

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC) Workshop
Date: Wednesday, May 11, 2022
Time: 9:30 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom
[Connect with Zoom](#)
Passcode: 515676
Phone: 888-475-4499 (Toll Free)

9:30 a.m.	Call meeting to order and Introductions <ul style="list-style-type: none">Committee input on creating a Safe Space at TPAC	Chair Kloster
9:40 a.m.	Committee & Public communications on agenda items	
9:45 a.m.	Consideration of TPAC workshop summary, March 9, 2022 <ul style="list-style-type: none">Edits/corrections sent to Marie Miller	Chair Kloster
9:50 a.m.	Regional Flexible Funds Allocation (RFFA) Outcomes Evaluation Review Purpose: Introduce the 25-27 RFFA Outcomes Evaluation and project ratings	Dan Kaempff, Metro
10:35 a.m.	Transit-Oriented Development (TOD) Program Strategic and Work Plan update Purpose: Metro's Transit-Oriented Development program is undertaking a strategic plan and work plan update. The purpose of the presentation is to brief the committee on plans to strengthen the TOD program's alignment with Metro's racial equity and climate resilience goals.	Andrea Pastor, Metro Patrick McLaughlin, Metro
11:05 a.m.	TriMet Forward Together Service Alternatives Planning Project Purpose: To introduce TriMet's Forward Together Project to TPAC. To share project approach, goals, and milestones along with early learnings from the Existing Conditions and Market Analysis work.	Grant O'Connell, TriMet Tara O'Brien, TriMet
11:35 a.m.	Committee comments on creating a safe space at TPAC	Chair Kloster
11:40 a.m.	Adjournment	Chair Kloster

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

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2022 TPAC Work Program

As of 5/4/2022

*NOTE: Items in **italics** are tentative; **bold** denotes required items*

May 6, 2022 9:00 am – noon

Comments from the Chair:

- Creating Safe Space at TPAC (Chair Kloster)
- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Lobeck)
- Fatal crashes update (Lake McTighe)

Agenda Items:

- **MTIP Formal Amendment 21-5266**
Recommendation to JPACT (Lobeck, 10 min)
- **MTIP Formal Amendment 21-5265, I-205: I-5 - OR 213, Phase 1A**
Recommendation to JPACT (Lobeck, 10 min)
- Interstate Bridge Replacement (IBR) draft modified LPA discussion (Matt Bihn, Metro, 30 min)
- TSMO program update and Regional Implementation (Caleb Winter, Metro/ Kate Freitag, ODOT, & A.J. O'Connor, TriMet 30 min)
- Transit Agencies Budget and Programming of Projects Update (Eric Loomis, SMART, 30 min)
- Updated 2024-27 MTIP revenue forecast (Grace Cho/Ted Leybold, Metro; 20 min)
- Update on new IJIA Programs – Great Streets and Innovative Mobility Program (Kazim Zaidi and Susan Peithman, ODOT; 20 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

May 11, 2022 – TPAC Workshop

9:30 am – noon

Agenda Items:

- Regional Flexible Funds Allocation (RFFA) Outcomes Evaluation review (Dan Kaempff, 45 min)
- Transit-Oriented Development (TOD) Program Strategic and Work Plan update (Andrea Pastor & Patrick McLaughlin, Metro, 30 min)
- TriMet Forward Together Service Alternatives Planning Project (Grant O'Connell and Tara O'Brien, TriMet, 30 min.)

<p><u>June 3, 2022 9:00 am – noon</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • I-5 Interstate Bridge Replacement Modified LPA Resolution 22-**** <u>Recommendation to JPACT</u> (Matt Bihn, Metro, 30 min) • Regional Mobility Policy Update: Recommended Policy and Action Plan - Discussion (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittleson & Associates, 60 min) • Regional Flexible Funds Allocation (RFFA) initial input on developing staff proposals (Dan Kaempff, Metro; 30 min) • 2023 RTP policy brief - Congestion Pricing Policy Development (Alex Oreschak, Metro; 60 min) • <i>RTP Vision, Goals & Objectives</i> (Kim Ellis, Metro; 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>June 15, 2022 – MTAC/TPAC Workshop</u> 9:30 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • DLCD Climate Friendly & Equitable Communities Rulemaking item (Kim Ellis, Metro; 60 min) • Emerging Transportation Trends Study Recommendations (Eliot Rose, Metro, 30 min) • Regional Freight Delay & Commodities Movement Study (Tim Collins, Kyle Hauger & Joe Broach, Metro; 60 min)
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<p><u>July 8, 2022 9:00 am – noon</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro, 30 min) • Transportation Needs and Disparities Analysis for 2023 RTP (Eliot Rose, Metro, 30 min) • Regional Flexible Funds Allocation (RFFA) public comment report, initial draft staff recommendations (Dan Kaempff, Metro, 45 min) • Enhanced Transit Concepts / Better Bus update (Matt Bihn, Metro, 30 min) • <i>82nd Avenue Project update (Elizabeth Mros-O'Hara, Metro/ City of Portland TBD; 30 min)</i> • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>July 13, 2022 – TPAC Workshop</u></p> <p>9:30 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Flexible Funds Allocation (RFFA) refining staff recommendations (Dan Kaempff, Metro, 90 min) • 2024-2027 MTIP Performance Evaluation – Approach & Methods (Grace Cho, 30 min)
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<p><u>August 5, 2022 9:00 am – 11:30 a.m.</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Mobility Policy Update: Recommended Policy and Action Plan <u>Recommendation to JPACT</u> (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittelson & Associates; 30 min) • Regional Flexible Funds Allocation (RFFA) refined draft staff recommendations, with CCC priorities (Dan Kaempff, Metro, 45 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>August 17, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Urban Growth Management Functional Plan Amendments – discussion (Ted Reid & Tim O’Brien, Metro; 60 min)
<p><u>September 2, 2022 9:00 am – 11:30 a.m.</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Flexible Funds Allocation (RFFA) Final Project Selection <u>Recommendation to JPACT</u> (Dan Kaempff, Metro; 45 min) • RTP needs assessment and performance measures (Eliot Rose, Metro, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>September 14, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • RTP - Equitable Finance 2023 RTP (Lake McTighe, Metro) 45 min

<p><u>October 7, 2022 9:00 am – 11:30 a.m.</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>October 19, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • High Capacity Transit Strategy Update Corridors and Refined Network Vision (Ally Holmqvist, Metro, 60 min).
<p><u>November 4, 2022 9:00 am – 11:30 a.m.</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>November 9, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2019-2021 Regional Flexible Fund – Local Agency Project Fund Exchanges Update (Grace Cho, 15 min)
<p><u>December 2, 2022 9:00 am – 11:30 a.m.</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>December 21, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • <i>2024 Growth Management Decision Work Program (Ted Reid, 60 min)</i>

Parking Lot: Future Topics/Periodic Updates

- RTP – Goals, Objectives and Targets for the 2023 RTP (Kim Ellis & Eliot Rose)
- RTP – Safe and Healthy Urban Arterials Policy Development for 2023 RTP (John Mermin & Lake McTighe)
- RTP – Climate Smart Strategy Update and Climate Analysis for 2023 RTP (Kim Ellis)
- RTP – Transportation Equity Analysis for the 2023 RTP (Eliot Rose)
- RTP – Transportation Needs and Disparities Analysis for 2023 RTP (Eliot Rose)
- RTP – Revenue Forecast for 2023 RTP (Ted Leybold)
- RTP Needs Analysis and Performance Measures for Evaluating 2023 RTP Priorities (Eliot Rose)
- RTP – Call for Projects for 2023 RTP (Kim Ellis)
- RTP – Update on Call for Projects for 2023 RTP (Kim Ellis)
- Needs Assessment Approach for the 2023 RTP (Eliot Rose)
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- RTO Updates (Dan Kaempff)
- Update on SW Corridor Transit
- Burnside Bridge Earthquake Ready Project Update (Megan Neill, Multnomah Co)
- Columbia Connects Project
- Best Practices and Data to Support Natural Resources Protection
- Better Bus Program (Matt Bihn)
- Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro & Laura Hanson, RDPO)

Agenda and schedule information E-mail: marie.miller@oregonmetro.gov or call 503-797-1766.
To check on closure or cancellations during inclement weather please call 503-797-1700.

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC) Workshop**

Date/time: Wednesday March 9, 2022 | 9:30 a.m. to 12:00 p.m.

Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Lynda David
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Don Odermott
Tara O'Brien
Chris Ford
Karen Williams
Laurie Lebowsky
Idris Ibrahim
Katherine Kelly

Affiliate

Metro
Clackamas County
Multnomah County
SW Washington Regional Transportation Council
City of Portland
City of Happy Valley & Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Community Representative
City of Vancouver

Alternates Attending

Jessica Berry
Erin Wardell
Dyami Valentine
Mark Lear
Dayna Webb
Julia Hajduk
Glen Bolen

Affiliate

Multnomah County
Washington County
Washington County
City of Portland
City of Oregon City and Cities of Clackamas County
City of Sherwood and Cities of Washington County
Oregon Department of Transportation

Members Excused

Chris Deffebach
Lewis Lem
Rachael Tupica
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

Washington County
Port of Portland
Federal Highway Administration
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Mike McCarthy
Steve Kelly
Jean Senechal Biggs

Affiliate

City of Tualatin
Washington County
City of Beaverton

Susie Wright
Chris Smith
Cody Field
Jessica Engelman
Lucia Ramirez
Sarah Iannarone
Erika Turney
Frank Angelo
Matt Berkow
Roxane Glynn
Sandra Hikari

Kittelson & Associates
No More Freeways
City of Tualatin
City of Beaverton
Oregon Department of Transportation
The Street Trust

Metro Staff Attending

Kim Ellis, Principal Transportation Planner	Ted Leybold, Resource & Dev. Manager
Lake McTighe, Senior Transportation Planner	Grace Cho, Senior Transportation Planner
Tim Collins, Senior Transportation Planner	John Mermin, Senior Transportation Planner
Eliot Rose, Tech Strategic Planner	Grace Stainback, Associate Transportation Planner
Ally Holmqvist, Senior Transportation Planner	Matthew Hampton, Senior Transportation Planner
Molly Cooney-Mesker, Sr. Public Affairs Spec.	Marie Miller, TPAC Recorder

Call to Order and Introductions

Chair Kloster called the meeting to order at 9:30 a.m. Introductions were made. Reminders where Zoom features were found online was reviewed. Chair Kloster noted the all attendees would be listed as panelists for full viewing and participation for this workshop meeting. The link for providing 'safe space' at the meeting was shared in the chat area.

Public Communications on Agenda Items - none

Consideration of TPAC workshop summary, January 12, 2022 (Chair Kloster) For edits or corrections on the January 12, 2022 workshop the committee may send them to Marie Miller for updating. No edits/corrections were received.

2019-2021 Regional Flexible Fund – Local Agency Project Fund Exchanges Update (Grace Cho) A brief update was provided by Grace Cho on a number of Metro administered funding projects that originated in the 2019-2021 Regional Flexible Fund Program which resulted from the implementation of the 2019-2021 Regional Flexible Fund Allocation policy direction. The region agreed to allocate an estimated \$130.38 million in regional flexible funds available to support policy objectives.

In order to achieve the policy objectives, Metro and TriMet executed several different intergovernmental agreements to increase the bonding commitments and also facilitating the fund exchanging of federal dollars for local monies. As a result, Metro and TriMet completed the following:

- Add a new \$1.26 million per year bond payment through 2034 to generate \$12 million in bond proceeds to be distributed for project development activities for freight, freeway, and interchange bottlenecks (\$10 million) and active transportation (\$2 million)
- As part of the allocation of Step 2 Regional Flexible Funds, Metro worked directly with TriMet to identify the projects from the Step 2 allocation which would be eligible candidates for fund exchange TriMet general funds to exchange with Regional Flexible Funds.

As a result of implementing this approach, Metro has become the funding administrator for the bond proceeds dedicated for active transportation project development and the projects identified from

Step 2 which were funding exchanged. In total, Metro is the funding administrator for twenty (20) local transportation projects. These were described in detail in the packet memo with status of the projects and lessons learned. This agenda item will look to be rescheduled at a future TPAC workshop.

2023 Regional Transportation Plan (RTP) Update Work Plan and Engagement Plan (Kim Ellis)

Discussion of the work plan and engagement plan for the 2023 Regional Transportation Plan update was delayed for both MTAC and TPAC due to time spent discussing other regional topics at the Feb. 16 joint workshop and subsequent TPAC meeting on March 4. In lieu of an additional meeting, Metro staff request that TPAC members send feedback on the questions listed in the email that will be sent later today.

The project team will address any feedback received and continue to fine-tune the RTP update materials for consideration by TPAC and JPACT next month. On April 1, TPAC will be requested to make a recommendation to JPACT. Updated materials will be included in TPAC's April 1 packet.

Draft 2022-2023 Unified Planning Work Program (UPWP) Review and Discussion (John Mermin, Metro)

An overview of the 2022-23 Unified Planning Work Program (UPWP) was provided. Prior to the TPAC April 1 meeting where action will be requested, TPAC is being asked to look for opportunities for projects to be better coordinated, ways to add clarity to project narratives, identify any missing information in the project narratives, and identify any missing project narratives.

Comments from the committee:

- Tara O'Brien noted one of the items not discussed at the Federal Consultation meeting for the UPWP was the Federal focus on Transit Fleet Classification. TriMet will be adding additional local funds on the fleet project due to part of new funding available.
- Karen Buehrig appreciated the opportunity to participate in the Federal Consultation meeting. One suggestion provided was showing closer ties between the UPWP projects and the 2023 RTP update. It would be helpful to identify which projects with the UPWP are going to be feeding into the RTP update, as an example the Freight Mobility Project.

Another suggestion for improvement on the document was providing the total project cost listed for multiple years if the project goes beyond the one year budget reporting. It was noted some projects are currently written for more than one FY. Could there be a better way to reflect the overall cost of the project? Mr. Mermin noted the UPWP was reporting of a one-year period with the Metro FY budget summary matched with projects listed in the UPWP for that FY. However, narratives can state if projects go beyond a one-year period.

It was noted there is the transit program in the UPWP, then under this there is a description of the High Capacity Transit project that Metro will be doing. It was questioned why these were linked together. Ms. Buehrig noted the Regional Mobility Pricing Project (RMPP) was confusing with costs reported. It was suggested to be sure this is updated in regard to the costs, which seem to refer to only one quarter. It would be helpful to reflect the full costs of the project. Mr. Mermin noted we can ask ODOT to confirm the report is for the full FY.

- Glen Bolen noted that for the RMPP, the planning phase was expected to be done by next fall. There is often overlapping phases in projects and with other projects which is difficult to show in one FY. For transparency, future phases with budget reflected beyond the planning phase can be pointed out in the narratives the length of the project with possible coordination to

other projects. Ms. Buehrig noted it would help to discuss and understand the transition between the UPWP project and then the work afterwards and how TPAC interacts with this.

- Dyami Valentine noted comments provided by Chris Deffebach provided on the UPWP with clean, short descriptions and articulating what they are. If suggested edits are asked what is the timeline to provide them? It was suggested the ETC program description needs improvement as it describes what has been done, but not what is planned moving forward. The tasks listed for the SW Corridor Transit Project are OK, but the narrative needs to be tightened up with timeline better matched to the project.

Mr. Mermin thanked everyone for the comments. Further input can be provided by March 11, at which time project authors will receive this feedback and it will be placed in the draft being reviewed at the TPAC April 1 meeting.

Regional Mobility Policy Update Case Study Findings and Policy Options (Kim Ellis, Metro/ Susie Wright, Kittelson & Associates/ Glen Bolen, ODOT) Kim Ellis began the presentation by providing an overview of the status of the Regional Mobility Policy Update with future feedback and input being sought that will inform policy makers on the importance on how we measure mobility and adequacy of the transportation system for people and goods with the RTP policy goals for addressing equity, climate, safety, and congestion.

Susie Wright provided a list of draft mobility policies for the Portland region that has been developed.

1. Ensure that the public's investment in the transportation system enhances efficiency in how people and goods travel to where they need to go.
2. Provide people and businesses a variety of seamless and well-connected travel modes and services that increase connectivity, increase choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.
3. Create a reliable transportation system, one that people and businesses can count on to reach destinations in a predictable and reasonable amount of time.
4. Prioritize the safety and comfort of travelers in all modes when planning and implementing mobility solutions.
5. Prioritize investments that ensure that Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other historically marginalized and underserved communities experience equitable mobility.

Draft recommended measures for the updated mobility policy criteria include covering all aspects of the policy elements and be specific, discrete, not overlapping, and applicable to multiple applications (e.g., different scales and time periods), and at least one "on the ground" facility-based measure.

Molly Cooney-Mesker provided a link in chat for the jamboard, where the committee could place notes with comments and/or questions during the following discussion. The draft recommended measures were described in more detail before discussion was held on each. The following was compiled from comments and questions gathered from the jamboard postings, with further comments added on the meeting recording.

Land use and transportation (VMT)

1. How will household VMT scale for jurisdictions with fewer transportation alternatives?
2. Personally, I need training on how the VMT analysis would be conducted.
3. Travel speed should not be applied to urban arterials in the region
4. Are Options 3a and 3d distinct or more "sides of the same coin"?

