



Memo

Date: September 27, 2019
To: TPAC and interested parties
From: Dan Kaempff, Principal Transportation Planner
Subject: 2022-24 Regional Flexible Funds Allocation

Purpose

Discuss with TPAC how to develop RFFA Step 2 funding recommendation

Background

Over the upcoming three months, TPAC and JPACT will discuss the RFFA project applications and create an approved project list to be considered by Metro Council in January 2020.

In their October meeting, TPAC will discuss how the various sources of information available will be used to develop their recommendation to JPACT.

Staff will use TPAC input to develop an initial draft recommended project list for discussion at the November TPAC meeting. The public comment report will be completed prior to the November meeting and that information will be added to the materials available for consideration. TPAC will discuss and provide additional input to be used in creating a final draft project list for the December meeting.

For the December meeting, the final draft project list will include prioritization information from the county coordinating committees and City of Portland. TPAC will discuss and affirm their recommended project list to JPACT at this meeting.

There are four primary sources of information to be used in developing the recommendation:

- Technical evaluation – an assessment of the projects’ performance in the four RTP policy areas: Equity, Safety, Climate and Congestion
- Risk assessment – identification of any factors that could impact a project’s ability to be delivered on-time, within budget and as scoped
- Public comment – input from the region’s residents and community groups to help decision-makers understand the benefits and outcomes of specific projects
- Coordinating Committee priorities – projects that are the most important to the coordinating committees and the City of Portland to receive funding

In addition, there are the RFFA policy implementation factors to consider, namely:

- Investments throughout the region
- Ensuring a sufficient number of CMAQ-eligible projects
- Assigning 75% of the available funding to be assigned to Active Transportation and Complete Streets projects; and 25% to Freight and Economic Development projects

Technical evaluation

A full description of the technical evaluation process was provided in a September 6, 2019 memo to TPAC, JPACT and interested parties.¹ Guided by adoption of the four 2018 policy priorities of **Equity, Safety, Climate and Congestion**, this cycle the technical evaluation for the first time evaluated all project applications relative to these same policy priority outcomes.

Staff reviewed the technical ratings and considered a variety of methods to create an initial starting point for the discussion on how to assemble a recommended package of projects. Ultimately, a balanced approach was selected as there was no specific policy direction to weight the technical ratings towards any specific policy area. In this approach, the projects were ranked by overall combined technical rating, which reflected an equal weighting of all four policy areas. The ratings in each of the four policy areas are the sum of the Opportunity and Benefit ratings. Two spreadsheets are included with the meeting materials; one that shows the projects sorted by the overall technical ratings, and a second which illustrates the projects in two funding categories (Active Transportation and Freight), plus the two Multnomah County projects that requested consideration in both categories.

Risk assessment

The draft risk assessment technical report from Kittelson (attached to this memo) details the methodology used in developing a risk assessment for each of the projects. This information is provided to TPAC to be used to determine the likelihood that a proposed project can actually be constructed as it was conceived and described in the RFFA application.

- Green – few or no significant risks to project delivery
- Yellow – has issues that may potentially impact the project scope, cost and/or timeline. If selected for funding, possible means of addressing these issues include:
 - award funding for the PE phase only and consider funding ROW and Construction phases in upcoming RFFA cycles (or find other funding sources)
 - additional terms in the project Conditions of Approval and IGA to mitigate the identified risks
- Red – one or more risks that will have significant potential to result in the project not being delivered as scoped in the project application or within the funding time frame

Further work is being conducted by Metro staff and Kittelson to finalize the risk assessment report. The draft report attached to this memo does not include information from Multnomah County or PBOT. Additional information is also being requested for other projects. Kittelson is in the process of adding that information and an updated risk assessment memo will be made available for the TPAC meeting on October 4.

Public comment

The public comment period opened on September 6. The public can provide input in a number of ways; through an online survey, or via telephone, email or by sending a letter or postcard via the US

¹ <https://www.oregonmetro.gov/public-projects/regional-flexible-funding-transportation-projects/proposed-projects>

Postal Service. Metro Council held a public hearing on September 26 and heard testimony from 13 people.

As of September 25, over 2,000 responses have been received. A preliminary download of survey data for each of the projects has been attached to this memo. The comment period closes on October 7 and a final public engagement report will be made available for the November TPAC meeting.

Issues for consideration

The technical and risk information are only two of the four primary sources of information available to TPAC in developing their recommendation to JPACT. Using the technical ratings alone does not result in a project package that fulfills all of the RFFA policy objectives. In addition to not considering the risk assessment, public comments or sub-regional priorities, allocating funding by strictly following the technical ratings results in a package of projects that does not include any investments in East Multnomah County, and only funds \$3.4 million in the Freight category.

This raises a number of issues for TPAC to consider in developing their recommendation to JPACT:

- Only three projects were submitted in the Freight category, and only one of those is in the top half of the project ratings
- Total funding requests in the Freight category are just under \$6 million; the target amount in this category is \$10.8 million
- Multnomah County requested their projects be considered in both categories, per direction from TPAC in developing the RFFA policy report to allow applicants to request evaluation in both categories
- No projects from East Multnomah County achieved ratings sufficiently high enough to be in the top half

Further information gathered through the public comment process and Coordinating Committee identification of priorities will be used to round out the technical ratings and risk assessment to provide a complete picture of the best set of projects to recommend for funding.

Discussion questions

- Does the balanced approach of weighting equally across the four policy priority areas reflect the best starting point for developing a recommendation, or does TPAC wish to consider an alternative approach to using the project technical ratings?
- How does TPAC wish to consider the risk assessment information in developing their recommended list of projects for funding? How should projects with a Moderate level of risk be considered? Would this be different if the request is for project development funding only? How should projects with a High level of risk be considered?
- How does TPAC wish to consider the issue of a low number of projects submitted in the Freight category, combined with relatively low technical ratings for two of the Freight projects and for the two Multnomah County projects requesting consideration in both categories?

Next steps

This information, updated with TPAC's input from their October 4 meeting will be presented to JPACT at their October 17 meeting. Input from these meetings will be used to develop a draft

recommendation for discussion at the November TPAC and JPACT meetings in preparation for a final recommendation to be considered in the December TPAC and JPACT meetings. Metro Council is scheduled to take action in January on a JPACT approved package of RFFA projects.

Date: September 27, 2019

Project #: 23628.6

To: Dan Kaempff: Metro
600 NE Grand Avenue
Portland, OR 97232

From: Camilla Dartnell, Russ Doubleday, Bincy Koshy, and Brian L. Ray, PE: Kittelson

Subject: Regional Flexible Funds Risk Assessment

OVERVIEW

Metro's Regional Flexible Funds Application (RFFA) process allows local agencies to apply for federal funding, distributed through Metro, for local projects. Metro evaluated 2022-2024 RFFA project applications based on how meaningfully they can help the region achieve the four Regional Transportation Plan priorities of advancing social equity, improving safety, implementing the region's Climate Smart Strategy and managing congestion. Historically, project applications have not included an evaluation on project risk, which considers the likelihood of a project being completed on time, on budget and as intended. Kittelson & Associates, Inc. (Kittelson) developed a methodology for a risk-based assessment and evaluated risks for each RFFA project application. The risk evaluation augments Metro's outcome-based evaluation by providing additional information for consideration during the RFFA application evaluation process. This memorandum summarizes the risk assessment methodology and provides a risk level and summary for each RFFA project application.

METHODOLOGY

To create the risk-based assessment, Kittelson first assessed various funding agency practices for assessing risk. This informed a framework that considers project development stage, outlines risk considerations, and ranks risk based on likelihood of impact to project. Kittelson worked with Metro to create RFFA application questions specifically included to assess information about project risk. Finally, Kittelson applied the risk framework to the project applications to determine where projects have strengths, weaknesses and where there may be risk to project delivery.

Major Risk Considerations

Kittelson considered, several risk categories for evaluating risk. The following major risk categories were captured in the risk framework:

- Project development status (project readiness)
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- Quality of project information
- Project complexity (potential implementation challenges)

Project Development Status (Project Readiness)

Project readiness is related to project risk. The farther along in development a project is, the more details have been determined and, therefore, the lower the likelihood of an unknown risk developing. Project readiness was determined based on current project stage in relation to the stages of project development requested for funding. To help inform the project readiness, the Kittelson considered the following criteria:

- Status of planning and scoping documents
- Status of environmental phase and clearances
- Status of preliminary engineering and design
- Status of right-of-way acquisition

This risk category was not intended to penalize projects that are in project development or conceptual development phases. It is instead intended to evaluate the readiness of the project in relation to the project development phases requested for funding. More information about how Kittelson considered project development stages can be found on page 3 in the “Project Development Stage Considerations” section of this memo. However, Kittelson felt it was important to identify criteria around project development to assess the potential of future risks arising.

Quality of Project Information

Kittelson also considered quality of project information in the risk assessment. The quality of a project’s scope, schedule, and budget can highly affect project risk. For example, a project budget that does not consider right-of-way impact for a project that will require right-of-way acquisition increases the risk that the available and requested funding will not cover the necessary project cost. This could, lead to a risk in project delivery. The following criteria were considered within the “Quality of Project Information” category:

- Quality of project scope
- Quality of project schedule
- Quality of project budget
- Whether or not funding match has been secured

Project Complexity (Potential Implementation Challenges)

The project complexity assessment aimed to identify potential implementation challenges that could affect the cost, schedule, or feasibility of implementing the project as desired. These challenges included considerations like community support, affect to major utilities, environmental impacts, and staff availability. Kittelson considered the following criteria within the “Project Complexity” category:

- Local community support
- Governing body support
- Status of coordination among internal and external agencies
- Staff availability
- Project manager qualified to support the management and delivery of federally funded projects
- Level of outside effort needed to execute project (need for coordination with other jurisdictions, right-of-way acquisition, etc.)
- Major utility relocation need
- Water quality or quantity mitigation need
- Environmental (SEPA/NEPA) impacts defined
- Overall cost

On its own, the cost of a project was not considered to affect the risk of a project. Cost was included as a criterion to help indicate the complexity of a project and therefore was seen as a complexity multiplier, to draw attention to potentially more complex projects.

Project Development Stage Considerations

The projects for which agencies sought RFFA funding are currently in varying stages of project development and request funding to take them through varying levels of development. For example, one project may be in the planning phase currently and the agency may be requesting funding for preliminary engineering and environmental phases, while another agency may have completed its project environmental review and is requesting funding for final design and construction. Different levels of detail are required for risk mitigation at each project development stage. As the project moves further along in project development and is better defined, risks can be better known. For example, a project in the alternative development stages may only have a high-level understanding of the right-of-way impact, while a project through design will know the exact amount and location where right-of-way will need to be acquired.

Kittelson considered the current stage of project development, the stages that are being proposed for RFFA funding, and the project risk through completion into account when creating the risk scoring. The project risk level is only based on the risk of the project through the stages requested for RFFA funding. If the level of risk through construction varied from the risk through proposed RFFA funding, Kittelson noted the overall project risk through construction in the risk summaries.

OVERVIEW OF PROJECT RISK

Kittelson evaluated each project based on the aforementioned criteria. For consistency, each project was assigned a score per criteria, and the sum of the scores was used to determine overall risk level. Those risk levels and a summary of risk for each project are provided below. *Please note that the scores below are incomplete, pending the incorporation of data clarification from several agencies. This will be updated and provided when available.*

Project	Completed stages	RFFA Funding Request Project Stage(s)	Risk Level	Risk Summary
Clackamas County - Courtney Avenue Complete Street Project	Planning stage	Preliminary engineering and environment assessment stage, pre-construction (including ROW) and construction phases	Low	The only major project complexity is the need to obtain permanent utility easements. A right-of-way (ROW) study has been performed and associated ROW costs for the permanent easements have been considered and included in the project budget to mitigate this risk. Overall, the project is low risk.
Clackamas County - Regional Freight ITS Project Phase 2B	Planning stage (Phase 1), phase 2A to be completed in December 2020	Preliminary engineering, pre-construction and construction phases	Low	There are no right-of-way acquisition risks, utility relocation risks or SEPA/NEPA risks. There are minor risks associated with providing funds for construction before preliminary engineering is complete. Overall, project risks are low. The project is not listed in the RTP.
City of Forest Grove - Council Creek Regional Trail	Planning stage, alternatives identification and evaluation phase	Preliminary design (project development phase)	Moderate	There is high risk associated with working with outside agencies, ODOT Rail and PWRR (Portland and Western Railroad), over state-owned right-of-way (ODOT Rail). However, RFFA funds are only requested for project development phase of the project. There are moderate risks associated with storm water runoff quantity and quality.
City of Gladstone - Trolley Trail Bridge Environmental/ Engineering	Preliminary feasibility study to be completed in December 2019	Planning, alternatives identification and evaluation, preliminary design and final design (project development phase)	Low	There are risks associated with right-of-way acquisitions for the bridge landing in Oregon City and relocation of storm water drainage pipe on Gladstone side of the bridge. However, RFFA funds have been requested only for the project development phase, determination of right-of-way needs and utility relocation needs. Risk for this RFFA funding request is low.
City of Gresham - Division Complete Street – Phase 1	30% planning stage (including preliminary environmental scoping)	Preliminary design, pre-construction and construction phases (including ROW and utility relocation)	Moderate	There are risks associated with right-of-way acquisitions, utility relocation, and funding the construction before completion of preliminary engineering and ROW acquisition. However, because the project is on an existing and entirely city-owned facility and utility relocation needs are minor, overall risks are moderate.

