

**GLADSTONE CITY COUNCIL
ADJOURNED MEETING
CITY HALL COUNCIL CHAMBERS
February 26, 2013**

**7:30 p.m. CALL TO ORDER
ROLL CALL
FLAG SALUTE
BUSINESS FROM THE AUDIENCE**

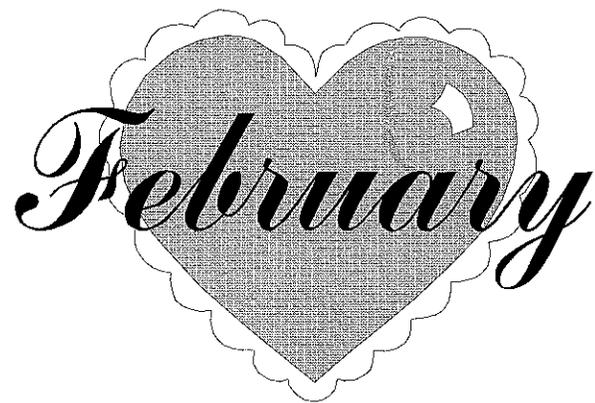
Visitors: Presentations not scheduled on the Agenda are limited to five (5) minutes. Longer presentations should be submitted to the Assistant City Administrator by 5:00 p.m. Wednesday prior to the Tuesday City Council meeting.

REGULAR AGENDA

- 1. Authorization to Hire Irene Green as Interim Library Director**
- 2. Discussion Regarding the Union Pacific Bridge Located at the End of Portland Avenue – Possible Application for METRO Regional Flexible Funding Grant**

ADJOURN

- Reminder: Town Hall Meeting, Gladstone Senior Center 7:00 p.m., February 28, 2013



REGULAR AGENDA

City of GLADSTONE

Date: February 21, 2013

To: Mayor Byers and City Council

From: Pete Boyce, City Administrator *PB*

Re: Authorization to Hire Irene Green as Interim Library Director

As you know the library has been operating without a director for some time. Staff has been attempting to hire an interim director in order to cover the vacancy until City Council makes a final determination regarding the management of the library. The management issue will be readdressed at the regular meeting in March.

Staff is asking for authorization to hire Irene Green as Interim Library Director. Ms. Green has over 14 years experience in public libraries and holds a Masters degree in Library Science. Ms. Green's most recent position was that of Assistant Branch Manager in Hartford County Maryland. Staff recommends City Council authorize the hire.

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525 Portland Avenue
Gladstone, OR 97027
(503) 656-5223
FAX: (503) 650-8938
E-Mail: (last name)@
ci.gladstone.or.us

Municipal Court
525 Portland Avenue
Gladstone, OR 97027
(503) 656-5224 ext. 1
E-Mail: municourt@
ci.gladstone.or.us

Police Department
535 Portland Avenue
Gladstone, OR 97027
(503) 656-4253
E-Mail: (last name)@
ci.gladstone.or.us

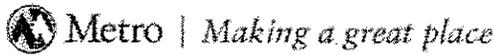
Fire Department
555 Portland Avenue
Gladstone, OR 97027
(503) 557-2776
E-Mail: (last name)@
ci.gladstone.or.us

Public Library
135 E. Dartmouth
Gladstone, OR 97027
(503) 656-2411
FAX: (503) 655-2438

Senior Center
1050 Portland Avenue
Gladstone, OR 97027
(503) 655-7701
FAX: (503) 650-4840

City Shop
18595 Portland Avenue
Gladstone, OR 97027
(503) 656-7957
FAX: (503) 722-9078





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Regional flexible funding

PLANNING AND CONSERVATION > REGIONAL PLANNING AND POLICY > MPO FOR THE PORTLAND REGION > REGIONAL FLEXIBLE FUNDING

Learn about the process for allocating regional flexible funds for transportation projects and programs in the region.

Regional flexible fund program

Metro manages the regional flexible fund program for which the Metro Council and the Joint Policy Advisory Committee on Transportation select transportation programs and projects for federal flexible funds. Flexible funds, though they comprise only about 4 percent of the transportation investment in our region, attract considerable interest because they may be spent on a greater variety of transportation projects than can most federal transportation funds.

Regional flexible funds come from two different federal grant programs: the Surface Transportation Program and the Congestion Mitigation/Air Quality Program. The regional flexible fund allocation process identifies which projects in the Regional Transportation Plan will receive funding. Regional flexible funds are allocated every two years. Learn more about the RTP

Project and program applications may be nominated by jurisdictions, transportation or transit agencies within the metropolitan region. These funds can be spent on a number of different types of improvements, except local street construction. Also, projects must be listed in the Regional Transportation Plan or subsequently added if not already listed.

2016-18 flexible funds allocation

The Portland metropolitan region is preparing to prioritize transportation projects and program activities to receive \$94.58 million in regional flexible funds available in the federal fiscal years 2016 through 2018. The approach to allocating these funds relies on collaboration to advance transportation investments that keep our neighborhoods safe, support economic vitality and make the most of the transportation system in place today.

