streets in the I-5 Broadway/Weidler interchange within the city of Portland.

The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the West Coast and redesigns the multimodal local street network. The project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and currently feature the biggest traffic bottleneck in Oregon. The project will also

improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.

In March 2024, the U.S. Department of Transportation awarded ODOT's I-5 Rose Quarter Improvement Project with a \$450 million grant to build an initial portion of the highway cover. In August 2024, the Oregon Transportation Commission and Metro Council unanimously agreed to approve the spending of this grant award and respectively approved amendments to the State Improvement Transportation Program (STIP) and Metropolitan Transportation Improvement Program (MTIP) to program these funds for the design activities and construction of the initial, central segment of the highway cover around Broadway and Weidler.

Building on this federal funding, the Oregon Transportation Commission, at their December 4, 2024, meeting, allocated an additional \$250 million to the I-5 Rose Quarter Improvement Project as part of the Urban Mobility Strategy Finance Plan update. Combined with existing funding and the recently secured U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant of \$450 million, this additional allocation provides sufficient funding to begin project construction in 2025 and deliver many of the project's most critical improvements.

Funding Summary

The increase of \$250,000,000 from HB2017 Urban Mobility Strategy funds will do the following:

- *K19071 I-5 Rose Quarter Improvement Project*: An increase of \$12,500,000 will advance design, right of way acquisition, utility relocation and other activities needed to ready K23672 and K23682, as articulated below, for construction.
- *K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1*: With the increase of \$177,500,000 for the construction phase, the original scope of building the initial portion of the highway cover as funded by the U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant will be expanded. The added scope will be to construct an added portion of the highway cover to include the Broadway structure and to construct initial portions of the I-5 safety and operational improvements, including widening the Holladay/Hassalo bridge and build walls, building the full southbound auxiliary lane and shoulders, extending a portion of the existing northbound auxiliary lane and shoulders under the highway cover area, and constructing two sign bridges and associated Intelligent Transportation Systems. Construction will begin by 2027.
- *K23682 I-405 and I-5 Stormwater Facilities Project*: The project name will change to I-5 Rose Quarter: Phase 1A. With the increase of \$60,000,000 for the construction phase, the original scope of building stormwater improvements within the project area near I-405 will be expanded and the mile points will change to MP 301.4 to 303.2 from MP 301.2-303.4. The added scope will be to construct a structural deck overlay, make bridge rail upgrades and seismically retrofit two bridges (S8588E and N8588E) in the southern portion of the project area. Construction will begin in 2025.

Outcomes:

With approval, the Oregon Department of Transportation (ODOT) will move forward with design and other activities for the *K19071 I-5 Rose Quarter Improvement Project*. With approval, ODOT also will advance construction for two other phases of the project: *K23672 I-5 Rose Quarter: Broadway to*

Weidler Phase 1 to build the initial portion of the highway cover from the southern portal to north of Broadway, build the full southbound auxiliary lane and shoulder from I-405 to the Morrison Bridge exit, extend an initial portion of the existing northbound auxiliary lane and shoulder under the highway cover, and build sign bridges and associated Intelligent Transportation Systems, with construction starting by 2027 and *K23682 I-5 Rose Quarter: Phase 1A* to build bridge work in the southern project area and construct stormwater facilities near I-405 with construction starting in 2025. This approval would be consistent with the Commission's approved December 2024 Urban Mobility Strategy Finance Plan update.

Without approval, ODOT would not begin construction in 2025 and would not construct any portions of the project beyond what is funded by the \$450 million Reconnecting Communities and Neighborhoods grant and \$5 million for stormwater improvements. Ultimately, without approval, this would delay timely project delivery and would be inconsistent with the Commission's approved December 2024 Urban Mobility Strategy Finance Plan update.

Attachments:

- Attachment 01 – KEY 23682 Vicinity and Location Map
- Attachment 02 – KEY 19071 Vicinity and Location Map

STIP PROJECT LOCATION

Attachment 4: I-5 Rose Quarter January 2025 OTC Item

K23682

Agenda Item G, Attachment 01

I-5 ROSE QUARTER: PHASE 1A

PROJECT LOCATION



REGION



COUNTY



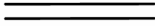
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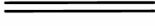
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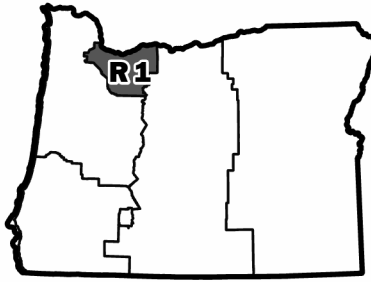
STATE ROAD



LOCAL ROAD



RAILROAD



DATE: 12/11/2024
PROJECT NO. 23-52
ODOT | GIS UNIT

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STIP PROJECT VICINITY

da Item G, Attachment 01

Attachment 4: I-5 Rose Quarter January 2025 OTC Item

K23682

I-5 ROSE QUARTER: PHASE 1A

PROJECT LOCATION



REGION



COUNTY



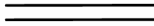
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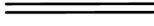
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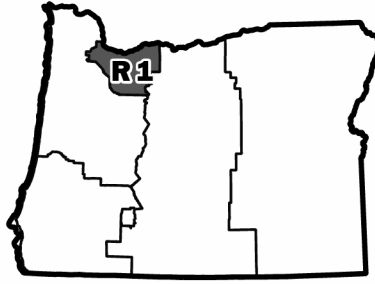
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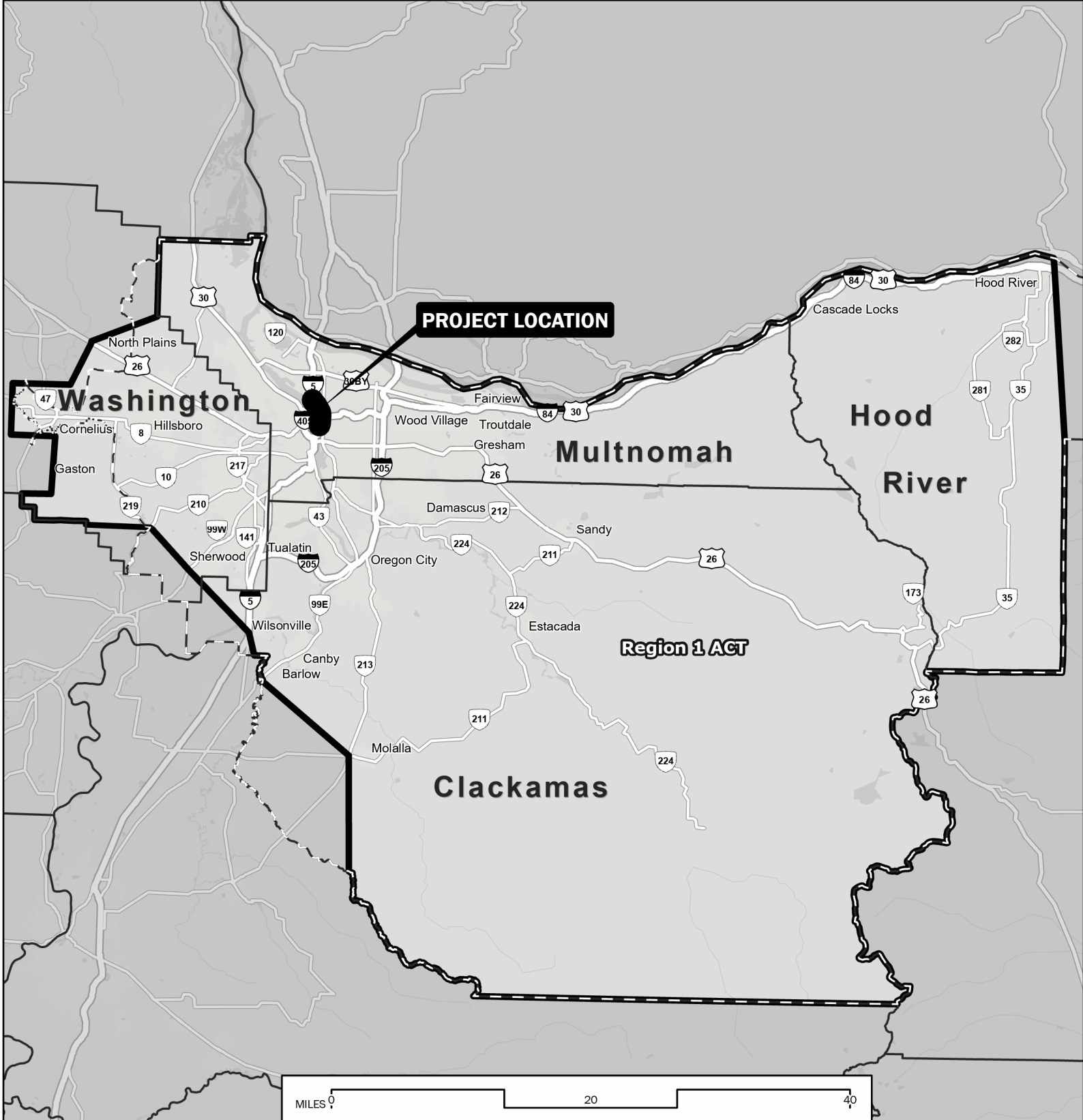


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STIP PROJECT LOCATION

Attachment 4: I-5 Rose Quarter January 2025 OTC Item

K19071

I-5 ROSE QUARTER IMPROVEMENT PROJECT

Agenda Item G, Attachment 02

PROJECT LOCATION



REGION



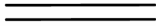
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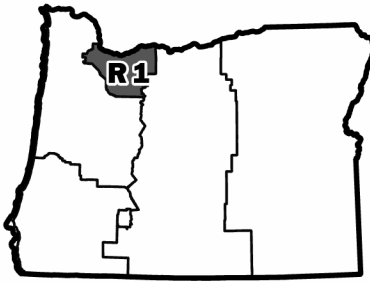
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STIP PROJECT VICINITY