<p>City of Milwaukie - Monroe Street Neighborhood Greenway</p>	<p>Planning phase and alternative analysis phase, preliminary design phase is ongoing</p>	<p>Construction phase for two out of five segments of the project (segment D and E)</p>	<p>High</p>	<p>There are high risks associated with this project. Funds are being requested for construction phase of segment D and segment E; but funding for final design is not certain. Union Pacific Railroad (UPRR) approval of 100% drawings is required to modify existing rail crossing and coordination with ODOT Rail Division is necessary within other project segments. The intersections with Class 1 and 2 Title 13 lands also pose a risk to the project.</p>
<p>Multnomah County - Completing the Sandy Boulevard Transportation Gap</p>	<p>Currently in planning phase</p>	<p>Project development including stakeholder engagement and environmental tasks</p>	<p>N/A</p>	<p>N/A</p>
<p>Multnomah County - NE 223rd Avenue – Access for Freight and Active Transportation</p>	<p>Currently in preliminary planning stage</p>	<p>Project development, pre-construction and construction phases</p>	<p>N/A</p>	<p>N/A</p>
<p>City of Oregon City - Willamette Falls Shared Use Path & OR 99E Corridor Enhancement Project</p>	<p>Planning stage</p>	<p>Alternatives identification and evaluation and preliminary design phases (project development)</p>	<p>Moderate</p>	<p>There are high risks associated with outside agency coordination with ODOT, the Department of State Lands (DSL) and the Army Corps of Engineers. There are also risks associated with intersection of Title 3 and Title 13 areas (the Willamette River). However, funding is requested for the alternatives identification and preliminary design phases of the project, during which this coordination and environmental scoping will take place. Hence, this project has moderate risks.</p>
<p>City of Portland - Central Eastside Belmont & Morrison Multimodal Improvements</p>	<p>Planning phase, portion of the alternatives identification and evaluation phase</p>	<p>Alternatives identification and evaluation, construction and pre-construction phases</p>	<p>N/A</p>	<p>N/A</p>

City of Portland - Cully/Columbia Intersection Improvements	Planning phase and alternative identification and evaluation phase	Preliminary and final design, pre-construction and construction phases	N/A	N/A
City of Portland - N Willamette Boulevard Active Transportation Corridor	Planning stage, portion of project development	Alternative identification and evaluation, preliminary and final design, pre-construction and construction phases	N/A	N/A
City of Portland - NE 122nd Avenue Multimodal Safety and Access Improvement Project	Planning phase, portion of the alternatives identification and evaluation stages	Alternatives identification and evaluation, pre-construction and construction phases	N/A	N/A
City of Portland - NE MLK Jr Boulevard Safety and Access to Transit	Planning phase, portion of the alternatives identification and evaluation stages	Alternative identification and evaluation, preliminary and final design, pre-construction and construction phases	N/A	N/A
City of Portland - Springwater to 17th Trail Connection	Planning phase, portion of the alternatives identification and evaluation stages	Alternative identification and evaluation, preliminary and final design, pre-construction and construction phases	N/A	N/A
City of Portland - Stark/Washington Corridor Safety Improvement Project	Planning phase	Alternative identification and evaluation, preliminary and final design, pre-construction and construction phases	N/A	N/A

<p>City of Portland - Taylors Ferry Transit Access and Safety</p>	<p>Planning phase</p>	<p>Alternative identification and evaluation, preliminary and final design, pre-construction and construction phases</p>	<p>N/A</p>	<p>N/A</p>
<p>City of Sherwood - Blake Street Design – Tonquin Area East-West Corridor</p>	<p>Planning phase</p>	<p>Project development, preliminary design</p>	<p>Moderate</p>	<p>There is risk associated with uncertain project impacts to environmental habitat and wetland areas. Coordination with outside agencies like the Bonneville Power Administration and PGE will also be required. There are potential risks in identifying an alignment and conducting public outreach to affected property owners. The expected timeline of 9-12 months for initial environmental review, geotechnical analysis, alignment evaluation, public outreach, and 60% design for the new roadway and sanitary and water infrastructure does not account for any schedule risks. Because the project is only requesting funding through project development, this project has moderate risks overall.</p>
<p>City of Tigard - Bull Mountain Complete Street</p>	<p>None</p>	<p>Planning phase, public engagement, alternatives analysis</p>	<p>Low</p>	<p>This project has some risk associated with right-of-way impacts and uncertain funding match. Because this project is still in the planning phase, there could be risks that have not yet been identified. Overall, project risk through planning, public engagement, and alternatives analysis is low.</p>
<p>City of Tigard - Red Rock Creek Trail Implementation Plan (RRCTIP) – Alignment Study</p>	<p>Planning, concept development</p>	<p>Project development</p>	<p>Moderate</p>	<p>The project will require coordination with outside agencies, including ODOT Rail, TriMet, and PGE. The project through construction has risks associated with potential right-of-way needs, coordination for the overcrossings, and potentially needing to fund stormwater improvements along Red Rock Creek. Funding is only requested for project development, therefore risk for this funding request is moderate.</p>

<p>Washington County - Aloha Safe Access to Transit</p>	<p>Various depending on the project components</p>	<p>Planning phase, alternatives identification, public involvement, preliminary design, right-of-way, construction</p>	<p>Low</p>	<p>This is a low-risk project. Risks are associated with needing to work with outside agencies (ODOT) to improve local access to transit on a state facility.</p>
<p>Washington County - Bike and Ped Bridge Crossing of US 26 at Cornelius Pass Road</p>	<p>Planning, concept development, alignment</p>	<p>Preliminary design</p>	<p>Low</p>	<p>This project requests RFFA funding for preliminary design work. There are associated risks with coordinating with outside agencies, including ODOT, City of Hillsboro, and Tualatin Parks and Recreation Department and Bonneville Power Administration to determine trail alignment. Many of these agencies are highly supportive of the project. Overall risk for this funding request is low.</p>
<p>City of West Linn - OR 43 Multimodal Improvement Project – Mapleton Dr. to Barlow St.</p>	<p>Planning, concept design, detail design</p>	<p>Construction phase</p>	<p>Moderate</p>	<p>There is risk associated with needing to work with outside agencies (ODOT) to improve multimodal access on a state facility. Further discussion with ODOT staff on progress of current project segment is needed prior to final assessment rating. There are some outstanding right-of-way concerns at Mary S. Young Park which will require coordination with the State of Oregon, some intersection with Title 13 areas, and potential federal 4(f) impact issues. Overall, the project has moderate risk.</p>

CONCLUSION

This risk assessment is intended to provide information about the likelihood of a project being completed on time, on budget, and as intended. It could help inform the RFFA project funding decision making process. Project risk should be balanced with intended project outcomes to make the decision about which RFFA applications should be prioritized.

Projects sorted by total policy rating	County	Amount requested	Fund category	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level (Green = low, yellow = moderate, red = high)	CC Priority	Public Comment	CMAQ Eligible
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	AT	20	5.6	5.4	5.2	3.8	TBD	TBD	TBD	TBD
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	AT	19.2	5.6	5.8	4	3.8	TBD			
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	AT	18.6	5.8	4.8	4.8	3.2	TBD			
Portland: MLK Blvd Safety & Access to Transit	PDX	\$4,123,000	AT	15.8	5	5.6	3	2.2	TBD			
Forest Grove: Council Creek Trail	WA	\$1,345,950	AT	15.8	5	4.6	3.8	2.4				
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	FR	15.8	4.4	4	2.4	5	TBD			
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	AT	15.8	5	4.6	3.8	2.4				
Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)	WA	\$628,110	AT	15.6	5.4	3.8	3.6	2.8				
West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow	CL	\$6,468,000	AT	15.2	5.6	2.2	4.2	3.2				
Oregon City: Hwy 99E Bike/Ped Improvements	CL	\$673,000	AT	14.8	4.2	4	4	2.6				
Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684	AT	14.6	3.8	5.4	3.2	2.2				
Gladstone: Trolley Trail Bridge Replacement	CL	\$1,228,800	AT	13.8	4.4	3.6	2.8	3				
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400	AT	13.6	4.2	3	3	3.4	TBD			
Gresham: Division Street Complete Street	MU	\$5,240,760	AT	13.6	3	4	3.6	3				
Milwaukie: Monroe Street Greenway	CL	\$3,860,788	AT	13	3.8	3.6	4	1.6				
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000	AT	13	4.6	2	3.6	2.8	TBD			
Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue	MU	\$1,275,985	BOTH	11.6	3	2.2	3.4	3	TBD			
Tigard: Red Rock Creek Trail	WA	\$314,055	AT	11.6	3.8	1.4	3.8	2.6				
Clackamas Co.: Clackamas Industrial Area ITS	CL	\$1,768,040	FR	8.8	2.6	1.6	0.8	3.8				
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000	AT	8.6	2.6	1.4	3	1.6	TBD			
Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190	BOTH	8.4	2.8	2	2.2	1.4	TBD			
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500	AT	7.2	3.2	1	2	1				
Sherwood: Blake Street Design	WA	\$785,137	FR	3.4	0.2	1.2	0.4	1.6				

total requested: \$77,833,284
estimated total RFFA Step 2 funding available: \$43,278,025
difference: (\$34,555,259)

The total policy rating is the sum of the ratings in each of the four policy areas (Opportunity and Benefit ratings added together). Maximum total points available is 24.

Active Transportation & Complete Streets projects	County	Amount requested	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level	CC Priority	Public Comment	CMAQ Eligible
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	20	5.6	5.4	5.2	3.8	TBD	TBD	TBD	TBD
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	19.2	5.6	5.8	4	3.8	TBD	TBD	TBD	TBD
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	18.6	5.8	4.8	4.8	3.2	TBD	TBD	TBD	TBD
Portland: MLK Blvd Safety & Access to Transit	PDX	\$4,123,000	15.8	5	5.6	3	2.2	TBD	TBD	TBD	TBD
Forest Grove: Council Creek Trail	WA	\$1,345,950	15.8	5	4.6	3.8	2.4		TBD	TBD	TBD
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	15.8	5	4.6	3.8	2.4		TBD	TBD	TBD
Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)	WA	\$628,110	15.6	5.4	3.8	3.6	2.8		TBD	TBD	TBD
West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow	CL	\$6,468,000	15.2	5.6	2.2	4.2	3.2		TBD	TBD	TBD
Oregon City: Hwy 99E Bike/Ped Improvements	CL	\$673,000	14.8	4.2	4	4	2.6		TBD	TBD	TBD
Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684	14.6	3.8	5.4	3.2	2.2		TBD	TBD	TBD
Gladstone: Trolley Trail Bridge Replacement	CL	\$1,228,800	13.8	4.4	3.6	2.8	3		TBD	TBD	TBD
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400	13.6	4.2	3	3	3.4	TBD	TBD	TBD	TBD
Gresham: Division Street Complete Street	MU	\$5,240,760	13.6	3	4	3.6	3		TBD	TBD	TBD
Milwaukie: Monroe Street Greenway	CL	\$3,860,788	13	3.8	3.6	4	1.6		TBD	TBD	TBD
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000	13	4.6	2	3.6	2.8	TBD	TBD	TBD	TBD
Tigard: Red Rock Creek Trail	WA	\$314,055	11.6	3.8	1.4	3.8	2.6		TBD	TBD	TBD
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000	8.6	2.6	1.4	3	1.6	TBD	TBD	TBD	TBD
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500	7.2	3.2	1	2	1		TBD	TBD	TBD

requested: \$66,707,739
 available: \$32,458,519
 difference: (\$34,249,220)

Freight & Economic Development projects	County	Amount requested	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level	CC Priority	Public Comment	CMAQ Eligible
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	15.8	4.4	4	2.4	5	TBD	TBD	TBD	TBD
Clackamas Co.: Clackamas Industrial Area ITS	CL	\$1,768,040	8.8	2.6	1.6	0.8	3.8		TBD	TBD	TBD
Sherwood: Blake Street Design	WA	\$785,137	3.4	0.2	1.2	0.4	1.6		TBD	TBD	TBD

requested: \$5,987,370
 available: \$10,819,506
 difference: \$4,832,136

Projects for consideration in both categories	County	Amount requested	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level	CC Priority	Public Comment	CMAQ Eligible
Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue	MU	\$1,275,985	11.6	3	2.2	3.4	3	TBD	TBD	TBD	TBD
Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190	8.4	2.8	2	2.2	1.4	TBD	TBD	TBD	TBD

requested: \$5,138,175

total requested: \$77,833,284
 estimated total RFFA Step 2 funding available: \$43,278,025
 difference: (\$34,555,259)

The total policy rating is the sum of the ratings in each of the four policy areas (Opportunity and Benefit ratings added together). Maximum total points available is 24.

Projects sorted by total policy rating	County	Amount requested	Fund category	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level (Green = low, yellow = moderate, red = high)	CC Priority	Public Comment	CMAQ Eligible
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	AT	20	5.6	5.4	5.2	3.8	TBD			
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	AT	19.2	5.6	5.8	4	3.8	TBD			
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	AT	18.6	5.8	4.8	4.8	3.2	TBD			
Portland: MLK Blvd Safety & Access to Transit	PDX	\$4,123,000	AT	15.8	5	5.6	3	2.2	TBD			
Forest Grove: Council Creek Trail	WA	\$1,345,950	AT	15.8	5	4.6	3.8	2.4	There is high risk associated with working with outside agencies, ODOT Rail and PWRR (Portland and Western Railroad), over state-owned right-of-way (ODOT Rail). However, RFFA funds are only requested for project development phase of the project. There are moderate risks associated with storm water runoff quantity and quality.			
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	FR	15.8	4.4	4	2.4	5	TBD			
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	AT	15.8	5	4.6	3.8	2.4	The only major project complexity is the need to obtain permanent utility easements. A right-of-way (ROW) study has been performed and associated ROW costs for the permanent easements have been considered and included in the project budget to mitigate this risk. Overall, the project is low risk.			
Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)	WA	\$628,110	AT	15.6	5.4	3.8	3.6	2.8	This project requests RFFA funding for preliminary design work. There are associated risks with coordinating with outside agencies, including ODOT, City of Hillsboro, and Tualatin Parks and Recreation Department and Bonneville Power Administration to determine trail alignment. Many of these agencies are highly supportive of the project. Overall risk for this funding request is low.			
West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow	CL	\$6,468,000	AT	15.2	5.6	2.2	4.2	3.2	There is risk associated with needing to work with outside agencies (ODOT) to improve multimodal access on a state facility. Further discussion with ODOT staff on progress of current project segment is needed prior to final assessment rating. There are some outstanding right-of-way concerns at Mary S. Young Park which will require coordination with the State of Oregon, and some intersection with Title 13 areas and potential federal 4(f) impact issues. Overall, the project is moderate risk.			