5. How can the VMT measure be linked explicitly to land use policies? Will the RTP policy point to land use policy direction for jurisdictions?
6. YES, include VMT/capita'
7. How could VMT/capita not be included, when our regional goals hinge on lowering VMT?
8. Could travel speed PM for arterials result in blowing out-up intersections?
9. If travel speed is used for urban arterials, target speeds for safety need to be established, and should in general not exceed 30 mph
10. VMT/capita, for sure. It seems to me it would also be important to track absolute VMT over time.
11. VMT/capita could hold steady (or decrease) but VMT in the region/jurisdiction could still be going up - which would seem to adversely affect mobility (and air quality/public health).
12. From Karen Williams, DEQ: Regarding the congestion measure, particularly travel speed on arterials - one concern I have is how positively viewing travel speed might be counter to protecting pedestrian and biker (and motorist, for that matter) safety. It may be appropriate for a congestion measure on throughways, but perhaps not on arterials, unless conveyed in the context of motor vehicle involved pedestrian/biker serious injury/fatalities.
13. Would be good to have the expert panel address the smaller scale applications and experience using VMT (e.g., in California), as well as the system scale (and maybe some of these interactions in scale)
14. Are we not recommending VMT/employee as well? Could be important from a jobs/housing balance perspective? IS this influenced by potential CFEC charge on only measuring home-based VMT?
15. What CFEC will require in terms of city/county TSPs demonstrating VMT reduction

Congestion measure/Travel Time

16. How does including travel speed as a measure impact safety outcomes?
17. How will travel speed consider the tension between speed and safety (traffic fatalities)?
18. I would support limiting congestion/speed targets to throughways, but not apply to arterials, reflective of their varying roles in the system (throughways are for cross regional trips more mobility focused vs local access to centers and corridors), where safety and options are more important
19. How will travel speed on throughways be connected to RMPP tolling assumptions and performance evaluation?
20. Would there be merit in exploring the connection to ITS as a facet of system efficiency and reliability?
21. Congestion measure should focus on and prioritize transit and investments in non-auto travel
22. Speed and time by themselves are not useful measures. Change in speed and change in time could be but it depends on the outcomes desired.
23. Free flow or congested speed?
24. I have concerns about using travel speed as a performance measure on urban arterials.
25. Focus should be on reliability (and SAFETY), not on travel speed
26. I could see congestion measure leading to more trips by auto, bigger intersections that are not safe for pedestrians, bigger roads, which are less safe
27. Yes - I support having a congestion measure
28. Yes - I support having a congestion measures for arterials
29. Yes to a congestion measure to help identify problem areas. The solutions don't have to be vehicle based.
30. For travel speed would a measure of reliability (e.g., standard deviation) be more important than absolute speed?
31. How would travel speed and travel time be calculated? Most delay occurs at the intersection level which is not captured in the regional model. For a Comp Plan Amendment (i.e. UGB expansion), what is

the size of the study area to be considered? Similar question on method of analysis for VMT/capita. What tool is to be used and over what area?

Multimodal measure

32. Yes, include pedestrian (and bicycle) crossing spacing
33. Transit system completeness needs to be included
34. System completeness is important, but completeness for transit, bicycle and walking needs to be prioritized for completion. How will the measure address this?
35. How will this scale for jurisdictions along the urban boundary versus jurisdictions in the urban core? What coordination will be done with jurisdictions just outside of the UGB?
36. Since local jurisdictions have no control over transit service, both coverage and frequency, how would this gap in system completeness inform outcomes for other modes? We can plan for transit with infrastructure, but can't 3d print buses.
37. How will this crosswalk with DLCD's work around CFEC and town centers?
38. How will these measures impact regionally significant industrial areas or employment areas where there may be a higher volume of freight activity?
39. How will this crosswalk with DLCD's work around CFEC and town centers?
40. Also on CFEC alignment, how do the inventory requirements interface with our requirements?
41. I echo the comment about the need to be able to communicate how this project and the resulting measures relate to the requirements in the upcoming changes to the TPR (CFEC).
42. Will system completeness for transit include a frequency measure?
43. For transparency, it might be helpful to include # of travel lanes in the multi modal PM
44. For transparency, it might be helpful to include # of travel lanes in the multi-modal measure
45. Support completeness - since some links are more important than others (in a center or connect more of network), how is that included?
46. A requirement to consider LTS as part of the system completeness definition could be one approach to not universally set the target but make sure we're considering this in planning and building safe, attractive non-driving options
47. I wonder how we define local connectivity...for example, look at block length or have a collector every 1/2 mile
48. How functional and design classifications interact with the system completeness requirements. Imagine this is how locals would define their desired networks, indicating various levels of importance, right?
49. For bike/ped system completeness could we evaluate 'stress level' of the facility?

Overall comments

1. How is system resiliency considered (e.g., mobility around evacuation routes, redundant routes, lifeline routes, etc.)?
2. How will these measures impact regionally significant industrial areas or employment areas where there may be a higher volume of freight activity?
3. Will ODOT continue to use other measures, like Level of Traffic Stress, for non-motorized modes?
4. While not about these measures, I just want clarity that volume to capacity (v/c) is not being considered in the set of preferred measures moving forward

The presentation ended with brief polls taken:

Do you support including a multi-modal congestion and efficiency measure in the regional mobility policy: (16 responses total)

Yes: 56%

No: 6%

Unsure: 38%

Do you support using system completeness, travel speed, and VMT capita as those measures (19 responses total)

Yes: 37%

No: 5%

Unsure: 58%

Safe and Healthy Urban Arterials – 2023 Regional Transportation Plan (RTP) policy brief (John Mermin and Lake McTighe, Metro) The DRAFT 2023 RTP Policy Brief for Safe and Healthy Urban Arterials was provided, which was included in the workshop packet. The purpose of the policy brief is to frame policy options for consideration by regional leaders. Policy options focus on potential strategies to address identified challenges to developing safe and healthy urban arterial roadways in the region. The brief focuses on the roadways identified as Major Arterials in the 2018 RTP, henceforth referred to as “urban arterials.”

Several reasons were provided why this strategy is needed. Urban arterials often serve as multicultural community centers dotted with vibrant businesses, affordable housing, parks and schools. In Metro’s 2040 Growth Concept, urban arterials serve as key corridors that connect regional centers. They play a critical role in the transit system and are incredibly complex. They typically have four or more travel lanes carrying tens of thousands of vehicles each day, often with posted travel speeds of 35 miles per hour or higher. Urban arterials are also major freight truck routes.

While these characteristics enable huge numbers of cars, buses and trucks to crisscross the region every day, without safety and health interventions they can be deadly, disproportionately impacting people with lower incomes and Black, Indigenous, and people of color (BIPOC). The majority of urban arterials are designated Regional Emergency Transportation Routes, serving critical life safety function during large scale disasters by helping connect our vulnerable populations with critical infrastructure and essential facilities region-wide. However, despite their critical role in the region’s transportation system, decades of underinvestment in urban arterials has led to persistent safety and equity issues. Safety, equity, economic development / land use and transit/mobility represent four important areas of intersection with urban arterials.

Land use / economic development

- Urban arterials are where people, live, work and play and are critical to implementing regional land use vision.
- Current conditions create barriers to economic development on urban arterials.

Equity

- Communities of color and with lower income disproportionately live and travel on urban arterials in Portland.
- Urban arterials contribute to unhealthy air quality in Equity Focus Areas.

Mobility (especially for Transit)

- Urban arterials provide mobility to thousands of people in Portland region on a regular basis.
- Highest bus ridership in the region is on urban arterials
- Nearly all urban arterials are frequent bus routes, but many of these routes need more frequent service and nearly all lack dedicated right of way needed for faster, more efficient service.

Safety

- A disproportionate number of serious and fatal crashes occur on urban arterials.
- A disproportionate number of serious pedestrian and bicycle crashes and fatalities occur on urban arterials.

In spite of a comprehensive policy framework supporting the development of healthy and safe roadways, transportation agencies have still not completed a network of healthy urban arterials to equitably serve people's travel needs. Understanding the challenges, as well as what has been working, will help us understand what might be done differently and identify potential strategies to achieve safe and healthy urban arterials. Challenges are not mutually exclusive.

Funding

Ongoing challenges in bringing funding to urban arterials

1. Needs are greater than available funding.
2. Lack of dedicated funding and coordinated investments.
3. Lack of identified or prioritized projects to address equity, gaps and deficiencies.

Policy / Design

Ongoing challenges to achieving multimodal designs

1. Outdated functional purpose of state-owned urban arterials.
2. Motor-vehicle throughput prioritized over other roadway functions
3. Planned land use not guiding design.
4. Gaps in data.