K19071

da Item G, Attachment 02

Attachment 4: I-5 Rose Quarter January 2025 OTC Item

I-5 ROSE QUARTER IMPROVEMENT PROJECT

PROJECT LOCATION



REGION



COUNTY



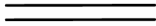
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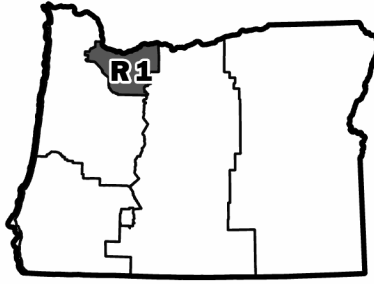
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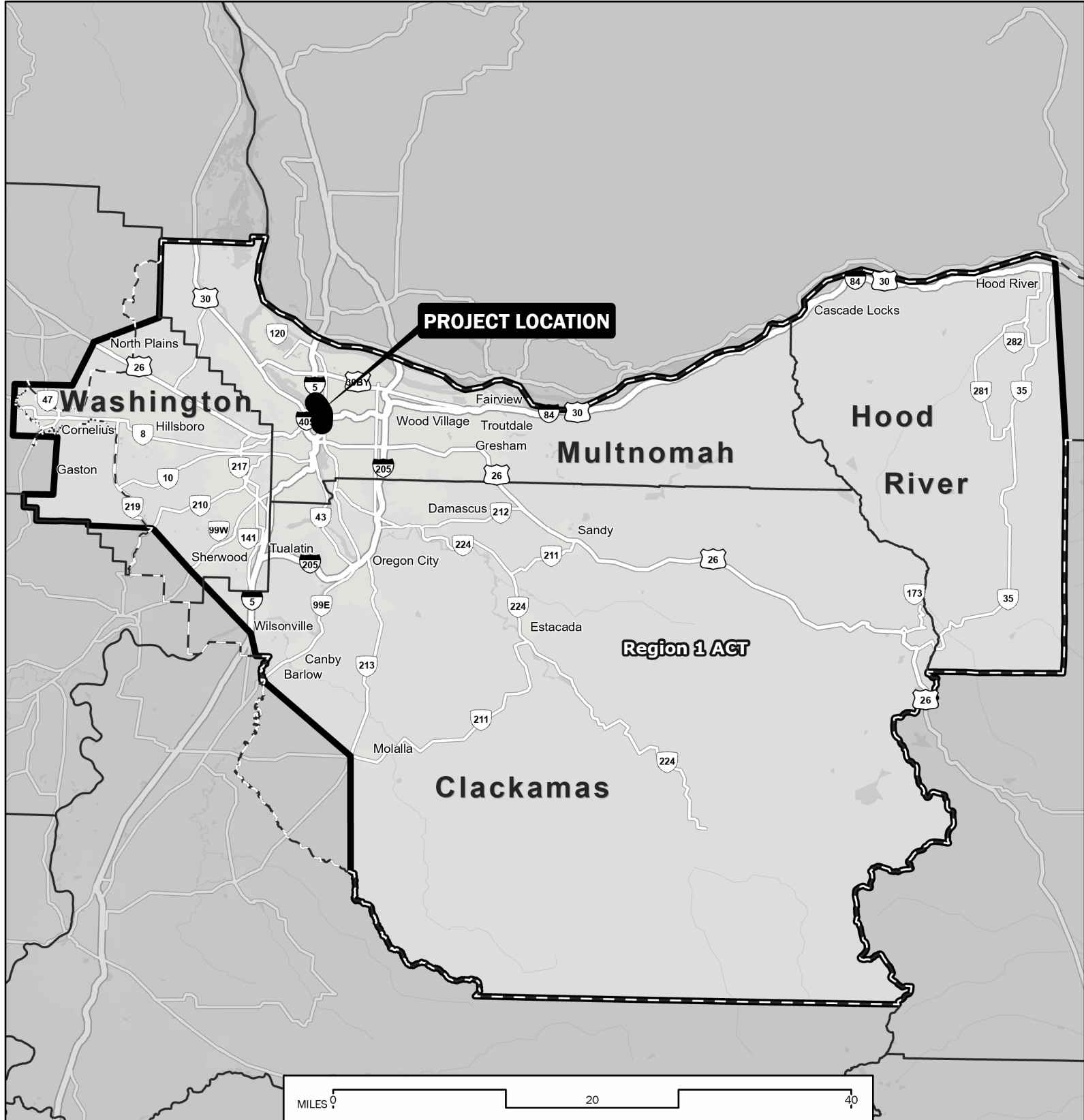


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Metro staff presented an overview of the I-5 Rose Quarter MTIP Formal Amendment at the February 7, 2025, meeting in advance of an approval recommendation that will be presented to TPAC during the March 7, 2025, meeting. Several TPAC members raised questions and asked for additional information about aspects of the Performance Evaluation Assessment (PAE) and the project. This summary provides additional information in response.

Topic 1: Project impacts on transit service and performance measures outputs on transit access to jobs and transit access to community places.

Response: Following the meeting, TriMet staff reported to Metro staff that the proposed project will not impact headways, but that it will degrade transit speeds. TriMet staff also shared a desire to more appropriately categorize impacts on access via transit. Since there is there a negligible difference in access via transit, the Equity portion of the PAE has been changed from “increases in transit access” to “no significant change in access via transit”. The Equity table on pg. 8 of the PAE Summary (Attachment 2) has been updated to the following:

“Modeling shows an increase of access to jobs via drive commute from 437,713 to 437,916 region wide and ~~an increase from 73,711 to 73,715 for transit trips~~ **no significant change in access to jobs via transit**. For equity focus areas, there is an increase in access to jobs via drive commute from 450,816 to 451,005. For jobs accessible via transit there ~~is an increase from 89,378 to 89,386~~ **no significant change**.”

Topic 2: Project compliance with Metro’s Climate Smart Strategy and models used to analyze the project in the RTP and MTIP.

Response: Since the three proposed amendments would amend the 2024-27 MTIP, Metro staff used the same tools used in the adopted MTIP (Regional Travel Demand Model, MOVES, GIS) to measure performance of the proposed projects. The performance analysis used the MOrtor Vehicle Emission Simulator (MOVES) model to model emissions. The proposed MTIP projects show a very small increase in GHG emissions (less than 0.01%). The Climate table on page 11 of the PAE Summary (Attachment 2) includes additional information on the model results.

The 2023 RTP used the same three models, as well as one additional tool developed by ODOT, VisionEval. The 2023 RTP used VisionEval for its climate analysis because the region’s long term greenhouse gas (GHG) reduction targets were set by the state using VE and are based on the policy levers that the VE model accounts for, including state-led actions adopted in the Statewide Transportation Strategy (STS) tests. The VisionEval model yields different results than MOVES because VE accounts for different policies than the travel model, including implementation of TDM and TSMO and the higher levels of state-led pricing actions adopted in the STS.

Topic 3: Ensuring investments are targeted to prevent death and serious injury crashes where they occur.

Response: The I-5 Southbound corridor through Rose Quarter is identified in Metro’s 2018-22 High Injury Corridors (HIC) database with a percentile rank of 90%. Within the five-year period, a total of two fatal and 17 serious injury crashes occurred, and of those two involved pedestrians entering the freeway. (See Table 1 below.) The corridor qualifies as high injury because the percentile rank of the concentration score is between 80 and 100, meaning it is within the top 20 percent worst scores. I-5 Northbound is not identified in the HIC database.

It is difficult to ascertain the amount of investment to address fatalities and serious injuries in phase 1a and 1. Cost estimates provided in the proposed amendment include PE, ROW, utilities relocation, construction, and other. The cost estimates do not provide a breakdown of specific project elements that are safety countermeasures to address serious injuries and fatalities or their discrete costs. The proposed amendment provides funding for ramp-to-ramp lanes and improved shoulders on I-5 southbound between the Broadway exit and the Morrison Bridge exit. Project information explains that these project elements “*allow transitions without merging into traffic and are effective in improving safety*” and “*support improved traffic flow and will result in a safer experience with potentially less crashes.*”

Table 1: Fatal and Serious Injury Crashes, I-5 Southbound within Proposed Project Area (2018-2022)

Crash Type Description*	Fatal Injury (K)	Suspected Serious Injury (A)	Grand Total
2019	1	4	5
Driving in excess of posted speed		1	1
Improper change of traffic lanes		1	1
Made improper turn		1	1
Non-motorist illegally in roadway	1	1	2
2021	1	9	10
Disregarded traffic signal		1	1
Failed to avoid vehicle ahead		5	5
Improper change of traffic lanes		1	1
Inattention		1	1
Reckless Driving (per PAR)		1	1
Wrong way on one-way road; wrong side divided road	1		1
2022		4	4
Did not yield right-of-way		1	1
Failed to avoid vehicle ahead		2	2
Improper change of traffic lanes		1	1
Grand Total	2	17	19

*No reported crashes in 2018 & 2020

Topic 4: Ensuring that the proposed Bike/Ped bridge over I-5 is funded and built.

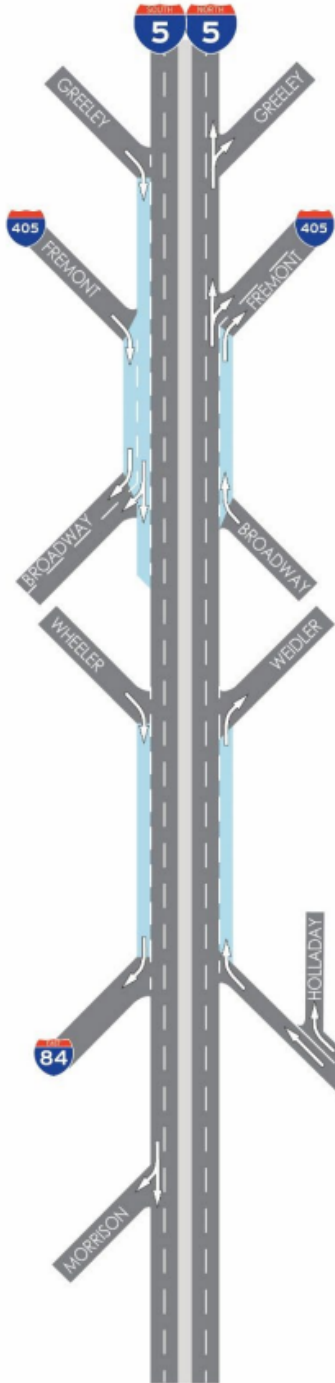
Response: Metro staff reached out to the ODOT team for additional information. Rose Quarter Project Director Megan Channell provided the response below:

“ODOT, together with partners, is committed to completing the I-5 Rose Quarter Improvement Project in its entirety, as described in the federally approved Revised Supplemental Environmental Assessment. All elements of the project, including improvements on Interstate 5, the full highway cover, the surrounding surface streets, and the bike/ped bridge, are critical for this project’s success. The federal environmental review approval is for the full project and ODOT’s support for delivering all project elements is consistent with this federal approval and the National Environmental Policy Act (NEPA) process. ODOT plans to continue to pursue additional funding at the state and federal levels, including working with legislative partners in the 2025 session, to bridge the gap between what has already been secured and what is needed to build the full project. ODOT fully supports the sentiments in the January 15, 2025 joint letter of partner support between the Albina Vision Trust, City of Portland, Portland Trail Blazers/Rip City Management and ODOT (included in the February 7 MTIP packet) that underscores this commitment to deliver the project in phases to match funding availability and support delivering the project in full to meet all of the project’s expected positive outcomes.”