Projects sorted by total policy rating	County	Amount requested	Fund category	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level (Green = low, yellow = moderate, red = high)	CC Priority	Public Comment	CMAQ Eligible
Oregon City: Hwy 99E Bike/Ped Improvements	CL	\$673,000	AT	14.8	4.2	4	4	2.6	There are high risks associated with outside agency coordination with ODOT, the Department of State Lands (DSL) and the Army Corps of Engineers. There are also risks associated with intersection of Title 3 and Title 13 areas (the Willamette River). However, funding is requested for the alternatives identification and preliminary design phases of the project, during which this coordination and environmental scoping will take place. Hence, this project has moderate risks.	TBD	TBD	TBD
Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684	AT	14.6	3.8	5.4	3.2	2.2	This is a low-risk project. Risks are associated with needing to work with outside agencies (ODOT) to improve local access to transit on a state facility.			
Gladstone: Trolley Trail Bridge Replacement	CL	\$1,228,800	AT	13.8	4.4	3.6	2.8	3	There are risks associated with right-of-way acquisitions for the bridge landing in Oregon City and relocation of storm water drainage pipe on Gladstone side of the bridge. However, RFFA funds have been requested only for the project development phase, determination of right-of-way needs and utility relocation needs. Risk for this RFFA funding request is low.			
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400	AT	13.6	4.2	3	3	3.4	TBD			
Gresham: Division Street Complete Street	MU	\$5,240,760	AT	13.6	3	4	3.6	3	There are risks associated with right-of-way acquisitions, utility relocation, and funding the construction before completion of preliminary engineering and ROW acquisition. However, since project is entirely in an existing facility and utility relocation needs are minor, overall risks are moderate.			
Milwaukie: Monroe Street Greenway	CL	\$3,860,788	AT	13	3.8	3.6	4	1.6	There are high risks associated with this project. Funds are being requested for construction phase of segment D and segment E; but funding for final design is not certain. Union Pacific Railroad (UPRR) approval of 100% drawings is required to modify existing rail crossing and coordination with ODOT Rail Division is necessary. The intersections with Class 1 and 2 Title 13 lands also pose a risk to the project.			
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000	AT	13	4.6	2	3.6	2.8	TBD			

Projects sorted by total policy rating	County	Amount requested	Fund category	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level (Green = low, yellow = moderate, red = high)	CC Priority	Public Comment	CMAQ Eligible
Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue	MU	\$1,275,985	BOTH	11.6	3	2.2	3.4	3	TBD			
Tigard: Red Rock Creek Trail	WA	\$314,055	AT	11.6	3.8	1.4	3.8	2.6	The project will require coordination with outside agencies, including ODOT Rail, TriMet, and PGE. The project through construction has risks associated with potential right-of-way needs, coordination for the overcrossings, and potentially needing to fund stormwater improvements along Red Rock Creek. Funding is only requested for project development, therefore risk for this funding request is moderate.			
Clackamas Co.: Clackamas Industrial Area ITS	CL	\$1,768,040	FR	8.8	2.6	1.6	0.8	3.8	There are no right-of-way acquisition risks, utility relocation risks or SEPA/NEPA risks. There are minor risks associated with providing funds for construction before preliminary engineering is complete. Overall, project risks are low. The project is not listed in the RTP.			
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000	AT	8.6	2.6	1.4	3	1.6	TBD			
Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190	BOTH	8.4	2.8	2	2.2	1.4	TBD			
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500	AT	7.2	3.2	1	2	1	This project has some risk associated with right-of-way impacts and uncertain funding match. Because this project is still in the planning phase, there could be risks that have not yet been identified. Overall, project risk through planning, public engagement, and alternatives analysis is low.			
Sherwood: Blake Street Design	WA	\$785,137	FR	3.4	0.2	1.2	0.4	1.6	There is risk associated with uncertain project impacts to environmental habitat and wetland areas. Coordination with outside agencies like the Bonneville Power Administration and PGE will also be required. There are potential risks in identifying an alignment and conducting public outreach to affected property owners. The expected timeline of 9-12 months for initial environmental review, geotechnical analysis, alignment evaluation, public outreach, and 60% design for the new roadway and sanitary and water infrastructure does not account for any schedule risks. Because the project is only requesting funding through project development, this project has moderate risks overall.			

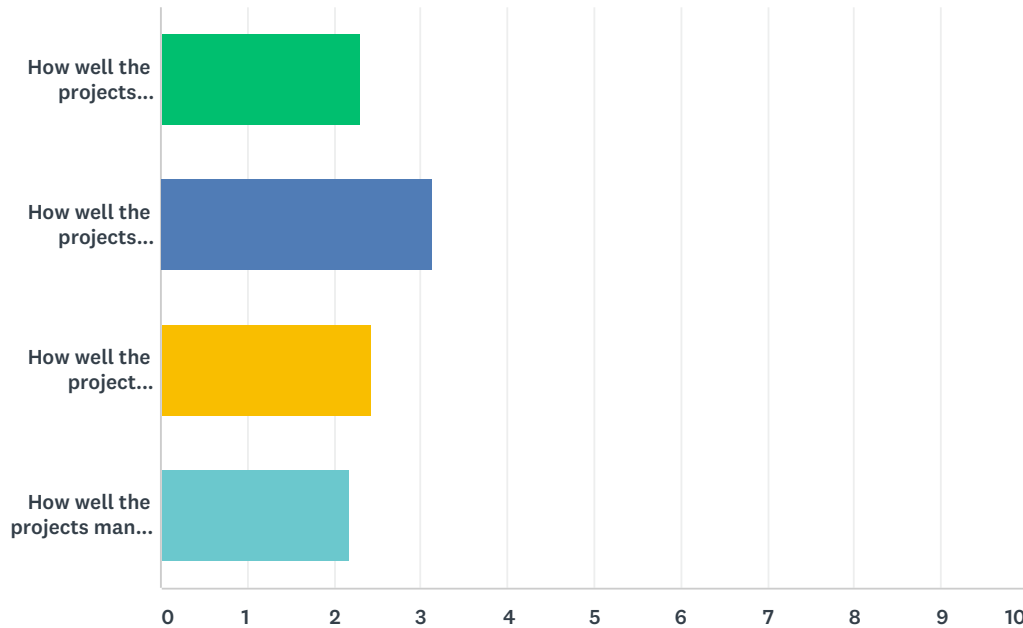
total requested: \$77,833,284

The total policy rating is the sum of the ratings in each of the four policy areas (Opportunity and

Projects sorted by total policy rating	County	Amount requested	Fund category	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level (Green = low, yellow = moderate, red = high)	CC Priority	Public Comment	CMAQ Eligible
<p>estimated total RFFA Step 2 funding available: \$43,278,025 difference: (\$34,555,259)</p>				<p>The total policy rating is the sum of the ratings in each of the four policy areas (Opportunity and Benefit ratings added together). Maximum total points available is 24.</p>								

Q2 How would you rank these factors for deciding which projects should be prioritized for funding?

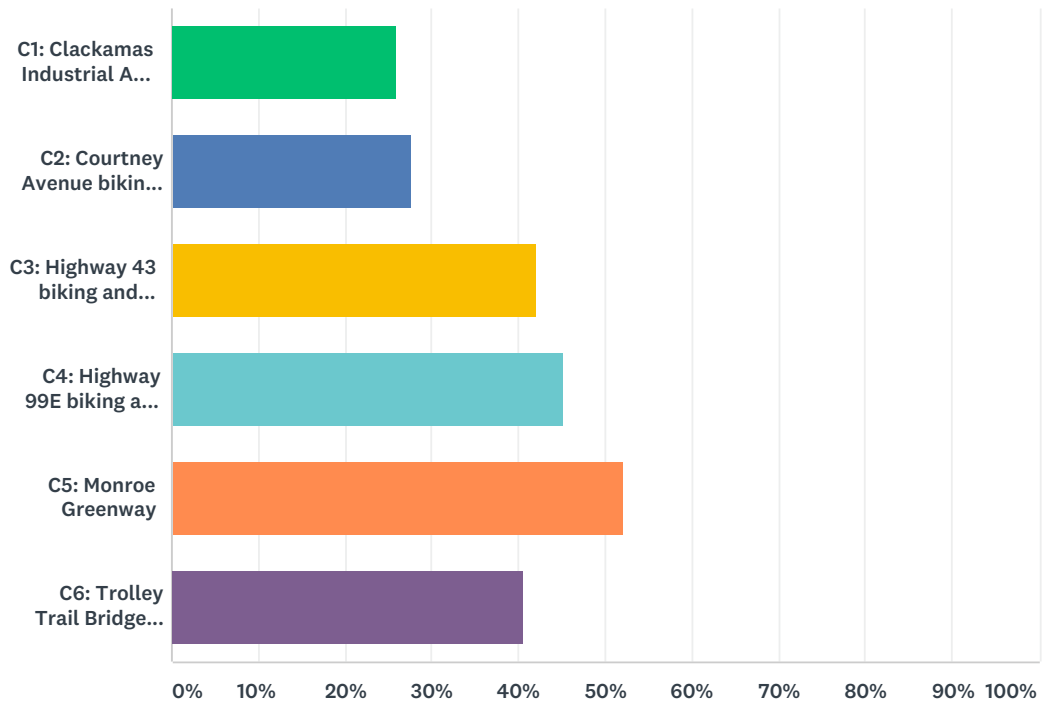
Answered: 1,927 Skipped: 111



	1	2	3	4	TOTAL	SCORE
How well the projects advance social equity (serve and benefit communities of color or people with low income)	15.78% 289	24.85% 455	32.77% 600	26.60% 487	1,831	2.30
How well the projects improve transportation safety (reduce crashes, including those impacting people biking and walking)	44.80% 819	30.14% 551	18.00% 329	7.06% 129	1,828	3.13
How well the project implements the region's Climate Smart Strategy (reduce emissions from car and small truck trips)	19.10% 356	25.70% 479	34.76% 648	20.44% 381	1,864	2.43
How well the projects manage congestion (improve traffic flow and reliability)	21.35% 407	19.36% 369	14.01% 267	45.28% 863	1,906	2.17

Q4 Clackamas County

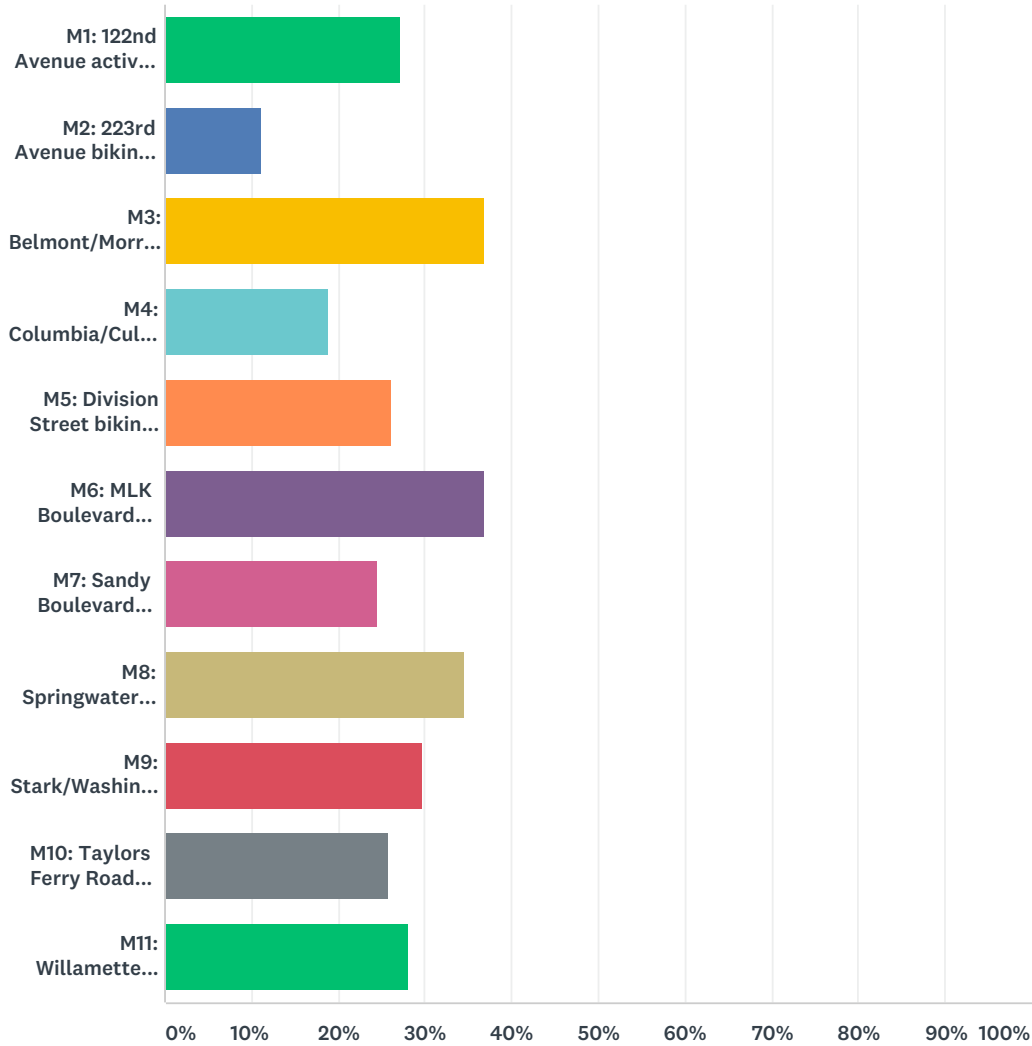
Answered: 573 Skipped: 1,465



ANSWER CHOICES	RESPONSES	
C1: Clackamas Industrial Area freight ITS	26.00%	149
C2: Courtney Avenue biking and walking	27.57%	158
C3: Highway 43 biking and walking	42.06%	241
C4: Highway 99E biking and walking	45.20%	259
C5: Monroe Greenway	52.18%	299
C6: Trolley Trail Bridge replacement	40.66%	233
Total Respondents: 573		