Recommended actions for consideration were presented. The actions would be implemented by cities, counties, TriMet, SMART, ODOT, Metro and other entities through the update and implementation of the 2023 Regional Transportation Plan.

Comments from the committee:

- Consider including minor arterials in addition to major arterials, especially those in equity focus areas or along high crash corridors, as there is a lot of needs there as well.
- This is good work. Anything we can do to draw more attention to the significant need in our communities is helpful.
- Include more acknowledgement of all of the planning work that has been done on the urban arterials for years. The issue is that there isn't funding. Adjust tone and framing of brief to better reflect this, using an outcomes based approach.
- Frame up what is missing from current efforts. Is there more analysis that we need to do to get the funding that is needed and set ourselves up for success?
- Reflects shared goals of ODOT to address safety on arterials. However, would like to have a better understanding why the topic was identified as a need – where this is coming from.
- ODOT has an issue with using local standards for design on state highways. ODOT's Blueprint for Urban Design is being added into the Oregon Highway Design Manual, it has similarities with Metro's guide. ODOT engineers that stamp designs for state highways need to use state standards.
- ODOT would like to see RFFA funding continue to go towards safety. There is a clear link between the policy brief recommendations and that desire.

- One of the biggest issues is around funding. If we don't anticipate funding it constrains which projects can go into RTP. Would like to see background studies on how urban arterial issues may be limiting economic development on urban arterials, because we would like to know what we could do to support economic development. The communities along these arterials may look different depending on where they are located.
- Agree on the challenges reflected in the memo and it is good to have them all in one place going into the RTP update. There are many of us working on these actions, developing strategies and coordinating to get funding. Clarify who the actions are for, what will it inform, and the next steps for the brief from a TPAC perspective.
- Support for the intent of the policy brief. We need to build on what we have done, make us more effective, get us ready for any future regional investment measure, map out the work underway, support cross fertilization with Regional Mobility Policy.
- Jurisdictional transfer is an important part of this, but not the only outcome for how the state-owned arterials are improved; especially given the Blueprint for Urban Design we can be jointly investing in these facilities.
- Appreciating how this policy brief interacts with other levels of government, such as the FHWA report to Congress on the Complete Streets and the safe systems model. An opportunity to align regional and local efforts with the federal efforts.
- This is an important issue. Families and lives are affected by the safety issues. The data in the policy brief raises a big question on why have not been making progress on safety (we are going backwards) despite a lot of efforts to address safety. Would be helpful to better answer why this is happening.
- Looking at the RTP FC list, there are not enough urban arterial projects on it. However, the reason that the Financially Constrained RTP list does not include projects to address all the needs identified in Regional Investment measure (RIM) is funding. To improve TV Hwy as a complete street with Enhanced Transit would use up nearly all of the County's RTP budget. So much more funding and investment is needed to achieve our goals.

Staff thanked everyone for their participation with comments and input with the project. Further information will be presented as the policy brief is developed.

Committee comments on creating a safe space at TPAC – no comments received.

Adjournment

There being no further business, workshop meeting was adjourned by Chair Kloster at 12:00 p.m.

Respectfully submitted,
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC workshop meeting, March 9, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	3/09/2022	3/09/2022 TPAC Workshop Agenda	030922T-01
2	TPAC Work Program	3/04/2022	TPAC Work Program as of 3/04/2022	030922T-02
3	Minutes	01/12/2022	Minutes for TPAC workshop, 01/12/2022	030922T-03
4	Memo	2/22/2022	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: 2022-23 Draft Unified Planning Work Program (UPWP)	030922T-04
5	Handout	3/2/2022	Draft FY 2022-2023 Unified Planning Work Program: I-5 Boone Bridge and Seismic Improvement Project	030922T-05
6	Memo	2/9/2022	TO: MTAC and TPAC and interested parties From: Kim Ellis, Metro/ Lidwien Rahman, ODOT RE: Case Study Analysis Findings and Discussion Draft Regional Mobility Policy Report	030922T-06
7	Attachment 1	February 2022	System Planning and Plan Amendment Case Study Analysis	030922T-07
8	Attachment A	2/7/2022	Attachment A: Supporting Materials. Memo on Case Study Analysis	030922T-08
9	Presentation	2/16/2022	Regional mobility policy update TPAC/MTAC Workshop	030922T-09
10	Handout	N/A	DRAFT 2023 RTP Policy Brief for Safe and Healthy Urban Arterials	030922T-10
11	Memo	03/09/2022	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: Status Update on the 2019-21 RFFA Fund Exchange	030922T-11
12	Presentation	03/09/22	2022-23 Unified Planning Work Program	030922T-12
13	Presentation	03/09/22	Regional mobility policy update	030922T-13
14	Handout	03/09/22	Jamboard post-its on Regional Mobility Policy Measures	030922T-14
15	Handout	03/09/22	Jamboard comments categorized on Regional Mobility Measures	030922T-15
16	Poll Results	03/09/22	Polls from TPAC March 9, 2022 workshop meeting	030922T-16
17	Presentation	03/09/22	Safe and Healthy Urban Arterials – 2023 RTP Policy Brief	030922T-17

Memo

Date: May 6, 2022

To: TPAC and Interested Parties

From: Dan Kaempff, Principal Transportation Planner

Subject: 2025-2027 Regional Funding Allocation Project Outcomes Evaluation

Introduction

Staff is providing information to TPAC on the 2025-2027 Regional Funding Allocation Project Outcomes Evaluation Report.

Policy Direction

The [2025-2027 Regional Flexible Funds Allocation \(RFFA\) Program Direction](#) was approved by JPACT and adopted by Metro Council in September 2021. This document describes the region's intent for investing the Regional Flexible Funds. It directs the region to invest in a manner consistent with the policy outcomes and investment priorities as defined in the 2018 Regional Transportation Plan (RTP), and through following the regional transportation finance approach in use since 2009.

There is an estimated total of \$67.35 million available for projects in this funding cycle. The 2025-2027 RFFA Program Direction estimated that approximately \$41.25 million in federal transportation funds would be available for capital project investments (Step 2 of the RFFA funding framework). As discussed and approved at JPACT in April 2022, this amount has subsequently been increased to \$47.35 million due to an increased level of regional transportation funding through the federal Infrastructure Investments and Jobs Act (IIJA).

Additional funding is available in this RFFA cycle for regional trails projects. Up to \$20 million will be awarded from the voter-approved 2019 Metro Parks and Nature measure. Trails projects that meet RFFA eligibility requirements may be funded through either or both sources of available funding. Applicants were given the opportunity to indicate if they wished for their trails project to be considered for either source of funds.

Project Applications

Metro held a call for projects that opened in November 2021 and closed in February 2022. Sixteen jurisdictions submitted a total of 29 applications. A full list of the proposed projects is attached to this memo. The funding request for each source of funding is as follows:

Table 1:
Breakdown of applications and funding requests

Funding category	# of applications	Amount requested
RFFA	14	\$79,642,888
Trails Bond	7	\$9,611,010
Either	8	\$26,526,615
Total	29	\$115,780,513¹

Understanding and using the project ratings

The Outcomes Evaluation report is structured to provide details on how the projects advance the region's transportation investment priorities – Equity, Safety, Climate, Congestion Relief – as defined in the 2018 RTP, and through the 2019 Parks and Nature bond measure.

The criteria for evaluating the 29 project proposals were adopted through the 2025-2027 RFFA Program Direction and the 2019 Parks and Nature bond. The performance measures are based on these criteria and were developed with input from a work group comprised of TPAC representatives, agency staff and community organization representatives. None of the criteria areas are weighted higher than the others.

An additional set of evaluation questions aimed at understanding potential economic benefits

Details on the methodology used in rating the projects are found in the Outcomes Evaluation Report, and complete rating details are found in the Excel workbook, both included with the meeting materials.

Evaluation of the project proposals consisted of responding to a series of questions in each criteria area. Much of the evaluation was done primarily through a GIS analysis using the information provided by the applicant. Several questions required manual evaluation and response, which was conducted by Metro staff. In the attached ratings workbook, questions answered through the GIS analysis are shaded blue; those requiring a manual response are shaded orange.

In order to create a meaningful comparison, the projects have been grouped into four categories as shown below.

- Projects seeking Trails Bond funds for Planning and Project Development
- Projects seeking Trails Bond funds for Construction
- Projects seeking RFFA funds for Planning and Project Development
- Projects seeking RFFA funds for Construction

Projects are rated using a GOOD/BETTER/BEST system. The ratings are based on a relative scale compared to the other projects within that category. Trails projects requesting either source of funds are shown in both relevant categories.

¹ The total requested amount may be adjusted based on project budget and funding request changes resulting from applicant responses to the Risk Assessment findings.