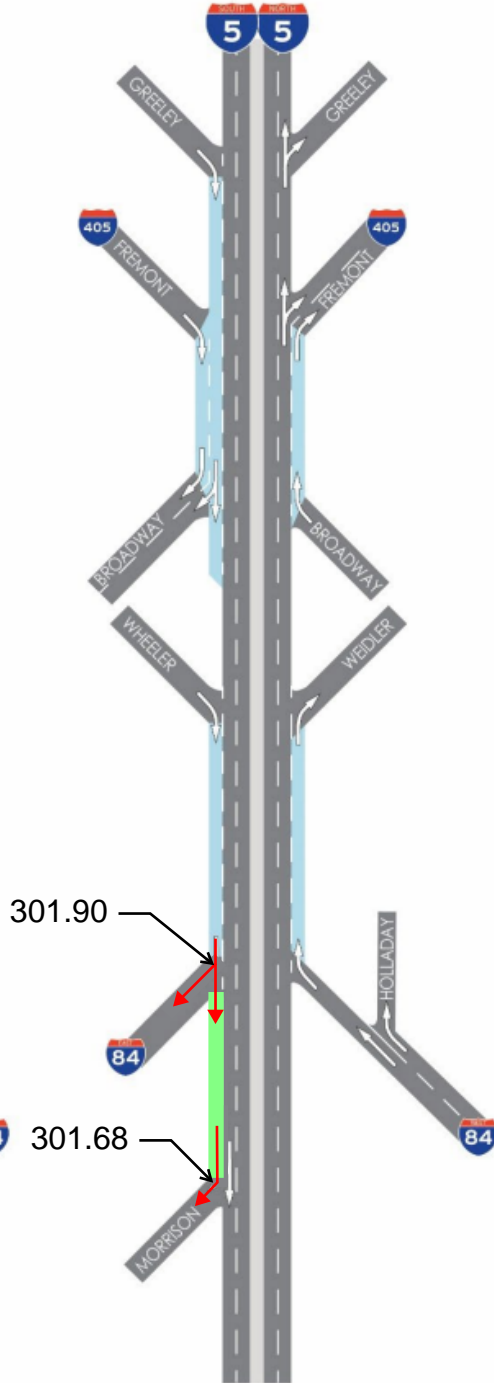
Topic 5: Effects of the project on congestion on I-5 that result in changes to crash rates on nearby arterials.

Response: Metro staff performed the Travel Demand Model (TDM) analysis at the regional level to assess the effect of a large number of projects working in conjunction with each other within the 2024-27 MTIP. The 2024-27 MTIP contains 108 projects. The proposed amendment adds one additional project to the Travel Demand Model. To understand the effects of congestion on I-5 on crash rates on nearby arterials, a corridor level study would need to be performed and is beyond the scope of the MTIP amendment process. At the corridor scale, the TDM can provide more detailed metrics like line specific transit line ridership information, changes in average speeds on road facilities, vehicle volumes on facilities, and vehicle routing patterns. While other types of analysis like microsimulation/dynamic traffic assignment could be useful in assessing some local impacts of proposed projects, they are not within the scope of what Metro can provide to the MTIP amendment process.

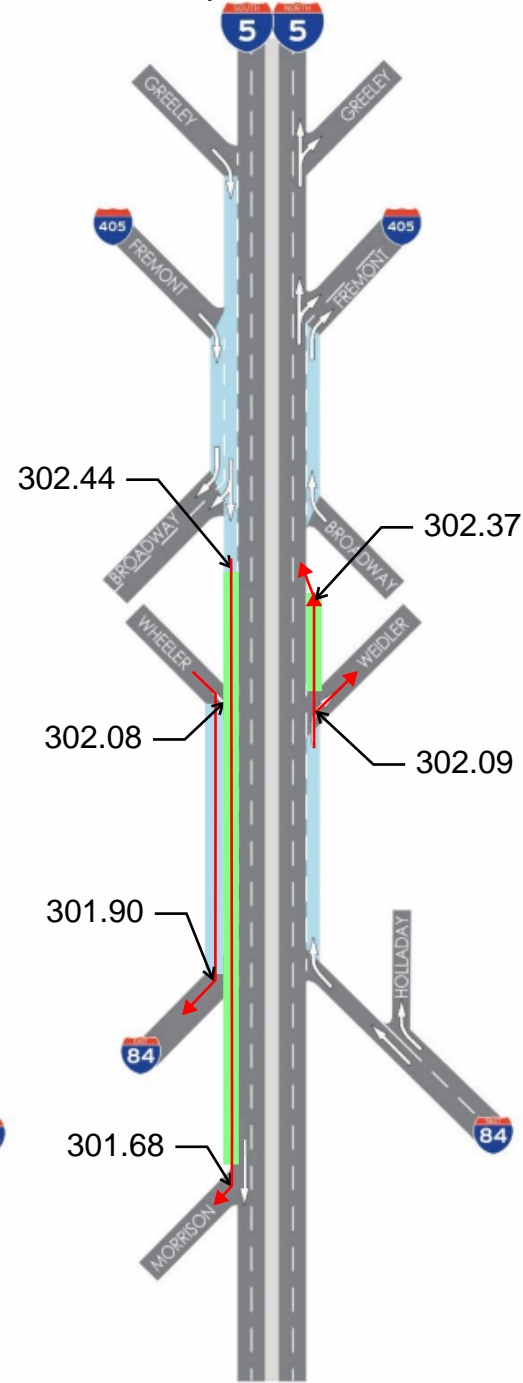
Existing Conditions



K23682 I-5 Rose Quarter: Phase 1A



K23672 I-5 Rose Quarter: Broadway Weidler Phase 1

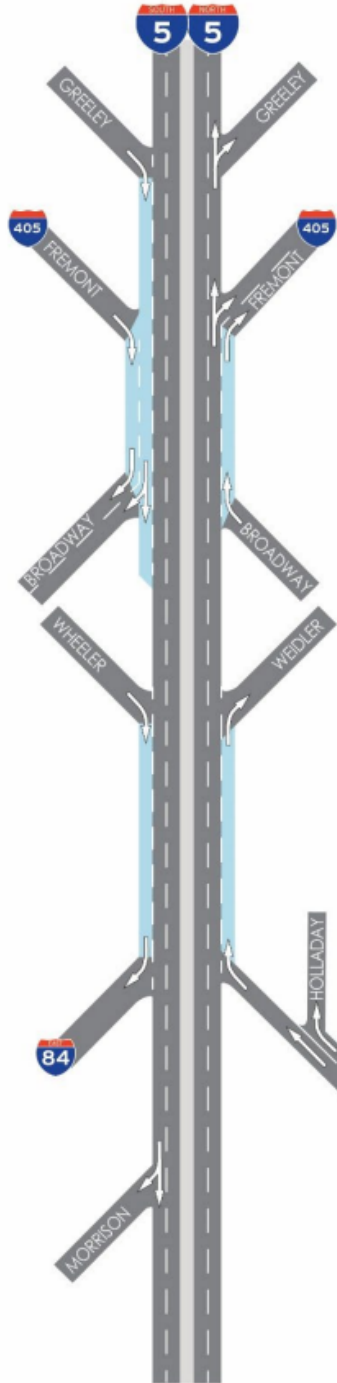


Legend:
 Existing I-5 Travel Lanes
 Existing Auxiliary Lanes
 New Auxiliary Lanes

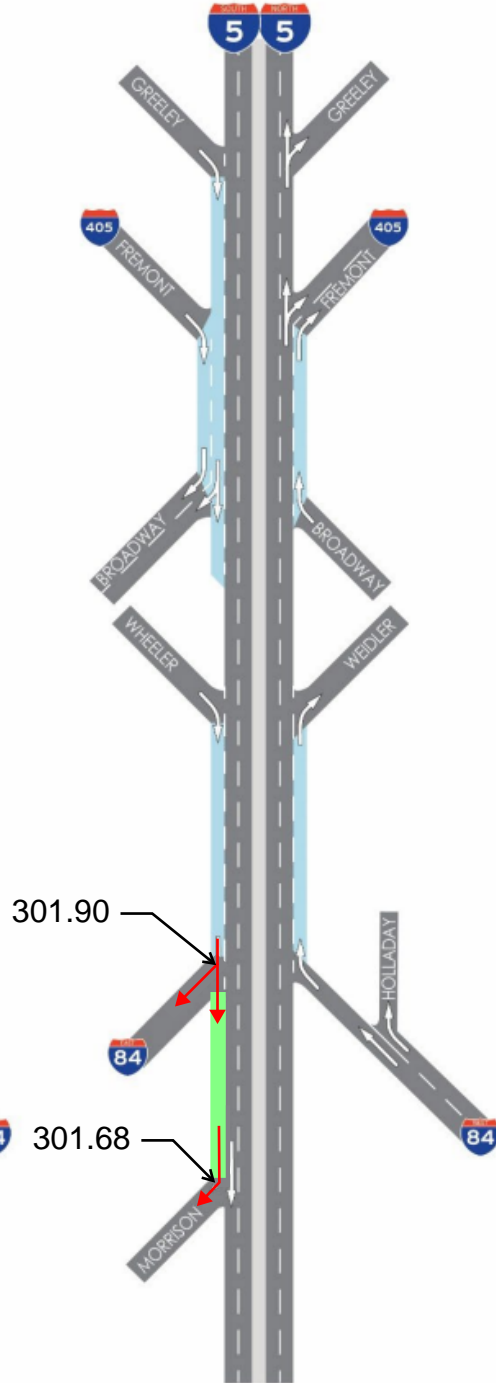
Existing Auxiliary Lanes

Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)

Existing Conditions



K23682 I-5 Rose Quarter: Phase 1A



- Legend:**
- Existing I-5 Travel Lanes
 - New Auxiliary Lanes
 - Existing Auxiliary Lanes