Q5 Multnomah County

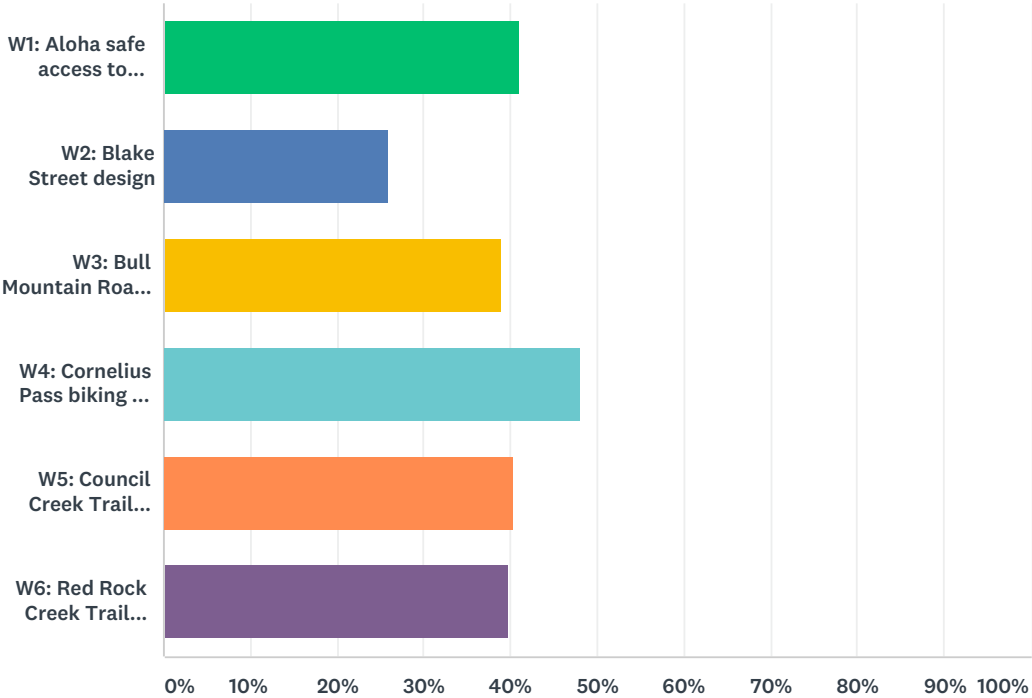
Answered: 1,393 Skipped: 645



ANSWER CHOICES	RESPONSES	
M1: 122nd Avenue active transportation	27.28%	380
M2: 223rd Avenue biking and walking	10.98%	153
M3: Belmont/Morrison biking and walking	36.83%	513
M4: Columbia/Cully freight	18.88%	263
M5: Division Street biking and walking	26.06%	363
M6: MLK Boulevard safety and access to transit	36.90%	514
M7: Sandy Boulevard biking and walking	24.41%	340
M8: Springwater Trail to 17th Avenue Trail	34.60%	482
M9: Stark/Washington biking and walking	29.79%	415
M10: Taylors Ferry Road transit access safety	25.63%	357
M11: Willamette Boulevard active transportation	28.07%	391
Total Respondents: 1,393		

Q6 Washington County

Answered: 347 Skipped: 1,691

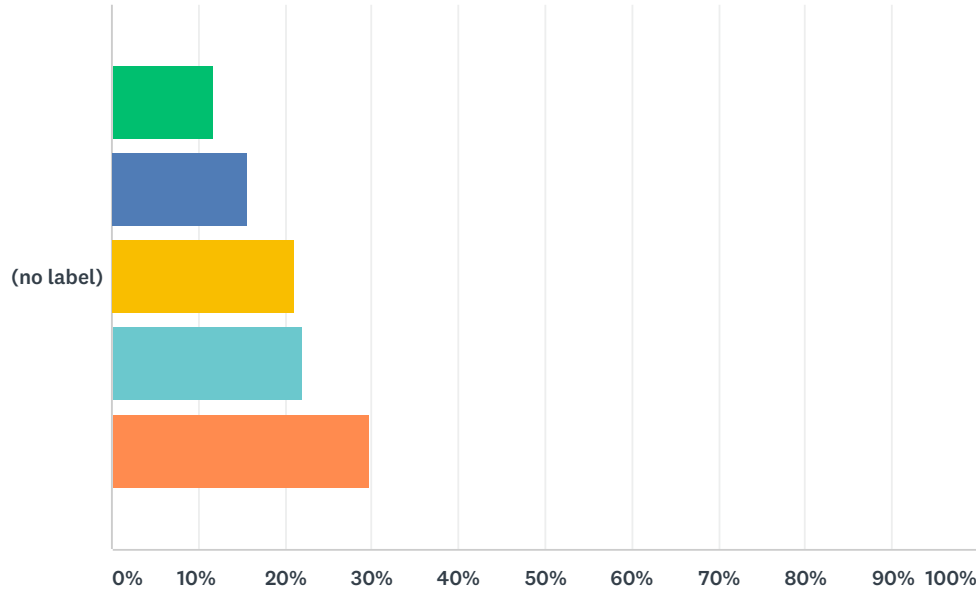


ANSWER CHOICES	RESPONSES	
W1: Aloha safe access to transit	40.92%	142
W2: Blake Street design	25.94%	90
W3: Bull Mountain Road biking and walking	38.90%	135
W4: Cornelius Pass biking and walking bridge	48.13%	167
W5: Council Creek Trail biking and walking	40.35%	140
W6: Red Rock Creek Trail biking and walking	39.77%	138
Total Respondents: 347		

C1: Clackamas Industrial Area freight ITS

Q7 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 128 Skipped: 1,910



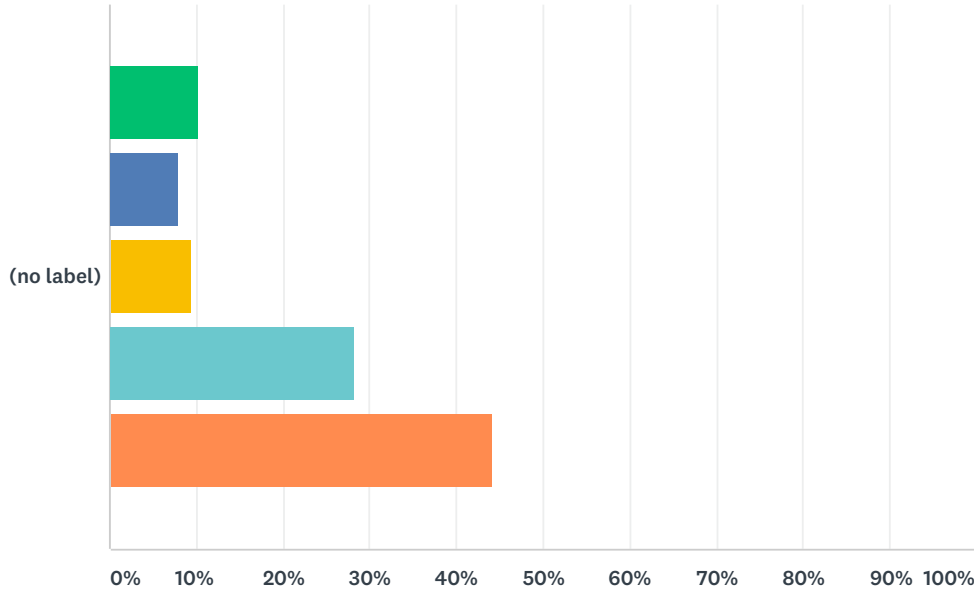
■ 1 (no support)
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	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	11.72%	15.63%	21.09%	21.88%	29.69%	128	3.42
	15	20	27	28	38		

C2: Courtney Avenue biking and walking

Q9 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 127 Skipped: 1,911



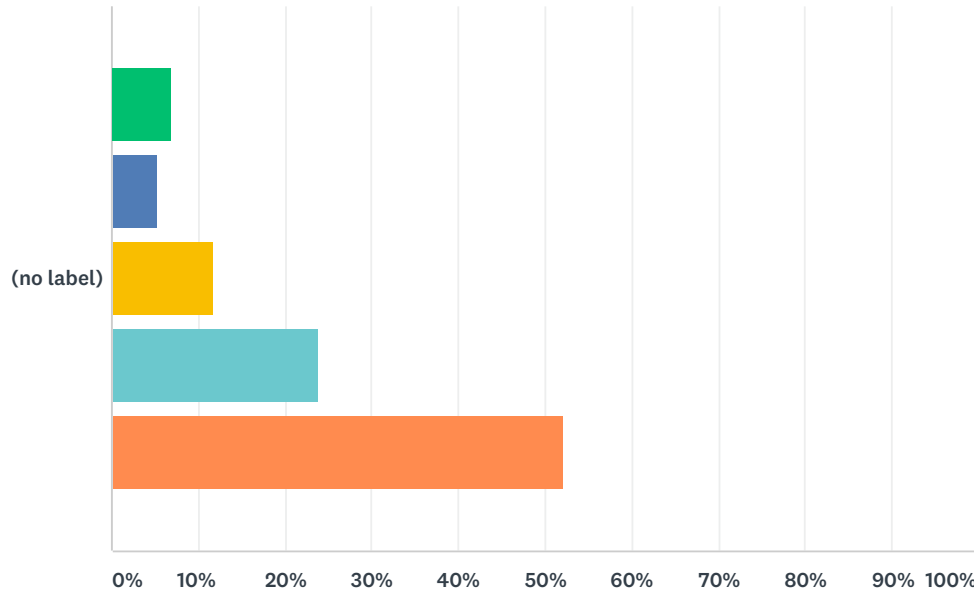
■ 1 (no support)
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 ■ 5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	10.24%	7.87%	9.45%	28.35%	44.09%		
	13	10	12	36	56	127	3.88

C3: Highway 43 biking and walking

Q11 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 188 Skipped: 1,850



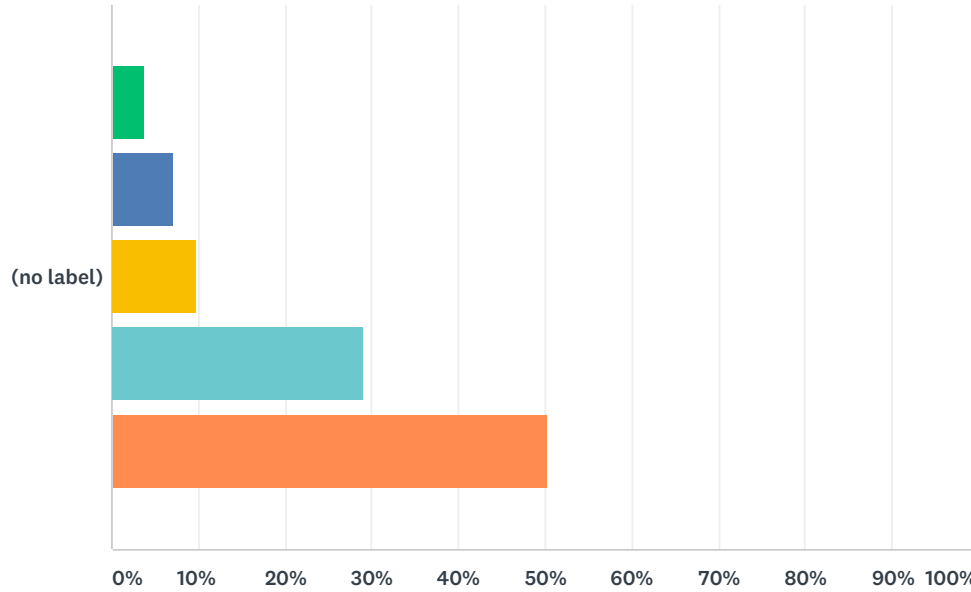
1 (no support) 2 3 4 5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	6.91% 13	5.32% 10	11.70% 22	23.94% 45	52.13% 98	188	4.09

C4: Highway 99E biking and walking

Q13 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 213 Skipped: 1,825



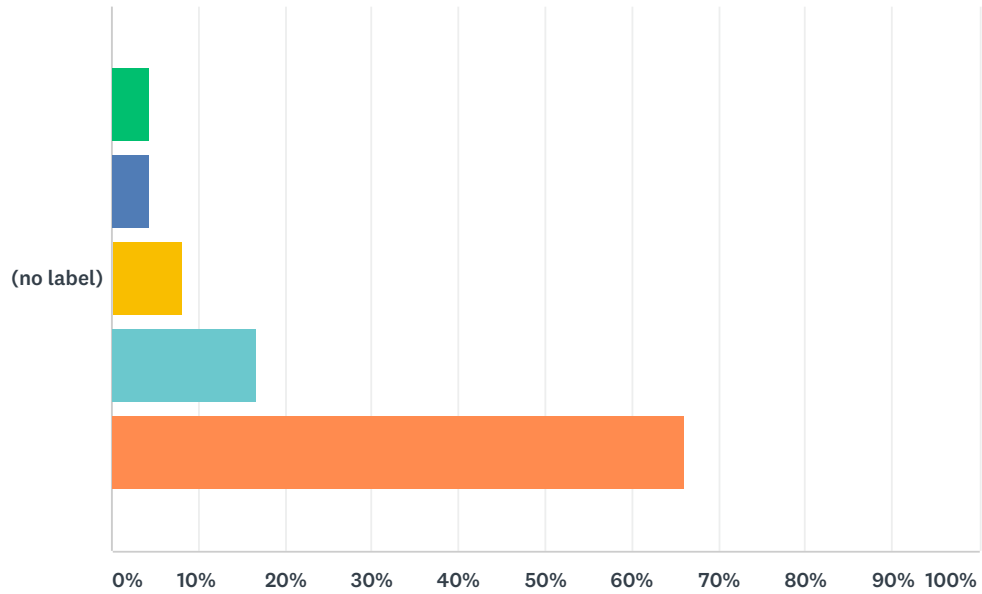
■ 1 (no support)
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 ■ 5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	3.76%	7.04%	9.86%	29.11%	50.23%		
	8	15	21	62	107	213	4.15