The Outcomes Evaluation illustrates how projects performed in the four RFFA criteria areas and the Trails Bond criteria (if applicable). An overall rating is also provided. The intent behind illustrating the outcomes in this manner is to provide information to decision makers that provides multiple means of understanding the policy differences associated with developing funding proposals. For example, it is possible to consider funding projects that may perform well in one or two criteria areas compared to choosing projects that perform well overall.

The categories also provide a means of comparing trails projects requesting funding from either source. Certain projects perform differently when compared to other projects in the Trails Bond categories vs the RFFA categories.

Additional project information

The Outcomes Evaluation report is the first of four sources of information to be used in developing a package of projects for Metro Council approval.

- Risk Assessment – Following practice established for the 2022-2024 RFFA, Metro is working with Kittelson and Associates to conduct a risk assessment of the project proposals. This evaluation measures the thoroughness of projects' scoping, timeline and budget, and identifies any associated risks to the project being completed as indicated in the proposal. The risk assessment is intended to help ensure that the regional funding awarded to a project can be obligated and proceed as described in the applications. The initial risk assessment findings have been shared with applicants. They have the opportunity to amend their proposal following the initial risk assessment report to address any findings. The final risk assessment report will be presented to TPAC and JPACT in June.
- Public Comment – Metro has scheduled a 30-day public comment period, per regional and federal policy. This creates the opportunity for members of the general public, along with community organizations and local jurisdictions to provide insights and information beyond that included in the project application materials and to demonstrate support for specific projects. Applicant agencies are encouraged to make their constituents aware of the opportunity to comment and provide input. The public comment period on or around May 20.
- Coordinating Committee Prioritization – Gathering input from local jurisdictions via their county coordinating committees is the final source of information used in helping shape the funding decision. Coordinating committees may indicate which of the projects submitted from their represented jurisdictions are their priorities to be considered for funding. The deadline for submitting communication to Metro on coordinating committee priorities is July 22.

Determining funding sources between RFFA and Trails Bond

As in previous RFFA funding cycles, TPAC will recommend a funding proposal to JPACT, who will in turn approve a funding proposal for Metro Council to adopt. The Bond funds will follow the same process as the federal RFFA funds but with one key difference, which is that JPACT's role is advisory. This funding proposal will address both the federal RFFA and the Bond funds, but for the purpose of determining projects to be funded through Bond revenue it will serve as an advisory recommendation to Metro staff, who will in turn recommend a final proposal to Metro Council. The staff proposal will consider the same four sources of information (outcomes evaluation, risk assessment, County Coordinating Committee priorities, and public comment) as

the TPAC and JPACT proposals, as well as cultural resources surveys of the 15 projects requesting Bond funding.

Schedule and timeline

Below is a timeline of upcoming discussions and important dates to be followed in the RFFA/Trails Bond process, with Bond-specific milestones in **bold**.

**Table 2:
TPAC/JPACT project selection schedule**

May	11 – TPAC workshop 19 – JPACT 20 – Public Comment period opens	Present draft project outcomes evaluation report. 30-day public comment period
June	3 – TPAC 16 – JPACT 21 – Public Comment close	Gather input on developing funding proposals, present draft risk assessment.
July	8 – TPAC 13 – TPAC workshop 21 – JPACT	Present final risk assessment, public comment reports (due July 1), discuss initial draft funding proposals. Coordinating committees identify priority projects (due July 22)
August	5 – TPAC 18 – JPACT	Discuss and refine draft funding proposal, w/CCC priorities.
September	2 – TPAC <u>ACTION</u> 15 – JPACT <u>ACTION</u>	TPAC to recommend funding proposal to JPACT JPACT to approve project list for Council action JPACT to recommend Bond funding proposal to Metro COO Metro COO to recommend Bond funding proposal to Council
October	6 or 13 – Council <u>ACTION</u>	Final adoption of 25-27 RFFA funding allocations Council approves and adopts Bond Trails Grants

**Table 3:
25-27 RFFA/Trails Bond Project Applications**

Project name	Applicant	Sub-region	Requested amt	Fund source requested
I-205 MUP	Clackamas Co	Clack	\$ 935,884	RFFA
Clackamas River Trail	Happy Valley	Clack	\$ 666,175	Tr Bond
Scott Creek Trail	Happy Valley	Clack	\$ 89,562	Tr Bond
Lakeview Blvd: Jean to McEwan	Lake Oswego	Clack	\$ 450,036	RFFA
Trolley Trail: Milwaukie Bay Pk	NCPRD	Clack	\$ 624,250	Tr Bond
Willamette Falls Dr: 16th to Ostman	West Linn	Clack	\$ 3,362,985	RFFA
Gresham-Fairview Trail: Halsey to Sandy	Gresham	Mult	\$ 4,167,723	Tr Bond
162nd Ave - Glisan to Halsey	Gresham	Mult	\$ 7,316,080	RFFA
Sandy Blvd: Gresham to 230th	Multnomah Co	Mult	\$ 20,660,000	RFFA
Troutdale Rd: Stark to Beaver Ck	Multnomah Co	Mult	\$ 1,720,000	RFFA
Sandy River Greenway	Troutdale	Mult	\$ 1,945,800	Tr Bond
148th Ave: Halsey to Powell	PBOT	Port	\$ 7,100,335	RFFA
Cully Blvd/57th Ave	PBOT	Port	\$ 7,643,201	RFFA
Cornfoot Rd MUP	PBOT	Port	\$ 6,698,345	Either
MLK Jr Blvd: Fremont to Lombard	PBOT	Port	\$ 5,532,955	RFFA
7th Ave: Washington to Division	PBOT	Port	\$ 10,692,227	RFFA
Taylor's Fy Rd: 49th to Capitol Hwy	PBOT	Port	\$ 10,124,236	RFFA
NP Greenway: Kelley Pt to N. Slough	PPR	Port	\$ 4,465,605	Either
Marine Dr Trail	PPR	Port	\$ 2,161,124	Either

Project name	Applicant	Sub-region	Requested amt	Fund source requested
NP Greenway: Columbia to Cathedral Pk	PPR	Port	\$ 2,745,541	Either
Allen Blvd: Murray to King	Beaverton	Wash	\$ 723,670	RFFA
Emerald Necklace Trail	Forest Grove	Wash	\$ 200,000	Either
Brookwood Pkwy Ped Overpass	Hillsboro	Wash	\$ 4,500,000	Either
Westside Trail: Seg. 1	King City	Wash	\$ 210,000	Tr Bond
Westside Trail: Bike/Ped Br	THPRD	Wash	\$ 1,907,500	Tr Bond
Beaverton Creek Trail	THPRD	Wash	\$ 1,774,575	RFFA
Fanno Creek Trail	Tigard	Wash	\$ 1,606,705	RFFA
Tigard-Lake Oswego Trail	Tigard	Wash	\$ 245,000	Either
Council Creek Trail	Washington Co	Wash	\$ 5,511,000	Either
	total requested:		\$ 115,780,513	