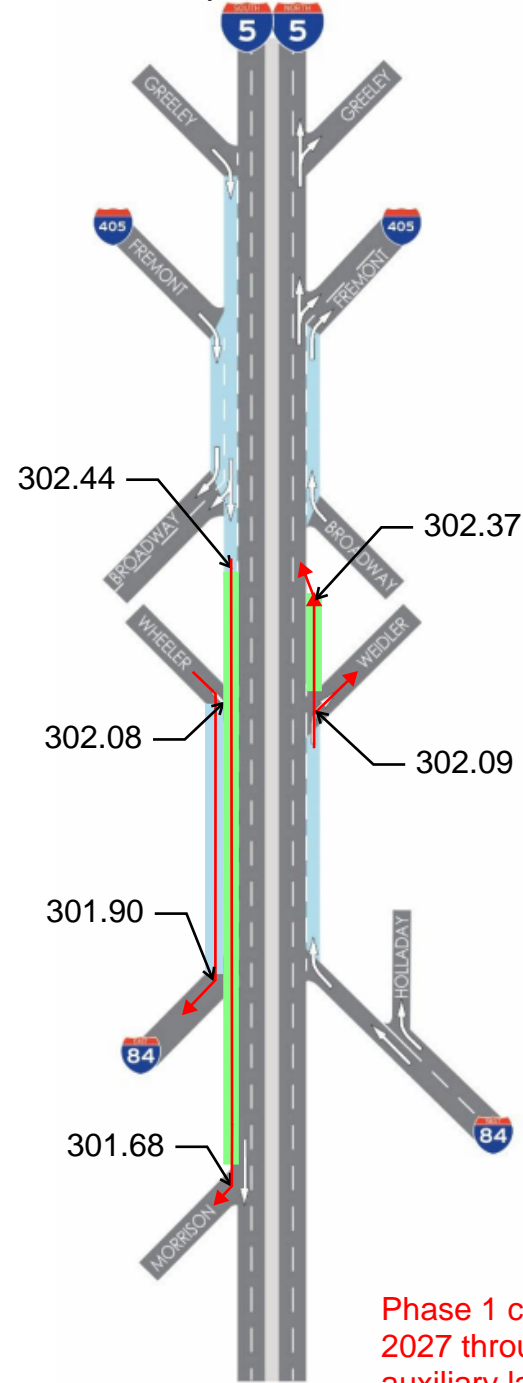
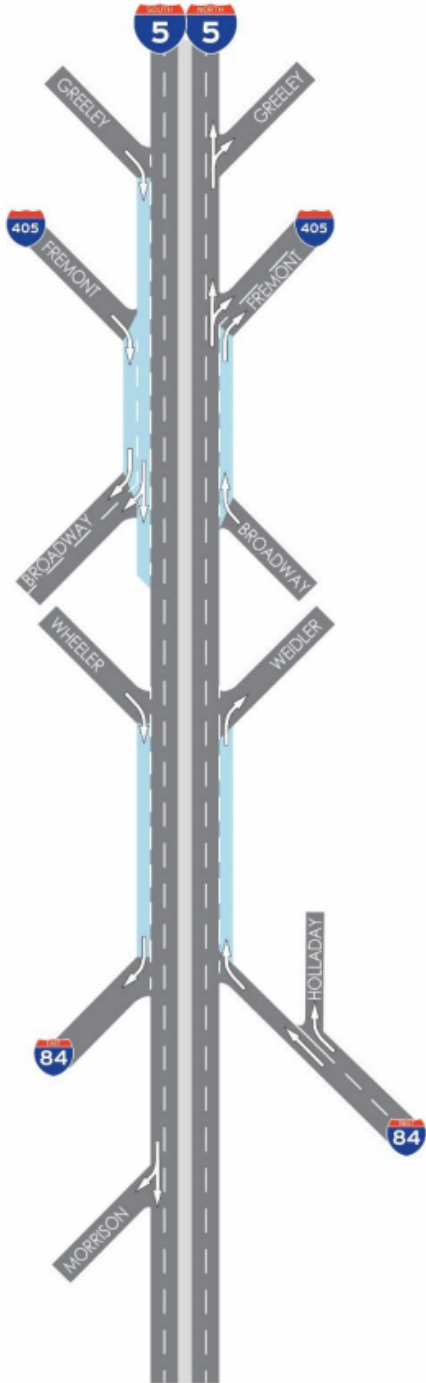
Phase 1A construction duration from July 2025 through December 2026. Anticipated auxiliary lane completion date, Sept 1, 2026.

Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)

Existing Conditions

K23672 I-5 Rose Quarter: Roadway Weidler Phase 1

Attachment 6: Phase 1 and 1A Full Build



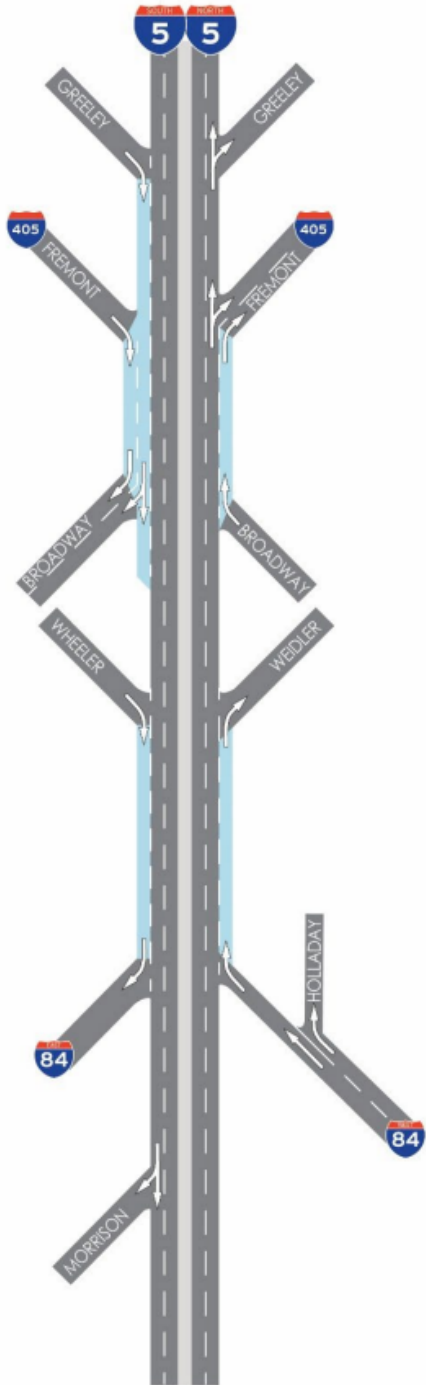
Legend: Existing I-5 Travel Lanes
New Auxiliary Lanes

Existing Auxiliary Lanes

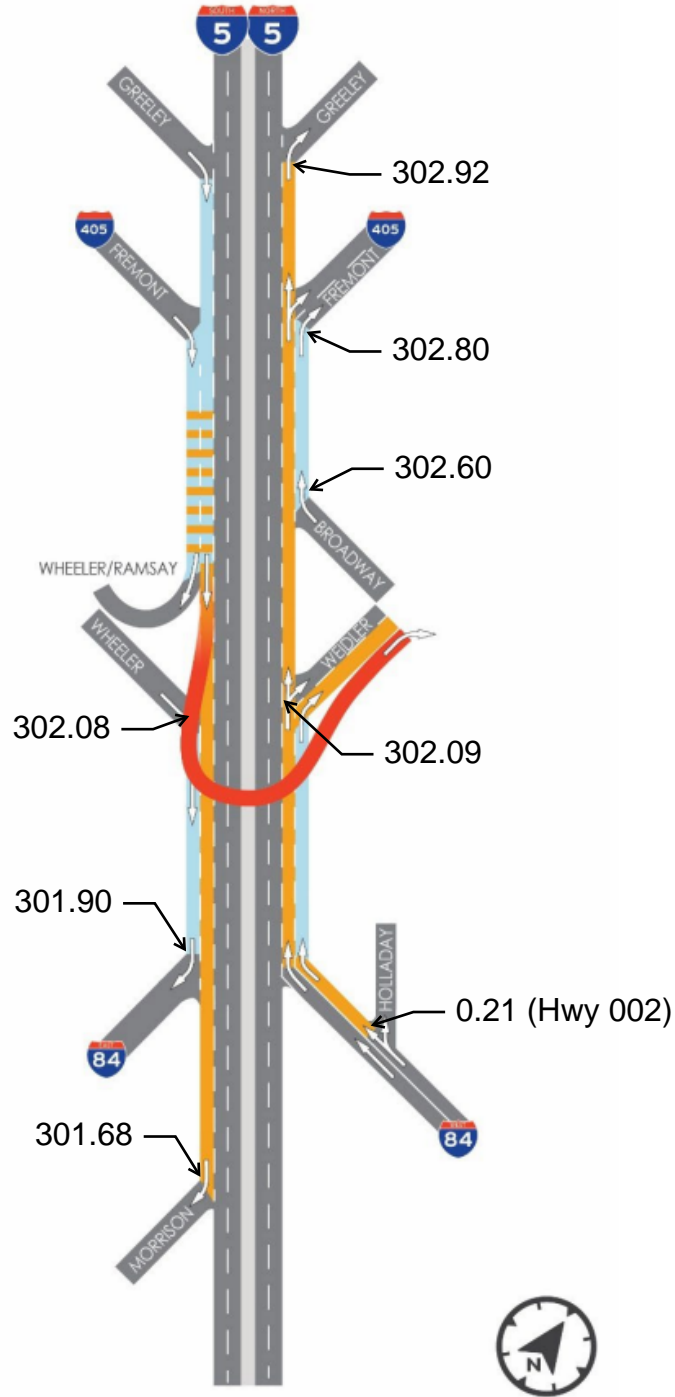
Phase 1 construction duration from January 2027 through December 2031. Anticipated auxiliary lanes completion date, Sept 1, 2031.

Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)

EXISTING CONDITIONS



PROPOSED IMPROVEMENTS



- Legend:**
- Existing I-5 Travel Lanes
 - Existing Auxiliary Lanes
 - New Flyover
 - New Auxiliary Lanes and Shoulders
 - Extension of Existing Auxiliary Lane and Shoulders

Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)

TPAC February 7, 2025 Meeting Summary:

Metro staff presented an overview of the I-5 Rose Quarter MTIP Formal Amendment in advance of an approval recommendation that will be presented to TPAC during their March 7, 2025, meeting.