C5: Monroe Greenway

Q15 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 245 Skipped: 1,793



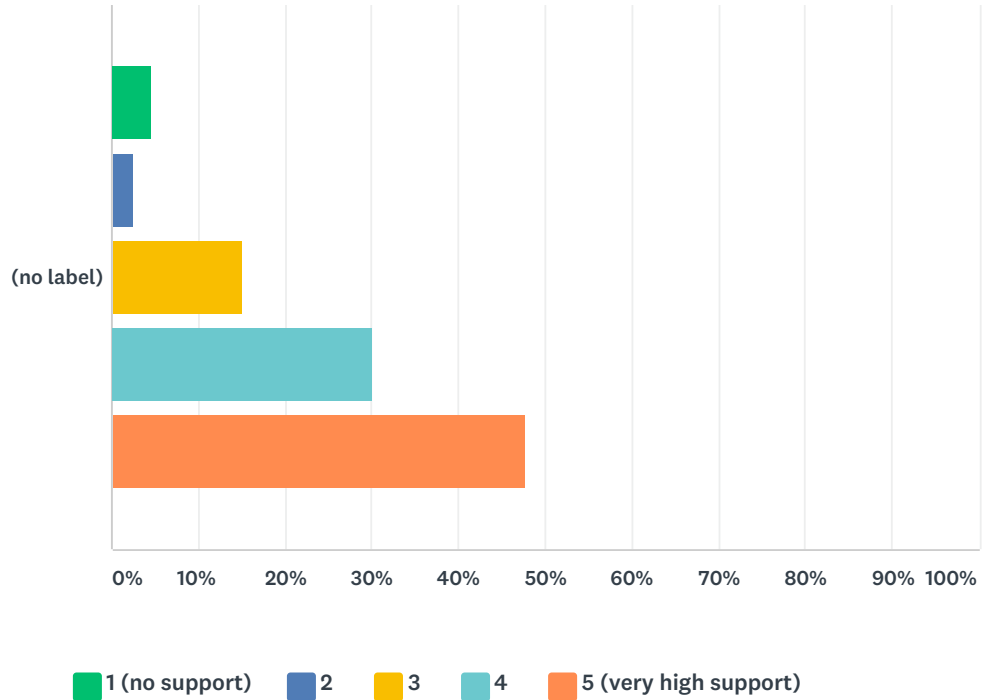
■ 1 (no support)
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 ■ 5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	4.49%	4.49%	8.16%	16.73%	66.12%	245	4.36
	11	11	20	41	162		

C6: Trolley Trail Bridge replacement

Q17 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 193 Skipped: 1,845

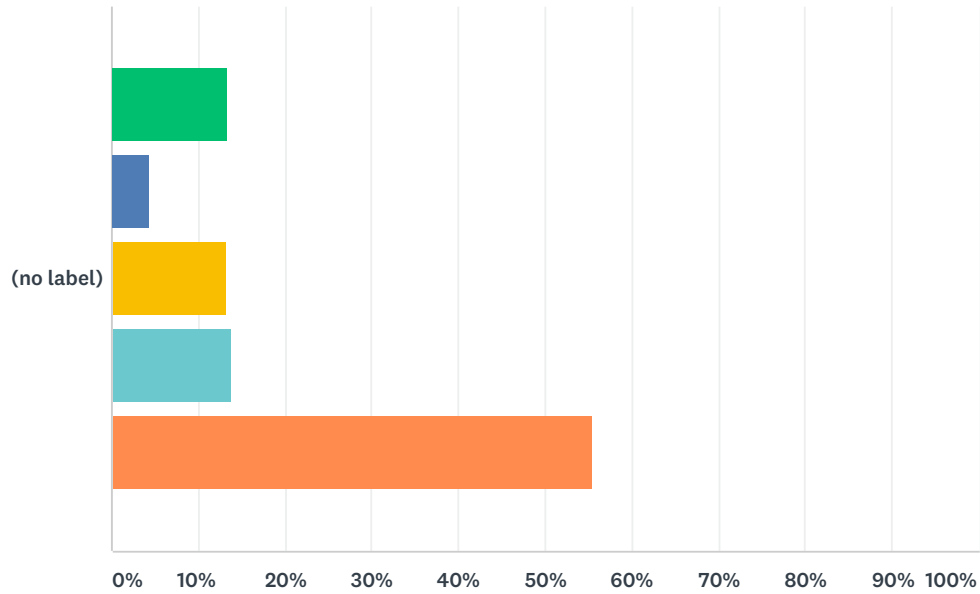


	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	4.66%	2.59%	15.03%	30.05%	47.67%	193	4.13
	9	5	29	58	92		

M1: 122nd Avenue active transportation

Q19 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 412 Skipped: 1,626



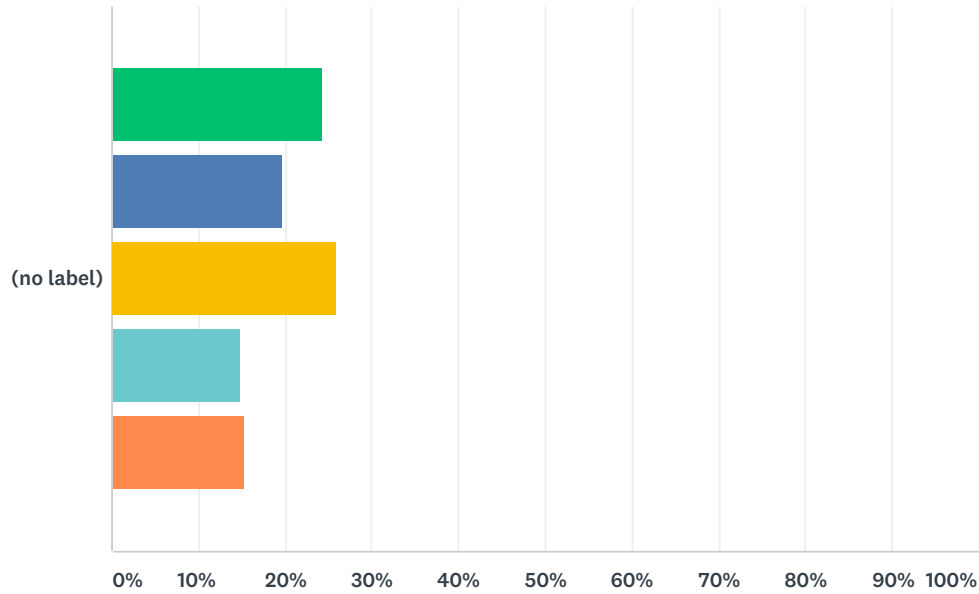
■ 1 (no support)
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 ■ 5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	13.35%	4.37%	13.11%	13.83%	55.34%	412	3.93
	55	18	54	57	228		

M2: 223rd Avenue biking and walking

Q21 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 189 Skipped: 1,849



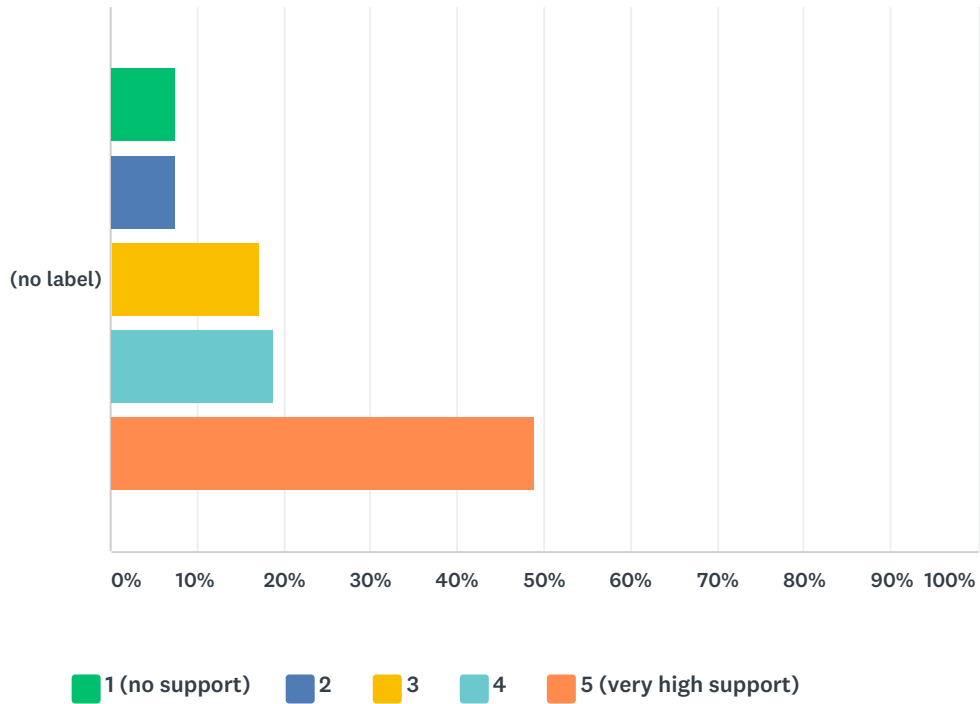
■ 1 (no support)
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 ■ 5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	24.34%	19.58%	25.93%	14.81%	15.34%	189	2.77
	46	37	49	28	29		

M3: Belmont/Morrison biking and walking

Q23 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 517 Skipped: 1,521

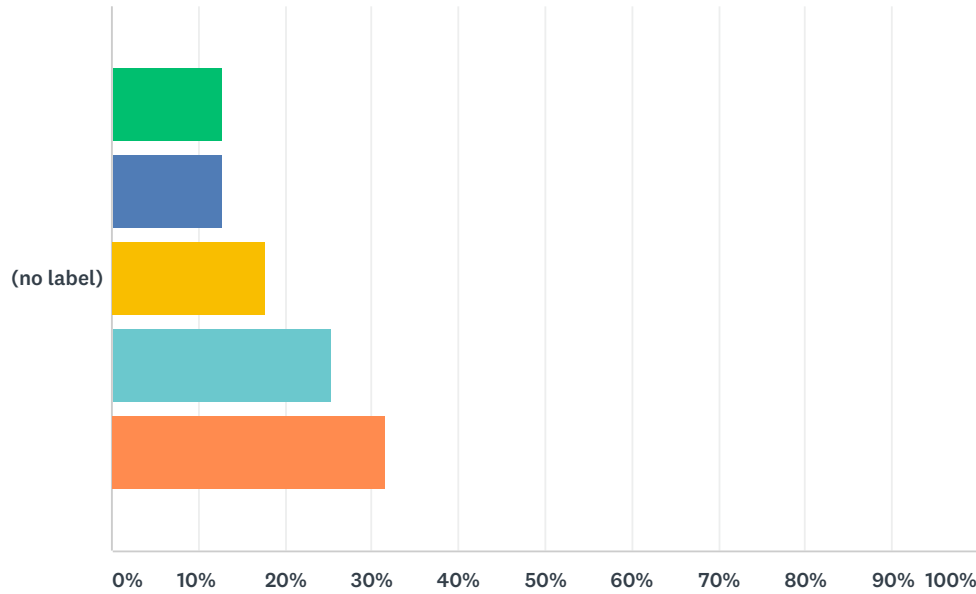


	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	7.54%	7.54%	17.21%	18.76%	48.94%	517	3.94
	39	39	89	97	253		

M4: Columbia/Cully freight

Q25 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 276 Skipped: 1,762



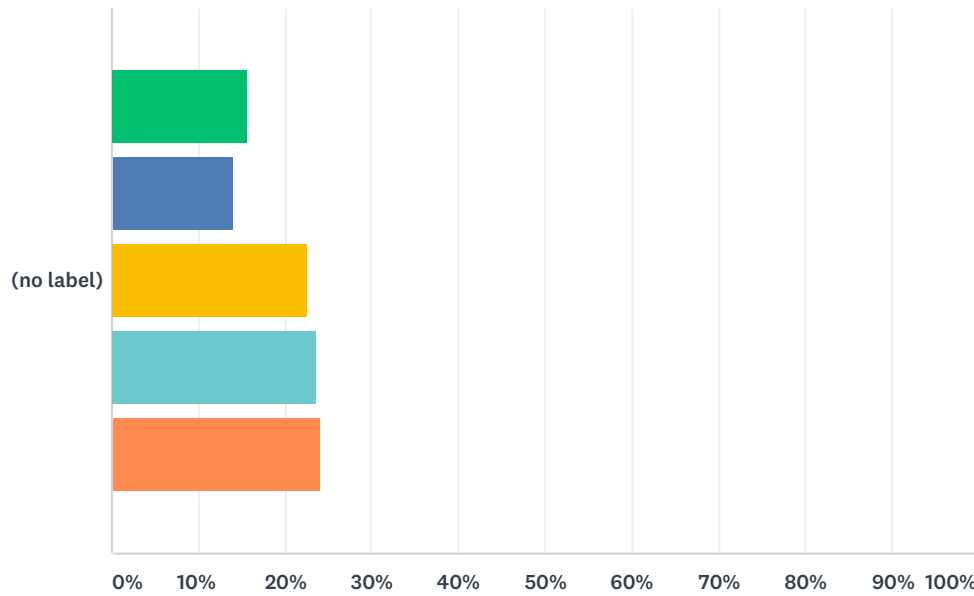
1 (no support) 2 3 4 5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	12.68%	12.68%	17.75%	25.36%	31.52%	276	3.50
	35	35	49	70	87		