Policy framework

The policy framework serves as the guide for how the region will approach allocation of the 2016-18 regional flexible funds. The 2035 Regional Transportation Plan established six regional outcomes – vibrant communities, economic prosperity, safe and reliable transportation, leadership on climate change, clean air and water, and equity – to direct investment decisions for the transportation system. Learn about the 2035 RTP

The 2016-18 policy framework allocates the regional flexible funds in three steps.

1. Step one includes an allocation of \$26.01 million to region-wide programs including transit-oriented development, transportation systems management and operations, regional travel options, regional metropolitan planning organization planning, and corridor and systems planning.
2. Step two is an allocation of \$34.77 million to the community investment funds for active transportation/complete streets and the green economy/freight initiatives.
3. Step three allocates the remaining \$33.80 million to a regional economic opportunity fund that targets larger-scale projects that support job creation.

All three tracks will be available for review and comment during the public phase of the process.

Project nomination process

The regional flexible fund allocation nomination process for allocation of the 2016-18 funds lays out the criteria and process for scoping, prioritizing projects and nominating projects under step two and step three. The programs listed in step one all allocate funds to select projects through separate processes. The following multi modal Data resources are available to support the development of applications for regional flexible funds projects.

Data and GIS files

All applicants must submit project information in shapefile format. Data and GIS files can be accessed and downloaded from the Metro FTP site. Visit the FTP site

RESOURCE GUIDE

Regional travel

- The Three-County Population Growth 1980-2010 bar graph illustrates the total population growth in the Portland metropolitan region as well as Clackamas, Multnomah and Washington counties individual population growth from 1980-2010. The data comes from the U.S. Census Bureau's decennial census. Learn more
- The Three-County Population Percentage Change 1980-2010 bar graph illustrates the rate of population change in the Portland metropolitan region and individually for Clackamas, Multnomah and Washington counties. The data comes from the U.S. Census Bureau's decennial census. Learn more
- The Daily Vehicle Miles Traveled Per Capita chart illustrates the annual average of vehicle miles traveled per person from 1982-2010 in the Portland MSA. The data comes from the Texas Transportation Institute. Learn more
- The TriMet Annual Fixed Route Transit Boarding Rides bar graph shows the rate of growth for bus and rail transit use in the Portland region. Data comes from TriMet. Learn more

REGION'S SIX DESIRED OUTCOMES

2040 GROWTH CONCEPT

COMMUNITY INVESTMENT STRATEGY

URBAN GROWTH BOUNDARY

URBAN AND RURAL RESERVES

MPO FOR THE PORTLAND REGION

REGIONAL TRANSPORTATION PLAN

MTIP

REGIONAL FLEXIBLE FUNDING

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS

AIR QUALITY CONFORMITY DETERMINATION

MOBILITY CORRIDORS ATLAS

LOCAL TRANSPORTATION SYSTEM PLANS

ACTIVE TRANSPORTATION

HIGH CAPACITY TRANSIT PLAN

FREIGHT AND GOODS MOVEMENT

CLIMATE CHANGE

NATURE IN NEIGHBORHOODS

Impassioned civil discourse in your pajamas.



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- The Average Weekday Vehicle Miles Traveled chart shows the average number of miles a household of a certain size travels in the region. The data is from the Oregon Household Activity Survey, 2009-2011. [Learn more](#)
- The Average Trip Length by Travel Mode bar graph illustrates the average length of a single trip taken by an individual. The chart breaks the trips up by travel mode. The data is from the Oregon Household Activity Survey, 2009-2011. [Learn more](#)
- The Average Number of Trips chart illustrates the average number of trips households of different sizes tend to take on a daily basis. The data is from the Oregon Household Activity Survey, 2009-2011. [Learn more](#)
- The Mode of Travel pie chart shows the share each travel mode comprises for all travel trips in the region. The data is from the Oregon Household Activity Survey, 2009-2011. [Learn more](#)
- The Mode of Travel to Work Trips pie chart illustrates the share each travel mode comprises for all commuting to work trips in the region. The data is from the Oregon Household Activity Survey, 2009-2011. [Learn more](#)

[Access all data for regional travel](#)

Transit

- The Transit Stop Proximity to Sidewalk Map identifies the transit stops in the region which are within a 50 foot radius of a sidewalk and those outside of a 50 foot radius. Data comes from TriMet. [Learn more](#)
- The Transit Stop Ridership Level Map shows the transit stops in the region with the highest level of ridership. The data is from TriMet Fall 2009 boardings and alightings counts. [Learn more](#)
- The Transit Stop Proximity to Pedestrian Crashes illustrated the transit stops in the region which are within a 500 foot radius of a reported pedestrian-related collision through 2007. The map distinguishes between fatal collisions and non-fatal collisions. Data is from the Oregon Department of Transportation. [Learn more](#)

[Access all data for transit](#)