25-27 RFFA/Trails Bond Project Applications

Project name	Applicant	Sub-region	Requested amt	Project phase(s)			Fund source requested			
148th Ave: Halsey to Powell	PBOT	Port	\$ 7,100,335	PD	ROW/Util	Const	RFFA			
162nd Ave - Glisan to Halsey	Gresham	Mult	\$ 7,316,080	PD	ROW/Util	Const	RFFA			
57th Ave/Cully Blvd	PBOT	Port	\$ 7,643,201	PD	ROW/Util	Const	RFFA			
7th Ave: Washington to Division	PBOT	Port	\$ 10,692,227	PD	ROW/Util	Const	RFFA			
Allen Blvd: Murray to King	Beaverton	Wash	\$ 723,670	Plan			RFFA			
Beaverton Creek Trail	THPRD	Wash	\$ 1,774,575	Const			RFFA	RFFA	\$ 79,642,888	14
Brookwood Pkwy Ped Overpass	Hillsboro	Wash	\$ 4,500,000	Plan	PD	ROW/Util	Either	Trails Bond	\$ 9,611,009	7
Clackamas River Trail	Happy Valley	Clack	\$ 666,175	PD	ROW/Util	Const	Tr Bond	Either	\$ 26,526,615	8
Cornfoot Rd MUP	PBOT	Port	\$ 6,698,345	PD	ROW/Util	Const	Either			
Council Creek Trail	Washington Co	Wash	\$ 5,511,000	PD	ROW	Const	Either	Clack	\$ 6,128,891	6
Emerald Necklace Trail	Forest Grove	Wash	\$ 200,000	Plan			Either	Mult	\$ 35,809,603	5
Fanno Creek Trail	Tigard	Wash	\$ 1,606,705	Plan			RFFA	Portland	\$ 57,163,569	9
Gresham-Fairview Trail: Halsey to Sandy	Gresham	Mult	\$ 4,167,723	PD	ROW	Const	Tr Bond	Wash	\$ 16,678,450	9
I-205 MUP	Clackamas Co	Clack	\$ 935,884	Plan	PD	Other	RFFA			
Lakeview Blvd: Jean to McEwan	Lake Oswego	Clack	\$ 450,036	Plan	PD	ROW/Util	RFFA	Planning/PD	\$ 12,588,357	11
Marine Dr Trail	PPR	Port	\$ 2,161,124	PD	ROW/Util	Const	Either	Const	\$ 103,192,156	18
MLK Jr Blvd: Fremont to Lombard	PBOT	Port	\$ 5,532,955	PD	ROW/Util	Const	RFFA			
NP Greenway: Columbia to Cathedral Pk	PPR	Port	\$ 2,745,541	PD	ROW/Util	Const	Either	Trails	\$ 40,454,788	18
NP Greenway: Kelley Pt to N. Slough	PPR	Port	\$ 4,465,605	PD	ROW/Util	Const	Either	Street	\$ 75,325,724	11
Sandy Blvd: Gresham to 230th	Multnomah Co	Mult	\$ 20,660,000	ROW	Const	Other	RFFA			
Sandy River Greenway	Troutdale	Mult	\$ 1,945,800	PD	Const	Other	Tr Bond			
Scott Creek Trail	Happy Valley	Clack	\$ 89,562	PD	ROW/Util	Other	Tr Bond			
Taylors Fy Rd: 49th to Capitol Hwy	PBOT	Port	\$ 10,124,236	PD	ROW/Util	Const	RFFA			
Tigard-Lake Oswego Trail	Tigard	Wash	\$ 245,000	Plan			Either			
Trolley Trail: Milwaukie Bay Pk	NCPRD	Clack	\$ 624,250	PD	ROW/Util	Const	Tr Bond			
Troutdale Rd: Stark to Beaver Ck	Multnomah Co	Mult	\$ 1,720,000	PD	Other		RFFA			
Westside Trail: Bike/Ped Br	THPRD	Wash	\$ 1,907,500	PD			Tr Bond			
Westside Trail: Seg. 1	King City	Wash	\$ 210,000	Plan	PD	ROW	Tr Bond			
Willamette Falls Dr: 16th to Ostman	West Linn	Clack	\$ 3,362,985	PD	ROW	Const	RFFA			
	total requested: \$ 115,780,513									



Regional Funding Allocation: Outcomes Evaluation Report

2025-2027 Regional Flexible Funds
Parks & Nature Trails Bond funding

May 2022

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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 2025 through 2027.

A portion of these funds – approximately \$47 million – are targeted towards improvements to streets and trails throughout the region. Unique to the 2025-27 funding cycle is the addition of up to \$20 million for trails projects generated through the voter-approved 2019 Metro Parks and Nature bond measure. The estimated total funding to be allocated in this process is \$67.35 million.

While this amount of regional funding is small relative to the scale of 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) and commitments made to voters who passed the 2019 Parks and Nature bond measure.

BACKGROUND AND METHODOLOGY

In November 2021, Metro opened a call for project proposals to be submitted by the region's local jurisdictions and special districts. Twenty-nine proposals were submitted by the February 2022 deadline.

The OE is an analysis of the proposals, comparing and rating the projects using a set of criteria and performance measures. It is one of several sources of information used by decision makers in developing a list of project investments.

The criteria were developed as part of the 2025-2027 RFFA Program Direction adopted by the Metro Council in September 2021. The criteria for the Regional Flexible Funds are taken directly from the 2018 RTP Investment Priorities. The criteria for the Trails Bond Funds were identified in the 2019 Parks and Nature bond measure.

The main criteria areas for the two funding sources are as follows:

RFFA Funds	Trails Bond Funds
Equity	Racial Equity
Safety	Climate Resilience
Climate	Community Engagement
Congestion Relief	

Performance measures for each of the criterion were first discussed and refined by a work group comprised of TPAC members and community organization representatives.

Using the criteria and performance measures, Metro staff completed a rating of each project within multiple investment priority areas. The project rating worksheet was comprised of a series of "Yes" or "No" questions. Most of the project analysis was done using GIS to determine if the project met a given performance measure. A few additional performance measures were evaluated by staff to determine the response.

All projects seeking RFFA funds are given a BEST/BETTER/GOOD rating in each of the four RFFA criteria areas. Projects seeking Trails Bond funds are rated using the Equity, Safety and Climate RFFA criteria areas, plus a set of Trails criteria specific to the Bond funding. Trails projects seeking either source of funding are scored using both sets of criteria.

UNDERSTANDING THE PROJECT RATINGS

This RFFA cycle is unique due to the inclusion of the Trails Bond funding in the application and evaluation processes. Metro wished to provide applicants with greater opportunities and an easier process to receive regional funding for trails projects. To that end, leveraging the existing RFFA process and developing an application methodology that allowed for trails projects to be considered for either funding source was a key goal of Metro.

While many trails projects have been funded through the RFFA process in previous funding cycles, it was not possible to simply use the RFFA criteria alone to conduct the project technical analysis in this cycle. The bond measure passed by voters included specific criteria to be used in selecting trails projects. While there is some overlap between the RFFA criteria and the bond measure criteria, there are also criteria unique to each source.

In addition, both funding sources may be used to fund planning and development activities to prepare for project construction. 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 **four categories**:

- Projects seeking Trails Bond funds for Planning and Project Development
- Projects seeking Trails Bond funds for Construction
- Projects seeking RFFA funds for Planning and Project Development
- Projects seeking RFFA 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. Trails projects requesting either source of funding are rated in both the RFFA and Trails Bond categories.

- Each project was evaluated and given a GOOD/BETTER/BEST rating in each of the relevant criteria areas for the requested funding source. No criteria area is weighted greater than the others. Projects requesting Trails Bond funding only are not rated in the Congestion Relief criteria area. The trails criteria are not used for non-trail projects. Projects were also given an overall rating, based on the averages of the criteria scores.
- With each of the criteria areas, the projects were evaluated using a series of Yes/No questions. “Yes” answers were awarded points, “No” answers were awarded no points. The number of points per question in each criteria area was adjusted so that the total number of points available in each RFFA criteria area equaled 20. The total number of points available in the Trails Bond criteria was 34.

Simply totaling the scores would have resulted in some questions being weighted differently than others, which was not the policy intent of the 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 category (e.g. Equity or Safety). Here is an example of how ratings were derived, using the projects in the Trails Bond Planning and Project Development category:

In the Equity criteria area, the average score was 63 percent. The scores ranged from a high of 89 percent to a low of 44 percent. Looking at the average, maximum and minimum Safety scores of these projects, natural breaks in the scores emerged. There were two projects that achieved a 78 percent score or greater; these were rated BEST. Two projects had scores ranging from 56 percent to 67 percent; these were rated BETTER. Two projects had a 44 percent score and were rated GOOD.

For the same group of projects, their Climate scores averaged 37 percent, with a high of 56 percent and a low of 22 percent. One project was at 56 percent and was rated BEST. Four projects rated between 44 and 33 percent and were rated BETTER. One project had a 22 percent score and was rated GOOD.

The Overall score was calculated using the average of the criteria area ratings for project within a specific category. The Overall score is relative to the other project's average scores, not to the project's criteria area scores. For example, a project may have BETTER ratings in the Equity, Safety, Climate and Trails criteria area, but still receive a GOOD rating overall. This is because its Overall rating is low compared to the other project's overall ratings.

DRAFT 25-27 Project Ratings				Legend:	BEST	BETTER	GOOD			
Project	Applicant	Fund Source	Requested amt	Equity	Safety	Climate	Con. Rel.	Trails	Overall	
Trails Bond Planning/PD projects										
Emerald Necklace Trail	Forest Grove	Either	\$ 200,000	56%	63%	33%	N/A	53%	51%	
Tigard-LO Trail	Tigard	Either	\$ 245,000	67%	71%	56%	N/A	82%	69%	
Brookwood Ped Overpass	Hillsboro	Either	\$ 4,500,000	44%	71%	33%	N/A	71%	55%	
Scott Creek Trail	Happy Valley	Bond	\$ 89,562	78%	79%	44%	N/A	47%	62%	
Westside Trail: Seg 1	King City	Bond	\$ 210,000	44%	50%	22%	N/A	56%	43%	
Westside Trail Bridge	THPRD	Bond	\$ 1,907,500	89%	71%	33%	N/A	76%	67%	
			avg	63%	68%	37%		64%	58%	
			max	89%	79%	56%		82%	69%	
			min	44%	50%	22%		47%	43%	
			diff	44%	29%	33%		35%	26%	

The evaluation also included Yes/No questions related to project economic outcomes. These outcomes are included in the detailed evaluation notes for each project.