M5: Division Street biking and walking

Q27 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 333 Skipped: 1,705



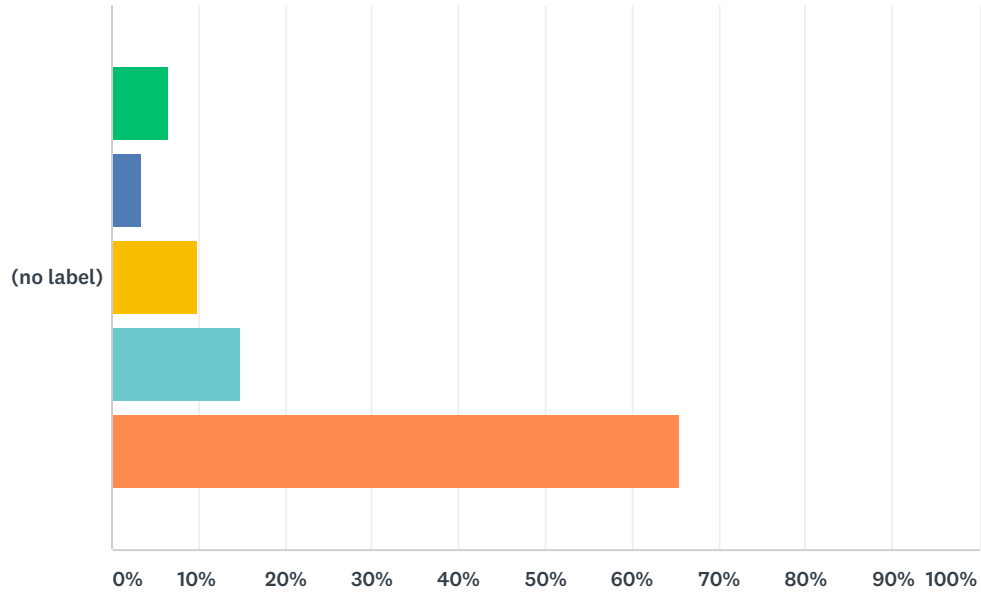
■ 1 (no support)
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 ■ 5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	15.62%	14.11%	22.52%	23.72%	24.02%	333	3.26
	52	47	75	79	80		

M6: MLK Boulevard safety and access to transit

Q29 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 510 Skipped: 1,528



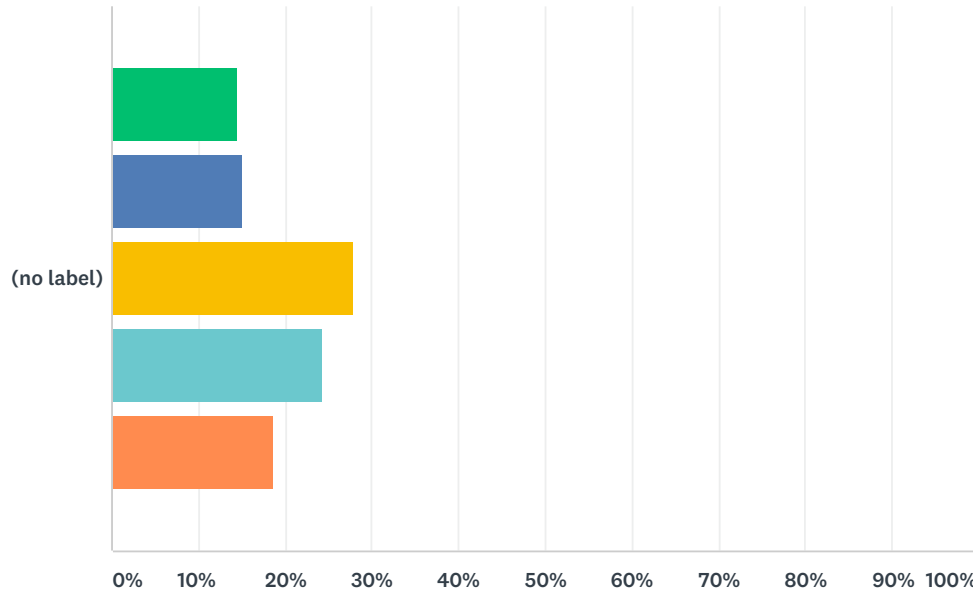
■ 1 (no support)
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 ■ 5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	6.47%	3.33%	9.80%	14.90%	65.49%	510	4.30
	33	17	50	76	334		

M7: Sandy Boulevard biking and walking

Q31 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 306 Skipped: 1,732



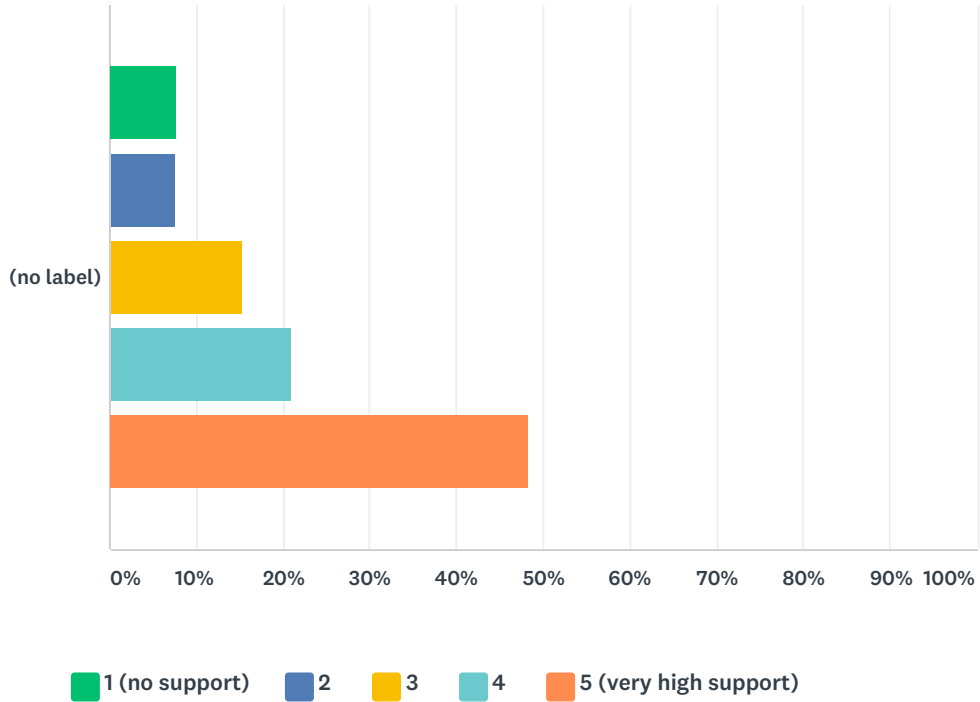
1 (no support) 2 3 4 5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	14.38%	15.03%	27.78%	24.18%	18.63%	306	3.18
	44	46	85	74	57		

M8: Springwater Trail to 17th Avenue Trail

Q33 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 476 Skipped: 1,562

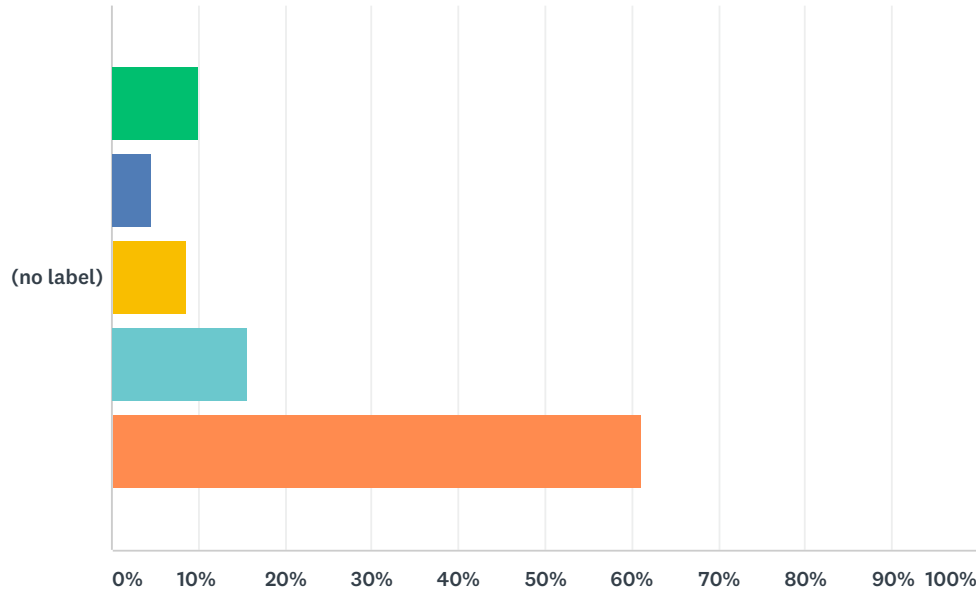


	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	7.77%	7.56%	15.34%	21.01%	48.32%	476	3.95
	37	36	73	100	230		

M9: Stark/Washington biking and walking

Q35 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 409 Skipped: 1,629



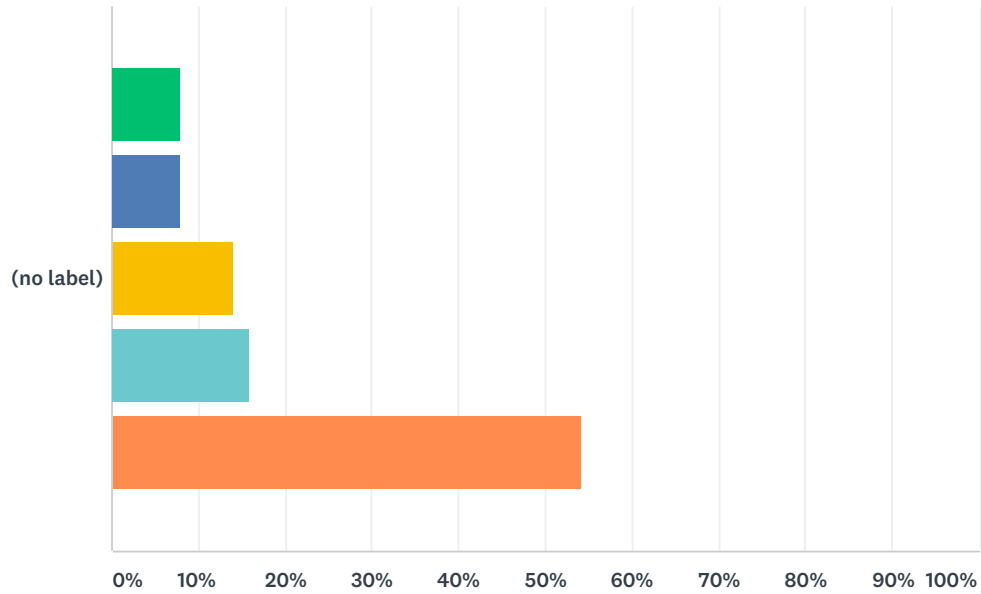
■ 1 (no support)
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 ■ 5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	10.02%	4.65%	8.56%	15.65%	61.12%		
	41	19	35	64	250	409	4.13

M10: Taylors Ferry Road transit access safety

Q37 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 364 Skipped: 1,674



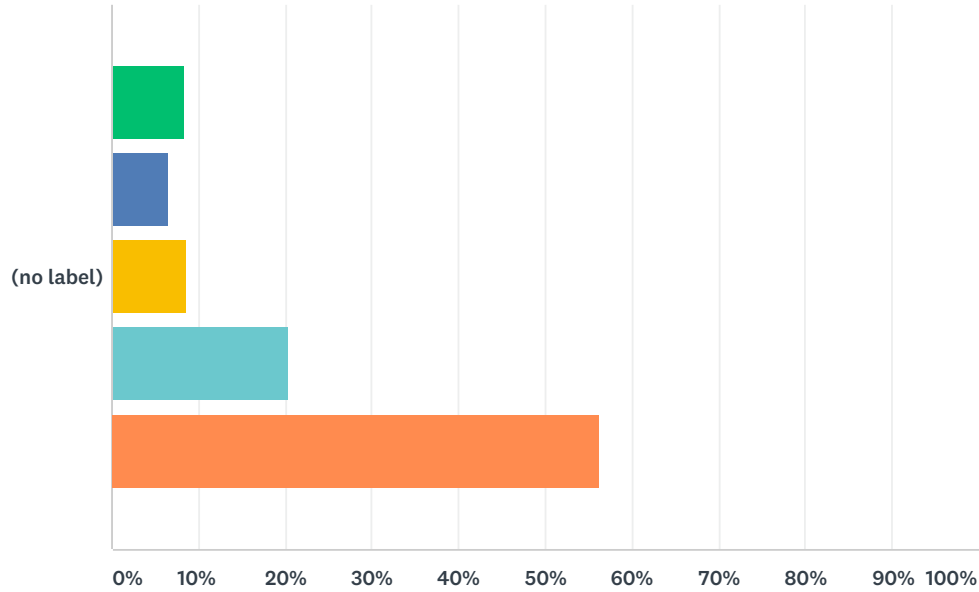
■ 1 (no support)
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 ■ 5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	7.97%	7.97%	14.01%	15.93%	54.12%		
	29	29	51	58	197	364	4.00

M11: Willamette Boulevard active transportation

Q39 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 385 Skipped: 1,653



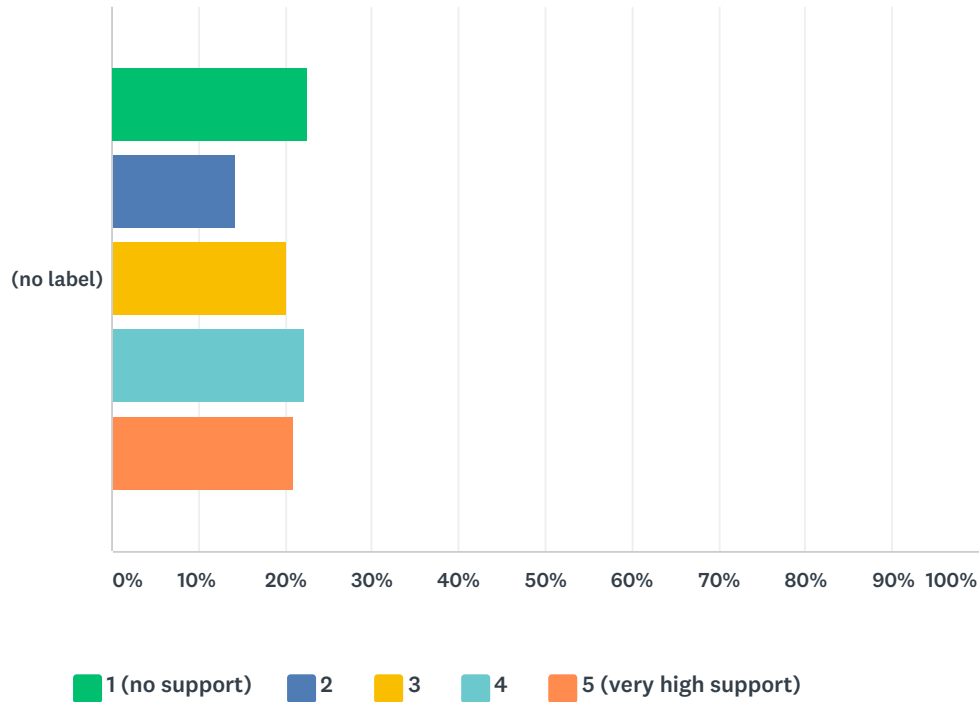
■ 1 (no support)
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 ■ 5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	8.31%	6.49%	8.57%	20.26%	56.36%		
	32	25	33	78	217	385	4.10