Prior to overview, Chris Smith, representing No More Freeways, provided testimony raising concerns from the No More Freeways group. First, he reiterated a request he made to Ken Lobeck, Metro Funding Programs Lead, concerning needed clarification in the staff report concerning known opposition to the I-5 Rose Quarter Improvement Project. (Note: The requested clarification has been incorporated into the JPACT staff report, Section 1 Known Opposition in the Analysis/Legislation section.)

Second, Mr. Smith raised concerns about the balance and phasing of the project as well as the expected burdens and benefits that will result. He stated areas of the project the No More Freeway group supports such as the freeway covers, bicycles, and pedestrian improvements. However, he also identified that the burdens from other proposed improvements such as the new auxiliary lanes would not provide an adequate benefit in relation to their implementation cost. He also questioned the delivery phasing approach which focused on system capacity improvements without similar improvements for bicycle and pedestrian facilities. He questioned if the partial delivery schedule reflected a balanced approach of capacity and non-motorized improvements.

Third, Mr. Smith identified a concern about the overall project's cost estimate in relation to the package delivery approach over time as funding is secured. He asked whether the full project proposed build-out will be delivered if the project cost increases and which scope elements would be sacrificed if down-scoping is required due to limited funding. He asked if the bicycle and pedestrian improvements would be the first to be cut. Overall, Chris requested TPAC to be cognizant of the fiscal constraint aspects and the impact of scoping changes that could occur if full funding is not secured.

Ken Lobeck provided a short overview of the proposed MTIP Amendment. He explained how the Oregon Transportation Commission (OTC) approved \$250 million will be applied to each of the three projects. He also explained the various required amendment reviews that include a project level modeling review and fiscal constraint verification. He concluded stating that the submitted proposed project changes had met fiscal constraint verification and the consistency review against the 2023 Regional Transportation Plan.

Blake Perez, Metro Associate Transportation Planner continued the amendment overview by discussing the completed Performance Evaluation Assessment (PAE). Blake explained the purpose of the PAE is for capacity enhancing projects that exceed \$100 million in total costs. The PAE provides an evaluation of the 2024-2027 MTIP investment package with proposed project on the five RTP policy priorities – safety, equity, climate, and mobility, and economic prosperity. He

explained that three main tools are used to evaluate the 2024-2027 MTIP investment package and the PAE and include:

- Travel Demand Model.
- Motor Vehicle Emissions Simulator (MOVES) Model.
- Geographic Information Systems (GIS) analysis of the 2023 RTP Network Map.

Key takeaways from the analysis included the following:

- In general, impacts of Phase 1a & 1 were neutral on the package of MTIP investments against RTP goals.
- Negligible effects on emissions, VMT, access to jobs/community places.
- A positive impact on economic and safety goals.
- The project may have additional community and regional benefits outside of the RTP performance measures.

Megan Channell, I-5 Rose Quarter Project Director presented a detailed summary of the proposed upgrades the project will provide. Megan outlined where and how the new \$250 million will be applied among the three existing I-5 Rose Quarter Improvement Projects. She covered the six improvement areas the project will focus upon that include:

- The highway cover.
- The Hancock crossing.
- Multi-modal street upgrades.
- New pedestrian and bicycle bridge.
- New auxiliary lanes and shoulders.
- I-5 SB ramp relocation.

Ms. Channell also explained the planned construction delivery aspects and schedule for the I-5 Phase IA segment to begin in 2025, plus the Phase 1 - Initial Highway Cover and I-5 improvements to begin in 2027. Finally, she concluded the project overview by summarizing the ongoing momentum that reflects:

- Strong partnerships and commitments to completing full project letter of Agreement.
- A restorative redevelopment vision support for Lower Albina.
- Support for workforce development through investing in Disadvantaged Business Enterprises and building capacity for a diverse workforce.

TPAC members then began a discussion of the proposed formal MTIP amendment. Several TPAC members raised questions and asked for additional information about aspects of the PAE and the project. Topics included:

- Whether the PAE analysis for two measures—access to jobs and transit access to community places—account for changes to travel times on transit routes. Specifically, TriMet's project analysis shows that Line 4 commute times through the Rose Quarter would worsen.

- Whether coordination with the I-5 Interstate Bridge Replacement (IBR) project has occurred.
- Whether the project is in alignment with Metro's Climate Smart Strategy.
- The importance of making safety investments in the transportation system to prevent deaths and serious injuries where they occur.
- The inclusion of the bicycle and pedestrian bridge in the project scope and how to ensure it is funded and built.
- Effects of the project on congestion on I-5 that result in changes to crash rates on nearby arterials

JPACT 2-20-2025 Meeting Summary:

JPACT met on February 20, 2025, and received their I-5 Rose Quarter Improvement Project amendment notification and overview. Prior to the item discussion, Chris Smith, No More Freeways provided formal testimony raising concerns about the project funding and delivery certainty. He outlined the agency composition of the No More Freeways group and why they are opposed to portions of the I-5 Rose Improvement Project. He explained his concerns about the project delivery phasing, balancing, and delivery components when full funding was not yet secured. He raised various questions about the delivery guarantees and what scope elements might be cut if full funding is not secured, or if cost overruns occur.

Sarah Iannarone, TPAC Community Member and Executive Director of The Street Trust, also provided testimony raising concerns about possible scope element cuts if full project funding is not secured. She raised various questions about the nonmotorized scope elements (e.g. bicycle/pedestrian bridge) and what guarantees were in place to ensure the nonmotorized scope elements remain as part of the project. She also inquired about the impact upon the approved NEPA document if later scope elements occur especially to the nonmotorized project elements.

Ted Leybold, Metro Transportation Policy Director, provide a brief summary of the project changes that are occurring through the formal amendment. Megan Channell, I-5 Rose Quarter Improvement Project Director then provided a short overview of the main proposed project upgrades and how the new \$250 million OTC approved award will be applied to the three projects.

Ms. Channell's overview includes additional involved I-5 Rose Quarter Improvement Project representatives. These included, JT Flowers, Director of Community Affairs and Comms, Albina Vision Trust, Jeff Moreland, President, Raimore Construction, and Caitlin Reff, Manager, Major Projects & Partnerships, city of Portland. Each added their opinion and reasons why the project was important to their agencies and communities.

JPACT members joined the discussion raising various project delivery questions and offering their perspectives about the project. The overall JPACT discussion consensus appeared to stress the need for the government and the community to go forward and get the project delivered correctly.

TPAC March 7, 2025, Approval Recommendation:

The I-5 Rose Quarter Improvement Project MTIP Formal Amendment returned to TPAC seeking an approval recommendation to JPACT.

During the Public Communications agenda item, Chris Smith, representing the No More Freeways campaign, provided verbal and written testimony in opposition to the MTIP amendment citing project phasing inconsistencies, project delivery phasing, the existing funding shortfall plus long term funding strategy for the project.

Ken Lobeck, Metro Funding Programs Lead provide a very short overview of the amendment and how the proposed funding changes involving the new \$250 million OTC approved award will be applied to the three projects.

TPAC members raised questions about the Project Assessment Evaluation and data needed to assess the level of investment to address fatal and serious injury crashes, and when/how this will be obtained. The approval recommendation was not unanimous. There was one objection and one abstention.

JPACT Worksheet

Agenda Item Title: FFY 2025 MTIP Formal Amendment Approval Request – Resolution 25-5463 (I-5 Rose Quarter Improvement Project MTIP Formal Amendment)

Presenters: None. The I-5 Rose Quarter Improvement Project MTIP Formal Amendment bundle is requested to be included on the JPACT Consent Calendar.

Contact for this worksheet/presentation: (If needed) Ken Lobeck, Funding Program Lead.

Purpose/Objective:

FOR THE PURPOSE OF AMENDING THREE RELATED I-5 ROSE QUARTER PROJECTS TO THE 2024-27 MTIP TO ADD \$250 MILLION DOLLARS OF APPROVED FUNDING TO THE PROJECTS

Approval Recommendation:

TPAC provided their approval recommendation to JPACT on March 7, 2025, and now requests JPACT approve Resolution 25-5463 enabling the \$250 million award to the three project to complete MTIP and STIP programming requirements

Outcome:

JPACT approval and final approval recommendation to Metro Council. Final action is the inclusion of the amended projects in the 2024-27 MTIP and STIP enabling the awarded project to obligate and expend their federal funds.

Staff are completing a 2-touch processing and approval requirement for this MTIP formal Amendment. The I-5 Rose Quarter Improvement Project completed the “introduction/overview portion at TPAC and JPACT during their February 2025 meetings. The amendment staff report contains summary of the discussion. Concerns have been raised about the long-term funding strategy for the project. Some questions also emerged about the Project Assessment Evaluation (PAE) findings concerning overall safety improvements and potential crash/high injury reductions.

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

- Prior JPACT action (July 2024): JPACT approved Resolution 24-5424 which added \$450 million to the project from the USDOT 2023 Neighborhood Access and Equity (NAE) funding program containing \$450 million dollars.
- Added a related Rose Quarter project for the city of Portland, Broadway Main Street and Supporting Connections project awarded \$38 million of NAE funds in separate grant to Complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other

transportation services. Note: This project is not part of the new Rose Quarter MTIP formal amendment.

- Amendment introductions and overviews were presented to TPAC and JPACT during their February meetings.
- Metro completed a detailed Project Assessment Evaluation which examined the anticipated performance results from the project against the approved 2023 Regional Transportation Plan.
- The No More Freeways campaign provided testimony against the I-5 Rose Quarter Improvement Project amendment bundle citing concerns about funding, delivery phasing and, overall regional benefits the project is projected to provide.
- TPAC provided their approval recommendation on March 7, 2025 to JPACT to approve Resolution 25-5463 containing the new \$250 Oregon Transportation Commission approved funding to the three projects in the amendment bundle.

What packet material do you plan to include?

1. Draft Resolution 25-5463 covering I-5 Rose Quarter Improvement Project MTIP Formal Amendment which include a total of three projects.
2. Exhibit A to Resolution 25-5463 (MTIP worksheets) showing the specific changes to the projects.
3. Staff Report in support of the I-5 Rose Quarter Improvement Project MTIP Formal Amendment providing a summary of the project changes, review processes, and required approval steps. There are four attachments with the staff report.