PROJECT RATING DETAILS

All of the individual project technical rating worksheets and compiled ratings are included in a separate Excel worksheet available on Metro's website (oregonmetro.gov/RFFA).

The following pages provide details on the candidate project's technical ratings. A summary table illustrates the projects' ratings. Following this, rating details for each project are listed in alphabetical order by project name as follows:

- 148th Ave: Halsey to Powell
- 162nd Ave - Glisan to Halsey
- 7th Ave: Washington to Division
- Allen Blvd: Murray to King
- Beaverton Creek Trail
- Brookwood Pkwy Ped Overpass
- Clackamas River Trail
- Cornfoot Rd MUP
- Council Creek Trail
- Cully Blvd/57th Ave
- Emerald Necklace Trail
- Fanno Creek Trail
- Gresham-Fairview Trail: Halsey to Sandy
- I-205 MUP
- Lakeview Blvd: Jean to McEwan
- Marine Dr Trail
- MLK Jr Blvd: Fremont to Lombard
- NP Greenway: Columbia to Cathedral Pk
- NP Greenway: Kelley Pt to N. Slough
- Sandy Blvd: Gresham to 230th
- Sandy River Greenway
- Scott Creek Trail
- Taylors Fy Rd: 49th to Capitol Hwy
- Tigard-Lake Oswego Trail
- Trolley Trail: Milwaukie Bay Pk
- Troutdale Rd: Stark to Beaver Ck
- Westside Trail: Bike/Ped Br
- Westside Trail: Seg. 1
- Willamette Falls Dr: 16th to Ostman

DRAFT 25-27 Project Ratings			Legend:	BEST	BETTER	GOOD			
Project	Applicant	Fund Source	Requested amt	Equity	Safety	Climate	Con. Rel.	Trails	Overall
Trails Bond Planning/PD projects									
Brookwood Ped Overpass	Hillsboro	Either	\$ 4,500,000				N/A		
Emerald Necklace Trail	Forest Grove	Either	\$ 200,000				N/A		
Scott Creek Trail	Happy Valley	Bond	\$ 89,562				N/A		
Tigard-LO Trail	Tigard	Either	\$ 245,000				N/A		
Westside Trail Bridge	THPRD	Bond	\$ 1,907,500				N/A		
Westside Trail: Seg 1	King City	Bond	\$ 210,000				N/A		
Trails Bond Construction projects									
Clackamas River Trail	Happy Valley	Bond	\$ 666,175				N/A		
Cornfoot Rd	PBOT	Either	\$ 5,225,500				N/A		
Council Ck Trail	Washington Co	Either	\$ 5,511,000				N/A		
Gresh-Fairview Trail	Gresham	Bond	\$ 4,167,723				N/A		
Marine Dr Trail	PPR	Either	\$ 2,161,124				N/A		
NP Greenway (Col to Cath)	PPR	Either	\$ 2,647,950				N/A		
NP Greenway (Kelley to Slough)	PPR	Either	\$ 3,483,699				N/A		
Sandy River Greenway	Troutdale	Bond	\$ 1,945,800				N/A		
Trolley Trail	NCPRD	Bond	\$ 624,250				N/A		
RFFA Planning/PD projects									
Allen Blvd	Beaverton	RFFA	\$ 723,670					N/A	
Brookwood Ped Overpass	Hillsboro	Either	\$ 4,500,000					N/A	
Emerald Necklace Trail	Forest Grove	Either	\$ 200,000					N/A	
Fanno Ck Trail	Tigard	RFFA	\$ 1,606,705					N/A	
I-205 MUP	Clackamas Co	RFFA	\$ 935,884					N/A	
Lakeview Blvd	Lake Oswego	RFFA	\$ 450,036					N/A	
Tigard-LO Trail	Tigard	Either	\$ 245,000					N/A	
Troutdale Rd	Multnomah Co	RFFA	\$ 1,720,000					N/A	
RFFA Construction projects									
148th Ave	PBOT	RFFA	\$ 7,100,335					N/A	
162nd Ave	Gresham	RFFA	\$ 7,316,080					N/A	
57th Ave-Cully Blvd	PBOT	RFFA	\$ 7,643,201					N/A	
7th Ave	PBOT	RFFA	\$ 10,692,227					N/A	
Beaverton Creek Trail	THPRD	RFFA	\$ 1,774,575					N/A	
Cornfoot Rd	PBOT	Either	\$ 6,698,345					N/A	
Council Ck Trail	Washington Co	Either	\$ 5,511,000					N/A	
Marine Dr Trail	PPR	Either	\$ 2,770,252					N/A	
MLK Blvd	PBOT	RFFA	\$ 5,532,955					N/A	
NP Greenway (Col to Cath)	PPR	Either	\$ 2,745,541					N/A	
NP Greenway (Kelley to Slough)	PPR	Either	\$ 4,465,605					N/A	
Sandy Blvd	Multnomah Co	RFFA	\$ 20,660,000					N/A	
Taylor's Fy Rd	PBOT	RFFA	\$ 10,124,236					N/A	
Willamette Falls Dr	West Linn	RFFA	\$ 3,362,985					N/A	

Project name:	148 th Avenue
Applicant:	Portland Bureau of Transportation
Amount requested:	\$7,100,335
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project adds wider bike lanes and sidewalks along the length of the project area (Halsey St to Powell Blvd, approx. 2.5 mi.). Other amenities, such as enhanced ped crossings and buffers, are added at key points along the street. Project does not fill the pedestrian network gap along the west side of 148 th between Halsey and Glisan along Glendoveer Golf Course. Improves freight network, increases access to tracts with high residential developability.
Outcomes ratings:	RFFA
<i>Equity</i>	BEST
<i>Safety</i>	BETTER
<i>Climate</i>	BETTER
<i>Congestion</i>	GOOD
<i>Overall</i>	BETTER

Project name:	162 nd Avenue
Applicant:	Gresham
Amount requested:	\$7,316,080
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project builds complete street between Halsey St. and Glisan St. (approx. .5 mi.). Improves crossing of 162 nd to connect to planned Holladay St. greenway. Fills gap in pedestrian network; improves transit stops. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
Outcomes ratings:	RFFA
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Congestion</i>	BEST
<i>Overall</i>	BEST

Project name:	7 th Avenue
Applicant:	Portland Bureau of Transportation
Amount requested:	\$10,692,227
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project upgrades existing bike lanes and sidewalks to add protected bike lanes and other active transportation improvements on a street identified on the High Crash Corridor network, e.g., ADA curb ramps, modernized signals and improved crossings. ROW is constrained; project removes parking on one side of the street. Project area includes residential and commercial uses; 7 th Ave provides a safer alternative to a regional freight network street (MLK/Grand couplet). Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	RFFA
<i>Equity</i>	BETTER
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Congestion</i>	BEST
<i>Overall</i>	BETTER

Project name:	Allen Blvd
Applicant:	Beaverton
Amount requested:	\$723,670
Source requested:	RFFA
Project phase(s):	Planning
Evaluation notes:	Analysis of multiple options for multi-modal street improvements between Murray Rd. and King St. (approx. 1.5 miles). Options noted in application range from roadway reallocation to create a three-lane cross section, as well as roadway widening to retain the existing travel lanes and create space for protected bike facilities, wider sidewalks, and street trees. Project does not reach to Hwy. 217 interchange, approx. .2 mi east. Potential TSMO and ITS solutions identified, but further understanding of TSMO or ITS needs on this corridor are necessary. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.
Outcomes ratings:	RFFA
<i>Equity</i>	BETTER
<i>Safety</i>	BETTER
<i>Climate</i>	BEST
<i>Congestion</i>	BEST
<i>Overall</i>	BEST

Project name:	Beaverton Creek Trail
Applicant:	Tualatin Hills Parks & Recreation District
Amount requested:	\$1,774,575
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project constructs and improves section of trail up to regional standards. Design is constrained in places due to constrained ROW through developed property. Has multiple on and off-street sections. Connects to MAX stations. Some additional project features at the intersections where the trails crosses the roadway. These features make it safer to cross. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	RFFA
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Congestion</i>	BEST
<i>Overall</i>	BETTER

Project name:	Brookwood Pedestrian Overpass	
Applicant:	Hillsboro	
Amount requested:	\$4,500,000	
Source requested:	Either	
Project phase(s):	Planning, Project Development	
Evaluation notes:	The project would design bridge across a major arterial that is also a segment of the Crescent Park Greenway. Adjoining segments of the regional trail are currently under construction. The project will address environmental considerations such as wetlands and floodplain issues. The project has a stated purpose of being more recreational and a lot of the project features are focused to support recreational use. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
Outcomes ratings:	Trails Bond	RFFA
<i>Equity</i>	GOOD	GOOD
<i>Safety</i>	BETTER	BEST
<i>Climate</i>	BETTER	GOOD
<i>Congestion</i>	N/A	BETTER
<i>Trails</i>	BETTER	N/A
<i>Overall</i>	BETTER	BETTER