W1: Aloha safe access to transit

Q41 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 595 Skipped: 1,443

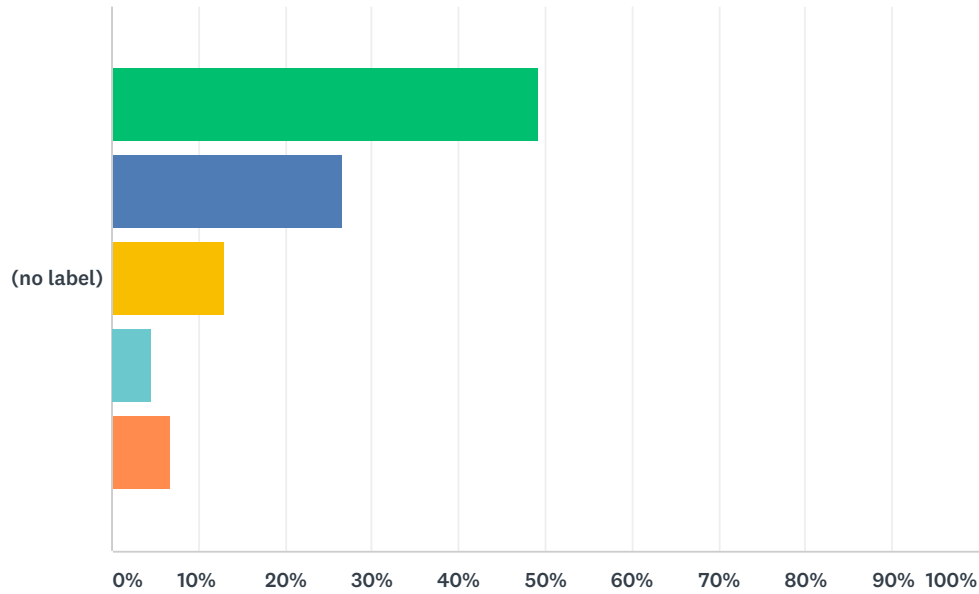


	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	22.52% 134	14.29% 85	20.17% 120	22.18% 132	20.84% 124	595	3.05

W2: Blake Street design

Q43 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 484 Skipped: 1,554



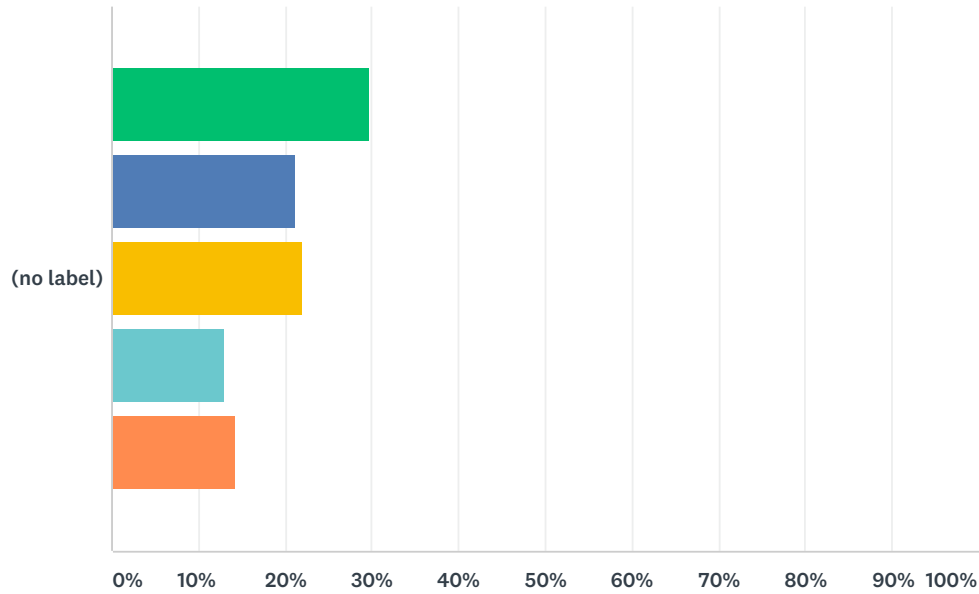
1 (no support) 2 3 4 5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	49.17% 238	26.65% 129	13.02% 63	4.55% 22	6.61% 32	484	1.93

W3: Bull Mountain Road biking and walking

Q45 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 513 Skipped: 1,525



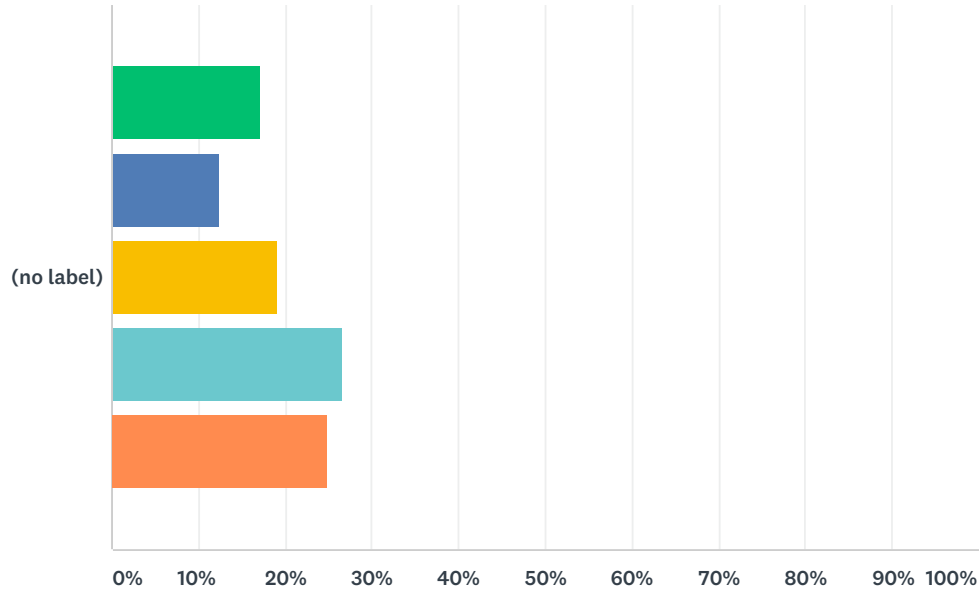
■ 1 (no support)
 ■ 2
 ■ 3
 ■ 4
 ■ 5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	29.63%	21.05%	22.03%	13.06%	14.23%	513	2.61
	152	108	113	67	73		

W4: Cornelius Pass biking and walking bridge

Q47 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 568 Skipped: 1,470



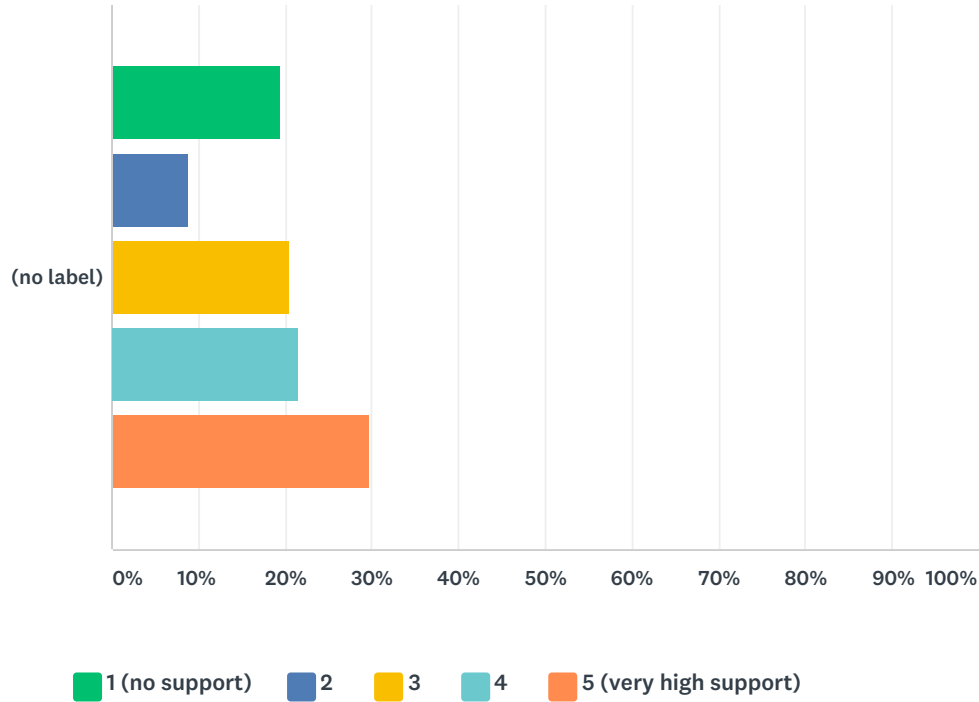
■ 1 (no support)
 ■ 2
 ■ 3
 ■ 4
 ■ 5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	17.25%	12.32%	19.01%	26.58%	24.82%	568	3.29
	98	70	108	151	141		

W5: Council Creek Trail biking and walking

Q49 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 529 Skipped: 1,509

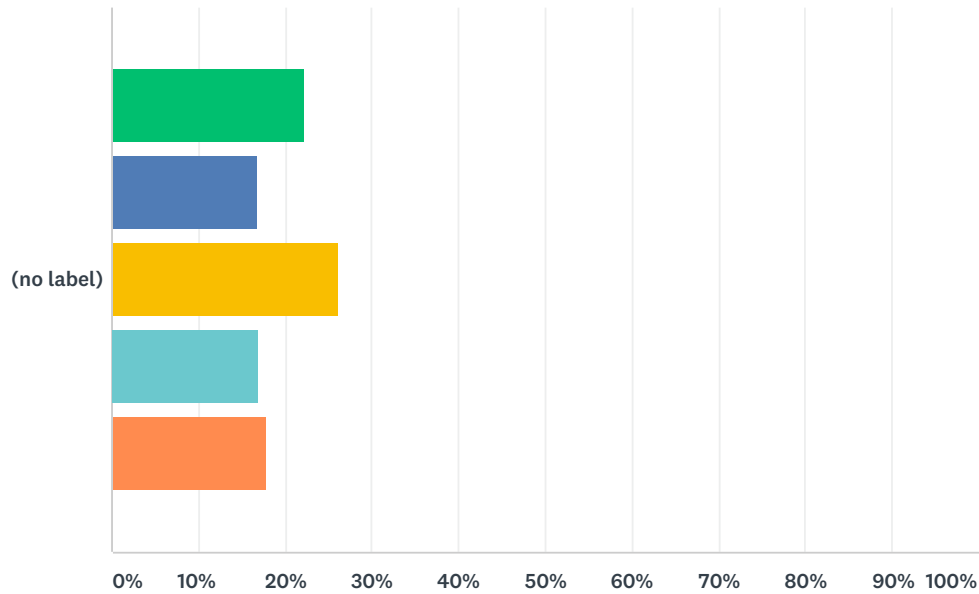


	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	19.47%	8.88%	20.42%	21.55%	29.68%	529	3.33
	103	47	108	114	157		

W6: Red Rock Creek Trail biking and walking

Q51 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 500 Skipped: 1,538

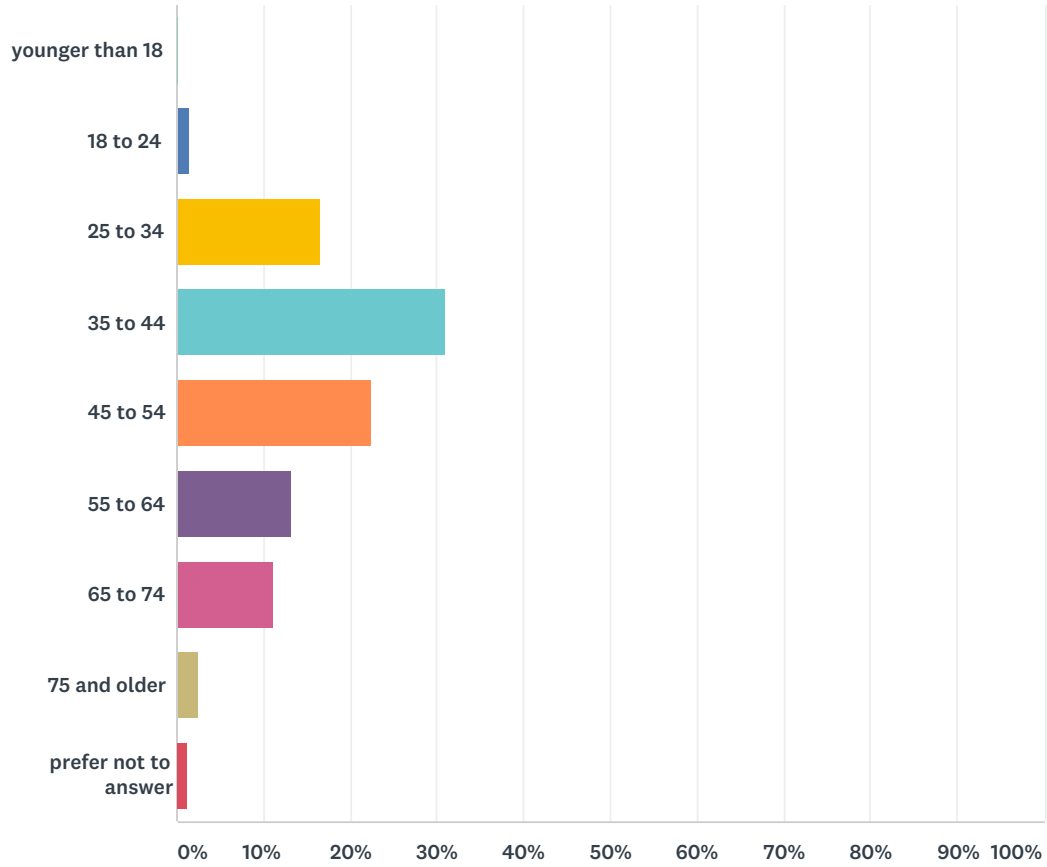


■ 1 (no support)
 ■ 2
 ■ 3
 ■ 4
 ■ 5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	22.20%	16.80%	26.20%	17.00%	17.80%	500	2.91
	111	84	131	85	89		

Q53 Which of the following ranges includes your age?