I-5 Rose Quarter Improvement Project Amendment Overview:

- The amendment includes three projects.
- The amendment adds \$250 million of OTC approved funding to the three projects:
 - \$12.5 million is being added to the non-construction phases in Key 19071.
 - \$177.5 million is being added to support the I-5 Rose Quarter: Broadway to Weidler Phase 1 construction project on Key 23672. The project will replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler and supporting facilities and complete compatibility construction for follow.
 - \$60 million is added to the ~~I-405 and I-5 Stormwater Facilities~~ **I-5 Rose Quarter: Phase 1A Construction Project**: The project scope is being expanded to include structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area along with the stormwater facilities

construction work for the east end of the Fremont Bridge. The project name and description are being updated to reflect the expanded scope of work.

- Because the formal amendment includes capacity enhancing upgrades (i.e. the additional auxiliary lanes on I-5) and the funding changes exceed \$100 million, a Performance Assessment Evaluation (PAE) has been completed and included as part of the staff report that examines how the project meets the Regional Transportation Plan (RTP) goals and strategies.

Summary:

1. The I-5 Rose Quarter Improvement Project MTIP Formal Amendment adds \$250 million of OTC awarded funds to the project. As part of the PAE, a project level modeling assessment was also completed to determine if the project (reflecting a partial build-out status) continues to meet RTP consistency against the full-build-out scenario. The amendment as submitted meets RTP consistency review requirements and properly demonstrates fiscal constraint. Therefore, as submitted, the formal amendment has met the requirements within the Code of Federal Regulations concerning MTIP amendments for it proceed forward for final inclusion in the STIP.
2. The I-5 Rose Quarter Improvement Project does not have universal support to be completed. Two known active lawsuits exist opposing the Rose Quarter project, one in State court and one in Federal Court. The plaintiffs in these suits include:
 - No More Freeways
 - Neighbors for Clean Air
 - BikeLoud
 - AORTA (Association of Oregon Rail and Transit Advocates)
 - Families for Safe Streets
 - Eliot Neighborhood

The above groups are on record opposing either part or all of the I-5 Rose Quarter Improvement Project and do not support capacity/expansion changes to the Interstate and State Highway System. Opposition to the MTIP formal amendment is anticipated. The No More Freeways campaign raised their objections to the project via written and verbal testimony at the March 7, 2025 TPAC meeting.

**5.2 RFFA Step 1A: Scenario Packages Recommendation for
Public Comment**
Action Items

Joint Policy Advisory Committee on Transportation
Thursday, March 20, 2025



Memo

Date: Thursday, March 13, 2025
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Grace Cho, Principal Transportation Planner
Jean Senechal Biggs, Resource Development Section Manager
Ted Leybold, Transportation Policy Director
Subject: 2028-2030 Regional Flexible Fund Step 1A.1 –Draft Bond Allocation Scenario

Purpose & Request:

- To provide an overview of a draft bond allocation scenario and share input provided at TPAC for JPACT consideration; and
- Request JPACT approve the release of the draft bond allocation scenario for the purpose of gathering public comment.

Background & Current Place in Development:

As part of the adoption of the 2028-2030 Regional Flexible Fund Program Direction, JPACT and the Metro Council agreed to move forward in the development of a new project bond proposal (also referred to as Step 1A.1) for consideration by the region.

At the March 20th JPACT meeting, JPACT will be asked to take an action to release the draft bond allocation scenario for public comment. The Program Direction bond principle specifically states:

“The list of identified projects for bond proceeds is made available for public comment during the 2028-2030 RFFA cycle comment and decision period.”

Per the Program Direction, bond content for the public comment primarily needs to include the list of identified projects. The action to release the bond allocation scenario for public comment is not a final action codifying the bond; it is an action to support gathering input to provide information to decision-makers for acting on the bond decision in July 2025.

The approach to the draft bond allocation scenario utilizes up to the full \$84 million of the bond proceeds available to provide each of the five remaining candidate projects with a meaningful level of bond proceeds to advance each project and support the candidate project’s success. The proposed allocation levels are based on the information gathered from the candidate project’s staff while also balancing the purpose and principles as defined in the 2028-30 RFFA Program Direction and input received. Further TPAC discussion and additional project specific comment on the draft bond allocation scenario are provided as Attachments 1 and 2.

Other factors remain in regard as a final bond proposal package is prepared for TPAC and JPACT consideration in July 2025. This includes the new information in the rapidly changing federal landscape and from state legislative activities later this spring and summer. Metro staff will continue to monitor the funding landscape, and the clarity of the landscape may potentially impact consideration of the viability and desirability of proceeding with a bonding proposal starting in the 2028-2030 Regional Flexible Fund cycle. The draft bond allocation scenario outlined below is moving forward to prepare the region to act on a bond decision later this summer if conditions are favorable to do so.

A draft bond allocation scenario that meets this approach and distributes \$84 million to the five projects is shown in Table 1.

Table 1. 28-30 Regional Flexible Fund Draft Bond Allocation Scenario for Consideration

<i>Candidate Project</i>	<i>Bond Proceeds Allocation</i>	<i>Bond Proceeds Activity</i>	<i>Description</i>	<i>Project Amount Description</i>
82 nd Avenue Transit Project	\$24 million	Construction	Construct a new FX transit line (in replacement of existing transit line 72) along 82nd avenue from Clackamas Town Center to Northeast Portland. Frequency to turn into 10-minute service every day of the week for most hours of the day. Project includes enhanced crossing or traffic signal at all stations; platforms with curbs and waiting areas, weather protection and amenities at stations, ADA accessibility, other transit priority treatments, and zero emissions buses.	High performing relative to program direction objectives, multi-jurisdictional corridor scale project, with strong local funding contributions and potential for significant federal leverage. Proportionate to the previous Regional Flexible Fund bond allocation of \$25 million to the similar Division FX project. Project will need to look to project partners for additional funds or scope reductions for \$6 million reduction from request.
Tualatin Valley Highway Transit Project	\$27.5 million	Construction	Construct a new FX transit line (in replacement of existing transit line 57) along Tualatin Valley Highway from Beaverton to Forest Grove. Frequency to turn into 12-minute service every day of the week for most hours of the day. Project includes enhanced crossing or traffic signal at all stations; platforms with curbs and waiting areas, shelters, lighting, seating, real-time arrival, ADA accessibility, other transit priority treatments, and zero emissions buses.	High performing relative to program direction objectives, multi-jurisdictional corridor scale project, with strong local funding contributions and potential for significant federal leverage. Proportionate to the previous Regional Flexible Fund bond allocation of \$25 million to the similar Division FX project. Project will need to look to project partners for additional funds or scope reductions for \$2.5 million reduction from request.
Montgomery Park Streetcar Extension	\$10 million	Construction	A 1.3 mile extension of the existing Portland Streetcar North-South (NS) Line to Montgomery Park in Northwest Portland. This project includes construction of an approximately 0.65 one-way route mile corridor extension with a total of four stations. Project includes multimodal extensions of area streets to support the extension and will also include rehabilitation of NW 23rd Avenue between NW Vaughn and NW Lovejoy streets.	High performing relative to program direction objectives. Bond proceeds contribution meets timing of developer right-of-way dedication for streetcar alignment and keeps Capital Investment Grant funding plan together, but requires additional \$10 million to raise from other local sources. Bond proceed allocation is consistent with Regional Flexible Fund bond contribution of \$10 million to previous streetcar project in North Macadam and proportional to the Burnside Bridge and Sunrise Corridor projects.

<i>Candidate Project</i>	<i>Bond Proceeds Allocation</i>	<i>Bond Proceeds Activity</i>	<i>Description</i>	<i>Project Amount Description</i>
Burnside Bridge Transit Access and Vehicle Priority Project	\$10 million	Construction	As part of the new seismically durable Burnside Bridge, this project includes constructing a dedicated eastbound bus-only lane on the bridge with a bus dwell area and preserving right-of-way to accommodate future streetcar operations. The new bridge includes separated sidewalks and bike lanes on each side of the bridge, protected from vehicles.	A significant contribution to demonstrate regional support for lead agencies' efforts to leverage additional discretionary state and federal funding. A \$10 million contribution supports an allocation to a project in the new transit categories of transit vehicle priority and transit access. It is also proportional to contributions to the Streetcar and Sunrise Corridor projects.
Sunrise Gateway Corridor Project	\$12.5 million	Project Development	Complete the NEPA Re-evaluation of Sunrise Gateway Highway. Complete 20% design of the Sunrise Gateway Highway from 122 nd to 172 nd (Stages 1 through 4 in Sunrise Visioning Corridor Refinement Plan). At 20% design, complete additional work to reach Design Acceptance Package for Stage 1: Safety and Local Connections on Highway 212/224 between 135 th and 152 nd . Stage 1 includes for a mix of local circulation roadway reconfigurations such as a new roundabout, a new local roadway connection north of Highway 212/224 to allow for consolidation of intersections and signal modifications, and a grade separated intersection at 142 nd with a bicycle-pedestrian overpass. Integrate transit readiness elements in Stage 1 area.	A \$12.5 million contribution provides funding support of corridor planning and project development work in this corridor in the new transit category of transit access. Prepares the lead agency to begin seeking state and federal leverage opportunities for implementation. It is a proportional contribution to the Streetcar and Burnside Bridge projects in the Central City and extends benefits of bond revenues to the southeast portion of the region. At this funding level, anticipate reducing scope from 100% final design of the Local Safety and Community section of the Corridor to a level of design work needed for a Design Acceptance Package (50% to 60% preliminary design) milestone.

Consistency with Program Direction

The 28-30 Regional Flexible Fund Draft Bond Allocation Scenario largely meets the 2028-2030 RFFA Program Direction in a balanced manner where the scenario demonstrates a medium-high overall performance across the purpose and principles while also incorporating the emphasized areas Metro staff heard to include as part of a draft bond allocation proposal. In summary, the draft bond allocation scenario meets the Program Direction by:

- Investing in regional and larger-scale corridor projects;
 - At allocation levels which support the candidate project ability to advance while maintaining the Program Direction financial principles.
- Demonstrating strong potential to leverage significant federal, but also state and local funding;
- Comprehensively advancing the region’s progress towards its transportation goals of safe system, equitable transportation, mobility options, thriving economy, and climate action and resilience;
- Advancing candidate project timelines for implementation and realized benefits that are a reasonable trade off in future purchasing authority of Regional Flexible Funds;
 - The majority of the proposed allocation are for construction activities;
- Allocating bond proceeds to supporting project benefits across the region without suballocation;
- Representing the three transit investment categories in which the Program Direction expanded in the development of the bond proposal;
- Remaining financially constrained to a bond proceed level which does not reduce the ability of future Regional Flexible Funds to maintain the program’s primary elements, including
 - Step 1A: meeting the previous debt service commitments and repayments;
 - Step 1B: on-going support for programmatic regional transportation investment;
 - Step 2: support for local capital projects which have meaningful impact towards regional goals
- Remaining financially constrained at a bonding level commitment contained to the next four Regional Flexible Fund Allocation cycles (through the year 2039) to preserve the ability of future JPACTs and Metro Councils to direct spending to priority projects and to minimize risk to Metro guaranteeing the bonding of these revenues.