Active transportation

- The Pedestrian Districts Sidewalk Completion map measures the proportion of roadways in Pedestrian Districts that have complete sidewalks on at least one side of the street. Data comes from Metro. [Learn more](#)
- The Pedestrian Districts Connectivity map measures the connectivity of Pedestrian Districts by calculating the ratio of three-way (or more) intersections to the area of each district. Data comes from Metro. [Learn more](#)
- The Pedestrian Districts Signalized Crossings maps measures the number of signalized crossings per length of corridor. Data comes from Metro. [Learn more](#)
- The Pedestrian Districts People & Places map measures the percentage of commercial and mixed use land use long with the housing and employment density in each pedestrian district. Data comes from Metro. [Learn more](#)
- The Pedestrian Corridors Sidewalk Completion map measures the proportion of roadways in Pedestrian Corridors that have complete sidewalks on at least one side of the street. Data comes from Metro. [Learn more](#)
- The Pedestrian Corridors Signalized Crossings map measures the number of signalized crossings per length of corridor. Data comes from Metro. [Learn more](#)
- The Pedestrian Corridors People & Places map measures the percentage of commercial and mixed-use land use long with the housing and employment density in each pedestrian corridor. Data comes from Metro. [Learn more](#)
- The Bikeway Connectivity map measures the connectivity of the existing on & off street bicycle network by calculating the linear feet of bikeways per area of each Cycle Zone. Data comes from Metro. [Learn more](#)
- Bikeway Density map measures the density of the existing on & off street bicycle network by calculating the linear feet of bikeways per area of each Cycle Zone. Data comes from Metro. [Learn more](#)
- The Cycle Zone Potential map measures the potential for good cycling based on road connectivity, road density, slope and the mix of land use, household and employment density. Data comes from Metro. [Learn more](#)
- The Bicycle Comfort Index map measures the relative cycling comfort of existing on & off-street bicycle facilities by creating an index based on auto speeds, auto volumes and the number of automobile lanes. Data comes from Metro. [Learn more](#)

[Access all data for active transportation](#)

Safety

- The Fatal and Near Fatal Crash Hotspots for All Crashes map illustrates weighted crash hotspots for all modes of travel between 2007 and 2011. Data comes from Oregon Department of Transportation. [Learn More](#)
- The Fatal and Near Fatal Crash Hotspots for Bike and Pedestrian Crashes map illustrates weighted crash hotspots for bicycle and pedestrian involved crashes between 2007 and 2011. Data comes from Oregon Department of Transportation. [Learn more](#)

[Access all data for safety](#)

Roadway

- The Travel Reliability on Regional Freight Roadway Network map illustrates the degree of travel time reliability on the region's designated freight routes for morning, afternoon and evening travel periods in 2011. Travel time reliability is measured as the variability between average travel time and the 95th percentile travel time; the smaller the variation, the more reliable the travel times are on a given roadway. The data comes from INRIX and Metro RLIS. [Learn more](#)



- The Travel Speed on Regional Freight Roadway Network map illustrates the average travel speeds on the region's designated freight routes for morning, afternoon and evening travel periods in 2011. The data comes from INRIX and Metro RLIS. [Learn more](#)
- The Portland Region Freeway Incidents pie chart illustrates the share of reported incidents by type on the region's freeways for 2011-2012. The data is from the Oregon Department of Transportation. [Learn more](#)
- The Portland Freeway Incidents Duration by Type bar chart illustrates the average length of time between detection and clearance for the most common types of reported freeway incident on Portland area freeways. The data comes from the Oregon Department of Transportation. [Learn more](#)

[Access all data for roadway](#)

Equity

- The Equity Analysis - Demographic maps illustrate the areas across the region with higher concentrations of communities of color, low-income, low English proficiency, elderly, and youth populations. The data comes from the U.S. Census Bureau's decennial census and the American Community Survey. [Learn more](#)
- The Equity Analysis - Disability map shows the concentration of paratransit events across the region. The data comes from TriMet's 2009 LIFT records and ridership census. [Learn more](#)
- The Equity Analysis - Mobility maps illustrate the levels of proximity to transportation services like transit, sidewalks and bike facilities. The data comes from Metro's Regional Land Information System (RLIS). [Learn more](#)
- The Equity Analysis - Services maps illustrate the levels of concentration of essential services including civic establishments, financial and legal establishments, retail, health, and food. The data comes from Metro's Regional Land Information System (RLIS). [Learn more](#)

[Access all data for equity](#)

RFFA PACKET AND APPLICATION MATERIALS

RFFA Nomination Packet
318K Adobe Acrobat PDF

To view PDF files, download free Adobe Reader. To translate PDF files into text to assist visually-impaired users, visit [Access.Adobe.com](#).

Active Transportation and Complete Streets Application
130K MS Word

To view MOV files, download free QuickTime.

Green Economy and Freight Initiative Projects Application
132K MS Word

REOF Application
77K MS Word

Cost Estimate Workbook
123K MS Excel

Past RFF Funding Cycle
27.2M Adobe Acrobat PDF

NEED ASSISTANCE?

Regional transportation planning
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trans@oregonmetro.gov

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