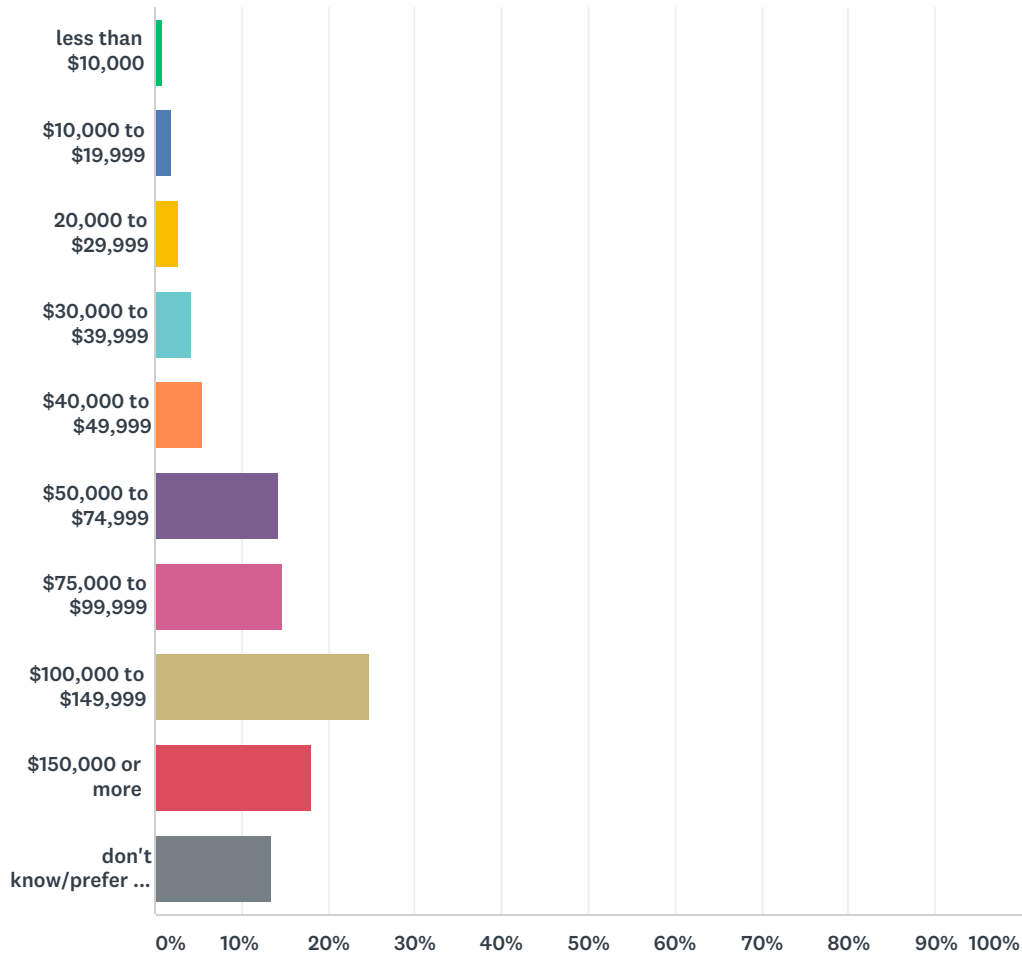
Answered: 1,341 Skipped: 697



ANSWER CHOICES	RESPONSES
younger than 18	0.15% 2
18 to 24	1.49% 20
25 to 34	16.55% 222
35 to 44	31.02% 416
45 to 54	22.45% 301
55 to 64	13.20% 177
65 to 74	11.19% 150
75 and older	2.61% 35
prefer not to answer	1.34% 18
TOTAL	1,341

Q55 Which of the following best represents the annual income of your household before taxes?

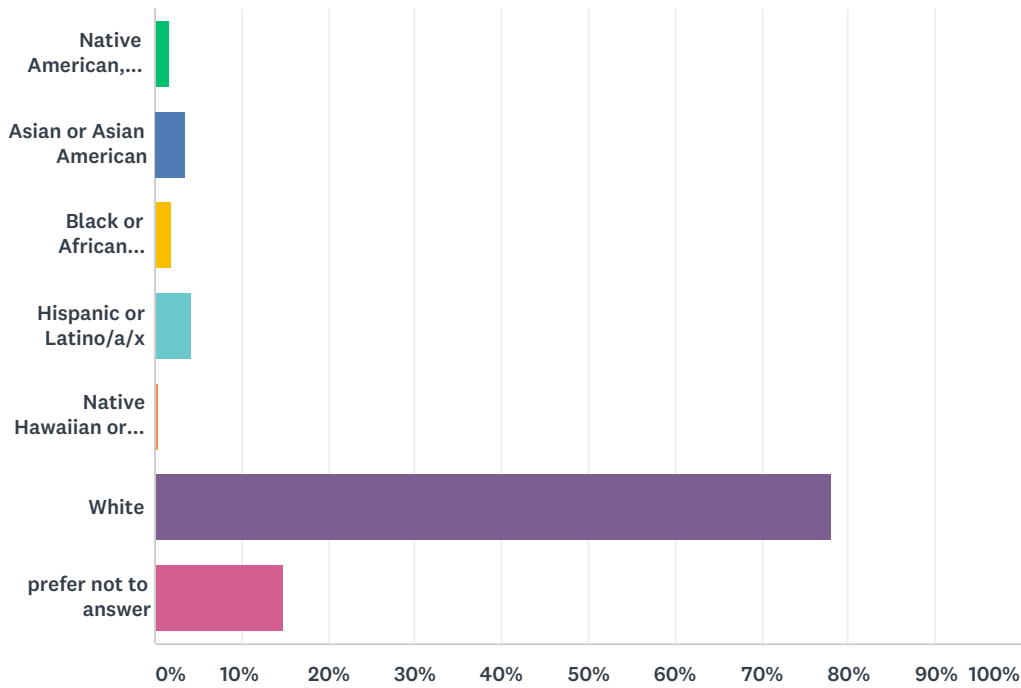
Answered: 1,325 Skipped: 713



ANSWER CHOICES	RESPONSES	
less than \$10,000	0.75%	10
\$10,000 to \$19,999	1.89%	25
20,000 to \$29,999	2.79%	37
\$30,000 to \$39,999	4.23%	56
\$40,000 to \$49,999	5.43%	72
\$50,000 to \$74,999	14.26%	189
\$75,000 to \$99,999	14.57%	193
\$100,000 to \$149,999	24.68%	327
\$150,000 or more	17.96%	238
don't know/prefer not to answer	13.43%	178

Q54 Within the broad categories below, where would you place your racial or ethnic identity? (pick all that apply)

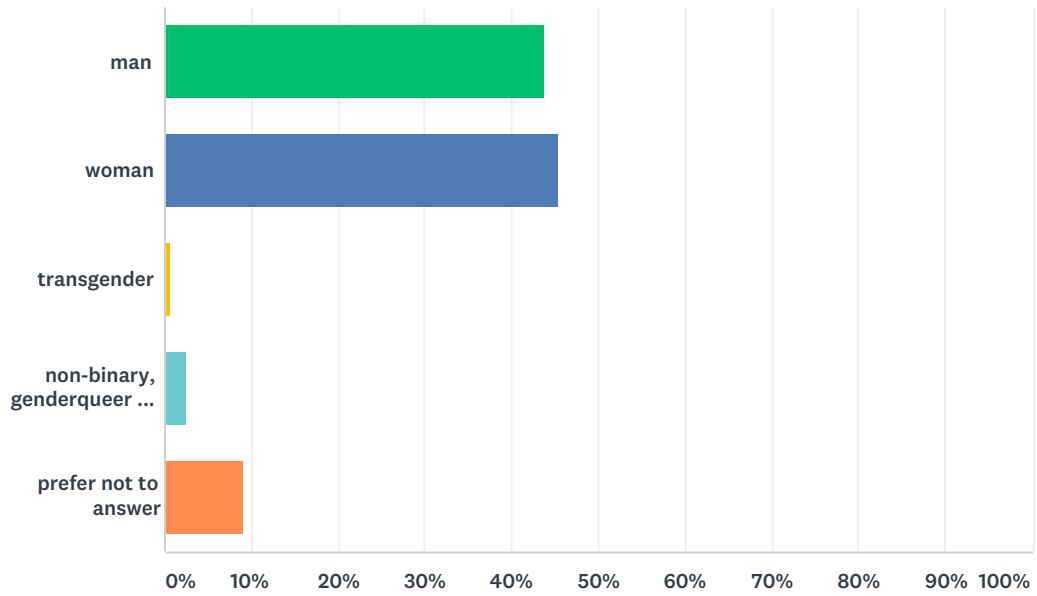
Answered: 1,330 Skipped: 708



ANSWER CHOICES	RESPONSES	
Native American, American Indian or Alaskan Native	1.65%	22
Asian or Asian American	3.53%	47
Black or African American	1.88%	25
Hispanic or Latino/a/x	4.14%	55
Native Hawaiian or other Pacific Islander	0.38%	5
White	77.97%	1,037
prefer not to answer	14.89%	198
Total Respondents: 1,330		

Q56 How do you identify your gender? (pick all that apply)

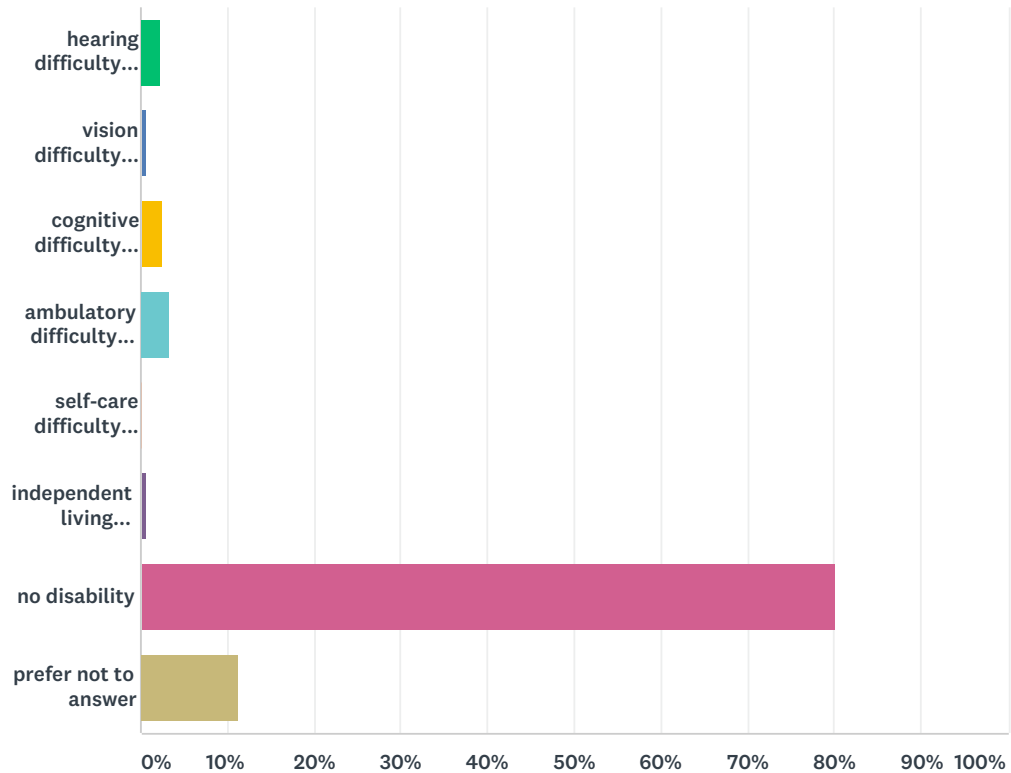
Answered: 1,334 Skipped: 704



ANSWER CHOICES	RESPONSES	
man	43.63%	582
woman	45.35%	605
transgender	0.67%	9
non-binary, genderqueer or third gender	2.47%	33
prefer not to answer	8.92%	119
Total Respondents: 1,334		

Q57 Do you live with a disability (pick all that apply)

Answered: 1,247 Skipped: 791



ANSWER CHOICES	RESPONSES	
hearing difficulty (deaf or serious difficulty hearing)	2.33%	29
vision difficulty (blind or serious difficulty seeing, even when wearing glasses)	0.64%	8
cognitive difficulty (because of a physical, mental or emotional problem, difficulty remembering, concentrating or making decisions)	2.49%	31
ambulatory difficulty (unable or having serious difficulty walking or climbing stairs)	3.37%	42
self-care difficulty (unable or having difficulty bathing or dressing)	0.24%	3
independent living difficulty (because of a physical, mental or emotional problem, difficulty doing errands alone)	0.64%	8
no disability	80.11%	999
prefer not to answer	11.31%	141
Total Respondents: 1,247		

RFFA Survey respondents 9/25/19