Comments received at TPAC on the Draft Bond Allocation Scenario

At their March 7th meeting TPAC members had a robust discussion on the draft bond allocation scenario. When the TPAC chair called the question on the motion, TPAC could not come to consensus to recommend releasing the draft bond allocation scenario for public comment.

Therefore, TPAC did not take action to put forward a recommendation to JPACT to release the draft bond scenario or any amended scenarios for consideration.

JPACT Discussion Questions

Based on the information presented, Metro staff seek JPACT’s input and, if plausible, action on the following:

- What further comments or discussion do JPACT members have regarding the development of a potential Regional Flexible Fund draft bond allocation scenario for JPACT consideration?
- What recommendation does JPACT want to make regarding a Regional Flexible Fund bond proposal to release for public comment?

Next Steps – 2028-2030 RFFA Step 1A.1 – Updated Schedule for Bond Development Process

Table 2 outlines the updated next steps in the 28-30 Regional Flexible Fund Step 1A.1 New Project Bond development process. With pending action by JPACT to release a 28-30 Regional Flexible

Fund draft bond scenario to public comment, the Step 2 allocation and new project bond development process will converge with the public comment starting in late March 2025. The bond package proposal is anticipated to return to JPACT in June following the public comment.

Table 2. 2028-2030 RFFA – Updated New Project Bond Development Process – Key Dates

Activity	Date
JPACT: Request action to release draft 28-30 Regional Flexible Fund bond package for public comment	March 20, 2025
2028-2030 RFFA public comment opens	March 24, 2025
2028-2030 RFFA public opportunity for testimony - As part of April 17 th JPACT meeting	April 17, 2025*
2028-2030 RFFA public comment closes	April 28, 2025
Summary of 2028-2030 RFFA public comments with responses and draft/tentative staff recommendations for refinements (if needed) issued to TPAC and JPACT	May 16, 2025*
TPAC: 28-30 Regional Flexible Fund bond proposal package refinement - Opportunity to deliberate input received on bond candidate projects and allocation amounts - Overview of draft 28-30 Regional Flexible Fund bond legislation	June 6, 2025
JPACT: 28-30 Regional Flexible Fund bond proposal package refinement - Opportunity to deliberate input received on bond candidate projects and allocation amounts - Opportunity to deliberate on TPAC input - Overview of draft 28-30 Regional Flexible Fund bond legislation	June 12, 2025
Metro Council: Work session with updates on Step 1A.1 bond proposal & Step 2 staff recommendation	June 10 or 17, 2025*
TPAC: Request action on 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2 - Includes staff recommendation on bond proposal package	July 11, 2025
JPACT: Review TPAC recommendation. Request action on 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	July 17, 2025
Metro Council: Adoption of 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	July 31, 2025*

*Indicates tentative date. Unconfirmed on committee or Metro Council calendars or delivery date project work is on the aggressive side and may change.

Attachments

- Attachment 1- TPAC Comments from 3/7 meeting
- Attachment 2- Candidate Project Comments on Developing a Draft Bond Allocation Scenario
- Attachment 3- Memo to Mayor Buck on RFFA Bond History

Attachment 1 – 28-30 Regional Flexible Fund Draft Bond Allocation Scenario – TPAC Comments

At the March meeting of TPAC, Metro staff provided an overview of the draft bond allocation scenario seeking a TPAC recommendation to JPACT to release the draft bond allocation scenario for public comment. After robust discussion and deliberations over a motion and amendments to the motion, TPAC could not reach consensus to move forward with a recommendation to JPACT. However, TPAC’s discussion and comments on the draft bond allocation scenario conveyed by members are summarized here for JPACT information. Comments organized by topic.

A recording of the meeting can be found at: <https://www.oregonmetro.gov/regional-leadership/metro-advisory-committees/transportation-policy-alternatives-committee>

Draft Bond Allocation Scenario Comments

- Some members of TPAC expressed they are unable to support the draft bond allocation scenario.
 - Different members noted they are unable to support the draft bond allocation scenario because their priority candidate project is not proposed to receive the full amount of bond proceeds requested.
- Some members of TPAC indicated support for the draft bond allocation scenario, but asked for recognition the draft bond allocation scenario remains fluid.
- Some TPAC members requested to see a second draft bond allocation option with different allocation levels of bond proceeds for JPACT consideration.
 - Some members asked to see a bond allocation scenario which increases the allocation level of bond proceeds to the transit capital projects, with particular emphasis on the frequent transit (TriMet FX) projects. This request was considered but did not receive majority support of the committee.
 - Another ask was for a scenario to support an investment of bond proceeds in all three transit categories eligible in this bond, but with priority allocations to Federal Transit Administration (FTA) Capital Investment Grant (CIG) projects. This request was considered but did not receive majority support of the committee.
- Several TPAC members requested Metro staff communicate to JPACT the following:
 - With the draft bond allocation scenario not fully funding any of the projects requested amount of bond proceeds, but in particular for the FX projects/CIG projects, it creates significant risk on all the project’s ability to move forward as envisioned. Additional time is needed to process the implications prior to taking action on a final bond allocation scenario.
 - Some TPAC members suggested JPACT put forward only the list of candidate projects with the overall amount of bond proceeds available for the public comment period and not with individual allocation of bond proceeds to candidate projects.
- Some TPAC members reiterated and requested Metro staff include additional information about how the requested bond amount fits into each project’s funding strategy, including any leveraged funding and local funding represented in each project proposal as a result of the bonding amount.
- One TPAC member continued to stress the regional significances of the candidate projects despite geography. The same member encouraged regional partners and Metro staff to reach a draft bond scenario which creates regional unanimity even without uniformity.

Process Questions

Attachment 1 – 28-30 Regional Flexible Fund Draft Bond Allocation Scenario – TPAC Comments

- TPAC members requested flexibility in the timing of different bond scenario development activities while recognizing the need to meet the July 2025 timeline for adoption of the 28-30 Regional Flexible Fund Allocation.
 - TPAC members noted the uncertainty at the federal level as well as the discussions during the state legislative session may impact or influence the funding strategy for several of the candidate projects. Several suggested taking more time to see how the overall funding landscape evolves before putting forward a final bond allocation scenario for TPAC, JPACT, and Metro Council action.
 - Several TPAC members asked whether information on the draft allocation scenario can be structured to meet the Program Direction process objective while allowing for more time to work through the specific details between public comment and up to the requested action in July 2025.
- Several TPAC members noted that the action to amend the content of the draft bond allocation scenario for release to public comment is a JPACT decision, and not one in which TPAC staff representatives have authority to make on behalf of their agency's role in the projects.

Public Comment Questions

- Several TPAC members provided input and asked questions as it pertains to the public comment format and how Metro plans to engage the public on the draft bond allocation scenario.
- Additionally, TPAC members asked about the level of detail that will be shared on the draft bond allocation scenario as part of the public comment.
- A TPAC member suggested that the public comment materials connect the draft bond allocation scenario to implementation of goals and values in the Regional Transportation Plan.

Attachment 2 – Candidate Project Comments on Developing a Draft Bond Allocation Scenario

As noted, Metro staff initiated conversations with the project teams for the five remaining candidate projects in consideration for the 28-30 Regional Flexible Fund new project bond. Project teams conveyed important factors for regional partners to understand while entering into deliberations. The comments conveyed are:

- Clackamas County communicated that a reduction in funding would reduce the amount of design work possible on the Stage 1 Local Safety and Community portion of the corridor, slowing progress on development of the project.
- Multnomah County communicated that a \$15 million contribution is a minimum acceptable allocation of bond proceeds to the Burnside Bridge transit access project. Multnomah County seek an increased allocation based on a more proportional reduction approach to the candidate projects from requested amounts. The contribution would better support the project's ability to leverage its local and state funds and further recognize the project's transit benefits. The County expressed disappointment the draft bond allocation scenario fulfills 40% of the requested amount of bond proceeds whereas other candidate projects funding requests were at higher percentages of the requested amount.
- TriMet has communicated the agency cannot support the draft bond allocation scenario because any bond proceeds allocation which does not meet the full request for 82nd Avenue and Tualatin Valley (TV) Highway Transit projects risks the ability of the projects to meet their funding strategy and proceed. In addition:
 - TriMet and Washington County have and continue to communicate a \$30 million contribution is a minimum acceptable allocation of bond proceeds to the Tualatin Valley Highway Transit Project and are communicating with state legislators for a state funding contribution based on this amount. Washington County, with support from project partners, seek an increased allocation based on the need to secure a full regional match of \$150 million for the project's Capital Investment Grant application and leverage dollar-for-dollar funding. Additionally, partner agencies involved have further indicated the significant risk to the project's ability to move forward with the partner agencies currently negotiating intergovernmental agreements for local matching funds while also navigating local government budget challenges. Furthermore, TV Highway local partners expressed with the draft bond allocation scenario not proposing to allocate the full request of bond proceeds, it signals a waning support for the project.
 - TriMet staff has communicated that for the 82nd Avenue Transit Project a \$30 million contribution is necessary to complete the scope of the project as anticipated for the Capital Investment Grant application. A reduction from the \$30 million contribution creates risks associated with reassessing and reducing scope elements on an already agreed upon project by the project partners.
- City of Portland and Portland Streetcar Inc. staff have communicated that the requested \$20 million is necessary to complete the funding strategy for the Montgomery Park Streetcar Extension. A reduction in funding puts at risk the ability to utilize private sector donations as local match to the Capital Investment Grant application and leverage dollar-for-dollar funding. In addition, the project is minimally scoped as possible leaving no possibility to value engineer/reduce the scope of the project without risking the viability of the entire project.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: February 28, 2025
To: Mayor Joe Buck
From: Ted Leybold, Transportation Policy Director
Subject: History of RFFA Bond Allocations

In response to your inquiry regarding the history of prior RFFA bond funding allocations, I have provided this historic summary. Please let me know if you have any questions regarding this summary or the projects that were funded.

Bonding of Regional Flexible Funds Allocation (RFFA) funds began in the late 1990's to support the expansion of the rail transit system after construction of the Westside light rail line to Hillsboro. At that time, the Federal Transit Administration had begun reducing the share of federal funding that would be awarded to transit capital projects and additional revenue sources were needed to fill the funding gap created by this reduction. The largest source of local transportation revenue - the state generated gas tax, weight mile tax and vehicle registration fees, were not eligible to be used for transit capital projects. Therefore, the region needed to be innovative in finding revenue sources that could provide the match to leverage the federal transit grants and build the next priority projects.

A series of RFFA bonding decisions, coordinated with decisions on sequencing the next transit capital projects for the region, were made after the original RFFA bond decision in 1996, with the most recent decision made in 2017. In the most recent decision, RFFA bond funding support was extended to the region's first Bus Rapid Transit project (also an eligible project for FTA Capital Improvement Grants like the prior supported rail transit projects), a new Better Bus program that funds development and construction of spot bus priority treatments, a contribution to support development of the arterial and active transportation elements connecting to three ODOT led highway expansion projects (I-5 Rose Quarter, I-205, and Highway 217), and project planning for a slate of active transportation projects across the region.

Table 1 – RFFA Bond Funded Projects

Project	Bond Allocation
Interstate LRT	\$32.9 million
I-205/Transit Mall LRT	\$48.5 million
South Waterfront Streetcar	\$10.0 million
Commuter Rail (WES)	\$23.3 million
Milwaukie LRT	\$99.9 million
Lake Oswego Streetcar	\$6.0 million
Southwest Corridor LRT	\$66.0 million
Division FX Bus	\$25.0 million
Arterial/Highway Corridor Project Planning	
I-5 Rose Quarter	\$5.0 million
I-205: Abernethy Bridge to Stafford	\$2.5 million
Highway 217: B-H Hwy to Hwy 99W	\$2.5 million
Better Bus Program	\$5.0 million
Active Transportation Project Planning	\$2.0 million

The region also made a similar allocation of funding to transit corridor projects when a new federal funding source; the Carbon Reduction Program, was created by the Bipartisan Infrastructure Law. These funding allocations are summarized in Table 2 below.

Table 2 – Carbon Reduction Program Transit Corridor Allocations

Project	Fund Allocation
82 nd Avenue Transit Corridor	\$5.0 million
Tualatin Valley Highway Corridor	\$5.0 million
TriMet Line 33 / McLoughlin transit signal priority	\$4.0 million

The region is again considering whether to bond future RFFA revenues to support a new slate of project expenditures. This decision is guided by the recently adopted 2028-30 RFFA Program Direction and a decision on whether to bond is expected in the Summer of 2025.

**6.1 Federal Surface Transportation Reauthorization Regional
Priorities & T4A Transportation Overview**
Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, March 20, 2025

JPACT Worksheet

Agenda Item Title: Introduction to the Forthcoming Federal Surface Transportation Reauthorization Bill

Presenters: Betsy Emery, Federal Affairs Advisor (Metro) and Beth Osborne, Director (Transportation for America)

Contact for this worksheet/presentation: Betsy Emery (971-429-1888)

Purpose/Objective

The Bipartisan Infrastructure Law (BIL), also known as the Infrastructure and Investment in Jobs Act (IIJA) expires on September 30, 2026. This agenda item will kick off the process of JPACT preparing a set of regional priorities for the next surface transportation bill which will follow the BIL/IIJA expiration. There will be multiple discussions about the regional priorities throughout the process, including presentations during the May, June, and July JPACT meetings. The set of regional priorities will be adopted during the July 2025 JPACT meeting and will guide conversations with members of Congress during JPACT's annual D.C. fly in the week of September 8th.

Beth Osborne, Director of Transportation for America will provide an overview of what a surface transportation reauthorization bill is, the opportunities and challenges it provides, and a preview of the conversations about the bill that already underway in House and Senate committees.

Outcome

JPACT members will learn about the federal surface transportation reauthorization bill and begin discussions about their priorities for the regional lobbying platform.

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

This will be the first time JPACT is having a dedicated conversation about the surface transportation reauthorization bill. Slightly related, they discussed their federal advocacy strategy during the January 2025 meeting and confirmed their goal for a lobbying trip to D.C.

What packet material do you plan to include?

I have included a draft timeline defining the work plan and action items leading toward adoption at the July JPACT meeting and collated list of surface reauthorization advocacy priorities from national organizations for consideration.

Reference Materials for Surface Transportation Reauthorization

REFERENCE: JPACT's Regional Priorities for 2025 State Transportation Package

- Short-term funding solutions: O+M for state and local transportation system
- Long-term sustainable funding for state and local O+M and multi-modal investments
- Finish what we started
- Safe urban arterials and streets – investments that reduce fatal and serious injuries, prioritize critical infra improvements for all roadway users
- Transit capital and operations to make it easily accessible, attractive, and equitable option
- Resiliency for critical infra to withstand large scale climate and natural disasters

REFERENCE: Advocacy Principles from Association of Metropolitan Planning Organizations:

- Increased Planning Funds: We advocate for increased metropolitan planning funds and a higher federal share to meet the growing demands and responsibilities of MPOs. These funds empower MPOs to plan for transportation systems that are responsive to the needs of our communities, fostering economic growth, safety, and mobility.
- Reduced Local Match Requirements: By reducing local match requirements for federal transportation funds, we aim to give MPOs the flexibility to address critical infrastructure needs. This will help build resilient and accessible transportation systems that better connect neighborhoods and improve quality of life for all.
- Shifting Discretionary to Formula-based Funding for Certain Programs: Shifting certain discretionary programs to formula-based funding can ensure a more equitable and predictable distribution of resources, allowing MPOs to plan and implement long-term transportation projects more effectively. The value of discretionary programs is also recognized, and continued advocacy for those that have member support is important. The survey revealed that MPOs often struggle with complex grant applications and staffing limitations. Many MPOs support a move toward formula funding to reduce financial burdens and ensure a fair distribution of funding. Despite administrative hurdles, MPOs are increasingly prepared to manage discretionary funds directly for more efficient project implementation.
- MPOs Becoming Direct Recipients for Certain Federal Funds: Granting MPOs direct recipient status for specific federal funds will streamline the funding process, allowing for quicker and more effective implementation of projects that directly benefit our communities and reduce administrative delays.
- Allowing the Carryover of Federal Funds: Allowing the carryover of federal funds from one fiscal year to the next ensures uninterrupted progress on essential long-term projects, promoting consistent infrastructure improvements that enhance mobility, safety, and economic vitality for residents.
- In addition, we remain committed to ensuring the long-term stability of the Highway Trust Fund (HTF). Advocating for sustainable solutions to secure this vital funding source is

For discussion purposes

Last Updated: 3/4/2025

crucial for maintaining and expanding the transportation networks that our communities rely on every day.

REFERENCE: [Advocacy Principles from Transportation for America:](#)

- Design for safety over speed
- Fix it first
- Invest in the rest

REFERENCE: [Advocacy Priorities from National Association of Regional Councils:](#)

- *Increase and Enhance Metropolitan Planning Funding:* Congress should increase PL funding and ensure MPOs of all sizes are able to conduct critical planning activities. This includes reducing or eliminating local match requirements to ensure all communities can utilize planning resources. With increased PL funding, MPOs will be better able to support local communities and increase the efficacy of federal dollars through long-range planning and project development
- *Promote Non-Metropolitan Transportation Planning:* Congress should create a dedicated funding source for Regional Transportation Planning Organizations (RTPOs) to ensure rural transportation priorities are represented through regional and statewide planning. Funding for RTPOs will support transportation planning activities while enhancing the participation of rural local elected officials in regional and statewide decision-making processes.
- *Support local decision making through formula programs:* Congress should continue and enhance the impact of the Surface Transportation Block Grant (STBG) program by increasing the amount of funding that is suballocated to local areas. STBG emphasizes the importance of the local-statefederal intergovernmental partnership by suballocating formula funding to support local decision-making and locally owned infrastructure
- *Preserve discretionary grant funding:* To complement the certainty and impact of formula grant programs, Congress should continue to provide discretionary funding opportunities that prioritize the needs of regions and local communities. Congress should also maximize the value of these programs by focusing on efficiencies and simplifying grant requirements that will expedite project delivery.

REFERENCE: [American Association of State Highway Transportation Officials 2024 Policy Agenda](#)

- Reduce federal highway funding volatility by addressing record-high levels of August redistribution
- Improve administration of IIJA's discretionary grant programs
- Improve execution of Build America, Buy America to remove obstacles to project delivery
- Improve permitting and railroad coordination to deliver efficient environmental and project outcomes.

Timeline for Preparing Regional Surface Reauthorization Priorities

DRAFT – Subject to change

Last Updated: 3/4/2025

Month	Meetings
March	<p><u>JPACT mtg</u> (3/20 - in person)</p> <ul style="list-style-type: none">Beth Osborne (T4A) presentation about the purpose of the bill, opportunities/challenges it providesDiscussion about reauthorization strategy, initial priorities <p><u>Staff Working Group (SWG)</u></p> <ul style="list-style-type: none">Start drafting list of high-level priorities for JPACT consideration during May meeting
April	<p><u>SWG</u></p> <ul style="list-style-type: none">Continue preparing draft list of high-level priorities for JPACT consideration during May meeting
May	<p><u>JPACT mtg</u> (5/15 – in person)</p> <ul style="list-style-type: none">Present initial draft list of priorities for discussion and feedback <p><u>SWG</u></p> <ul style="list-style-type: none">Update draft priorities based on JPACT discussion
June	<p><u>JPACT mtg</u> (6/19 - online)</p> <ul style="list-style-type: none">Present refined list of priorities for discussion and feedback <p><u>SWG</u></p> <ul style="list-style-type: none">Finalize draft priorities based on JPACT discussion
July	<p><u>JPACT mtg</u> (7/17 - in person)</p> <ul style="list-style-type: none">Adopt regional prioritiesJPACT trip update
August	*No JPACT mtg*
September	<u>JPACT D.C. Trip</u> (Sept. 8 – 11)