Project name:	Clackamas River Trail
Applicant:	Happy Valley
Amount requested:	\$666,175
Source requested:	Bond
Project phase(s):	Construction
Evaluation notes:	Project would build a 1,450 foot multi-use trail along the Clackamas River in Carver. The property adjacent is undeveloped and difficult to plan / build without knowing what will be going there. Many unknowns regarding facility design and construction – major access issues - accessible likely and issue. Not currently filling a gap. The city would bring considerable overmatch, providing 75% of the overall project cost. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	Trails Bond
<i>Equity</i>	GOOD
<i>Safety</i>	GOOD
<i>Climate</i>	GOOD
<i>Trails</i>	GOOD
<i>Overall</i>	GOOD

Project name:	Cornfoot Road Multiuse Path	
Applicant:	Portland Bureau of Transportation	
Amount requested:	\$5,225,500	
Source requested:	Either	
Project phase(s):	Project Development, Construction	
Evaluation notes:	Creates separated path along designated freight intermodal network connection in commercial/industrial zone. Fills 1.2 mile bike/ped network gap and is a segment of the Columbia Slough Trail. Improves connections to airport, employment, shopping. Not in an equity focus area but completes a direct connection between EFAs and employment area (via 47 th Ave improvements). Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
Outcomes ratings:	Trails Bond	RFFA
<i>Equity</i>	BETTER	BETTER
<i>Safety</i>	GOOD	GOOD
<i>Climate</i>	BETTER	GOOD
<i>Congestion</i>	N/A	BEST
<i>Trails</i>	BETTER	N/A
<i>Overall</i>	BETTER	BETTER

Project name:	Council Creek Trail	
Applicant:	Washington County	
Amount requested:	\$5,511,000	
Source requested:	Either	
Project phase(s):	Construction	
Evaluation notes:	Project builds 20 street and driveway crossings along the six mile long Council Creek Trail and would leverage \$17.5M in local and federal funding dedicated to trail construction. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
Outcomes ratings:	Trails Bond	RFFA
<i>Equity</i>	BEST	BETTER
<i>Safety</i>	BEST	BEST
<i>Climate</i>	BEST	BETTER
<i>Congestion</i>	N/A	BEST
<i>Trails</i>	BEST	N/A
<i>Overall</i>	BEST	BEST

Project name:	Cully Boulevard/57 th Avenue	
Applicant:	Portland Bureau of Transportation	
Amount requested:	\$7,643,201	
Source requested:	RFFA	
Project phase(s):	Construction	
Evaluation notes:	Project improves bike/ped infrastructure between Fremont and Prescott streets. Creates protected bike lanes to continue existing protected facilities north of Prescott. Improves access to tracts with high residential development potential.	
Outcomes ratings:	RFFA	
<i>Equity</i>	BETTER	
<i>Safety</i>	BETTER	
<i>Climate</i>	BETTER	
<i>Congestion</i>	BETTER	
<i>Overall</i>	BETTER	

Project name:	Emerald Necklace Trail	
Applicant:	Forest Grove	
Amount requested:	\$200,000	
Source requested:	Either	
Project phase(s):	Planning	
Evaluation notes:	Refinement of several sections of an 11 mile trail loop encircling the city. Roughly half of the loop is already built. Through community engagement, the project would propose an alignment and preliminary design to complete the remaining gaps. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
Outcomes ratings:	Trails Bond	RFFA
<i>Equity</i>	BETTER	BETTER
<i>Safety</i>	BETTER	BETTER
<i>Climate</i>	BETTER	GOOD
<i>Congestion</i>	N/A	BETTER
<i>Trails</i>	BETTER	N/A
<i>Overall</i>	BETTER	BETTER

Project name:	Fanno Creek Trail	
Applicant:	Tigard	
Amount requested:	\$1,606,705	
Source requested:	RFFA	
Project phase(s):	Planning	
Evaluation notes:	Analysis of trail alignment options between Bonita Rd. and Durham Rd. (approx. 1 mile). Increases access to schools, library/services for an EFA and adjacent affordable housing complex. Significant portion of much longer trail system. Links/provides access to bus on perpendicular roads. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
Outcomes ratings:	RFFA	
<i>Equity</i>	BETTER	
<i>Safety</i>	BETTER	
<i>Climate</i>	BETTER	
<i>Congestion</i>	BETTER	
<i>Overall</i>	BETTER	

Project name:	Gresham – Fairview Trail
Applicant:	Gresham
Amount requested:	\$4,167,723
Source requested:	Trails Bond
Project phase(s):	Construction
Evaluation notes:	Builds a new 0.6 mile long multi-use path along west side of NE 201 st Ave. Completes a gap in the Gresham-Fairview Trail and connects to the perpendicular I-84 path. The project has a high cost due to the need to move and rebuild the existing road. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
Outcomes ratings:	Trails Bond
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BEST
<i>Trails</i>	BETTER
<i>Overall</i>	BEST

Project name:	I-205 Multiuse Path
Applicant:	Clackamas County
Amount requested:	\$935,884
Source requested:	RFFA
Project phase(s):	Planning, Project Development
Evaluation notes:	Analysis of three potential alignments to replace current on-street section of regional multi-use path between Highways 224 and 212 (approx. 4,000 ft. straight line distance). Project will complete gap on regional trails network. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
Outcomes ratings:	RFFA
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Congestion</i>	BEST
<i>Overall</i>	BEST

Project name:	Lakeview Blvd
Applicant:	Lake Oswego
Amount requested:	\$450,036
Source requested:	RFFA
Project phase(s):	Project Development
Evaluation notes:	Analysis and planning for road improvements. Indicated initial project design would widen .7 mile of Lakeview Blvd. (Jean Rd to McEwan Rd) to 14' travel lanes with bicycle sharrows, and upgrade sidewalk on one side of street. The street has single-family homes on the south side and industrial uses on the north, presenting a challenge to meet both purposes. Analysis and outreach are needed to design a facility that will serve the needs of businesses and residents while increasing the livability of the streets in the area. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
Outcomes ratings:	RFFA
<i>Equity</i>	BETTER
<i>Safety</i>	GOOD
<i>Climate</i>	BETTER
<i>Congestion</i>	GOOD
<i>Overall</i>	GOOD

Project name:	Marine Drive Trail	
Applicant:	Portland Parks & Recreation	
Amount requested:	\$2,161,124	
Source requested:	Either	
Project phase(s):	Project Development, Construction	
Evaluation notes:	Project would fill a 4,050 foot gap in the 40-Mile Loop. The design is appropriate for the classification with good safety and crossing features. Applicant has on-levee design and construction experience. A good level of work has gone into project development. The project would replace 4,000+ft of dangerous on street bike lanes in a high crash corridor with a separated path. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
Outcomes ratings:	Trails Bond	RFFA
<i>Equity</i>	GOOD	BETTER
<i>Safety</i>	BETTER	BEST
<i>Climate</i>	BEST	BETTER
<i>Congestion</i>	N/A	BEST
<i>Trails</i>	BETTER	N/A
<i>Overall</i>	BETTER	BETTER

Project name:	Martin Luther King Jr. Boulevard
Applicant:	Portland Bureau of Transportation
Amount requested:	\$5,532,955
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project consists of multiple crossing and signal improvements along MLK Blvd between Fremont and Lombard streets (approx. 2 mi). Adding bicycle facilities to MLK is not feasible due to nature of the street; improving crossings is safest improvement possible. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	RFFA
<i>Equity</i>	BEST
<i>Safety</i>	BETTER
<i>Climate</i>	BEST
<i>Congestion</i>	BEST
<i>Overall</i>	BEST

Project name:	N Portland Greenway: Columbia Blvd to Cathedral Park	
Applicant:	Portland Parks & Recreation	
Amount requested:	\$2,647,950	
Source requested:	Either	
Project phase(s):	Project Development, Construction	
Evaluation notes:	Project consists of three main elements: 1) makes up funding shortfall for partially designed and funded bike/ped bridge over Columbia Blvd, 2) builds 1,450 feet of paved regional trail in Baltimore Woods Natural Area and Cathedral Park, and 3) completes 2,300 feet of on-street neighborhoods greenways. Reviewers are concerned that the requested funds may not be enough to cover the bridge shortfall and that the neighborhood greenway elements may not be eligible for bond funds, as they are not shown in the Regional Trails System Plan Map. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
Outcomes ratings:	Trails Bond	RFFA
<i>Equity</i>	BEST	BEST
<i>Safety</i>	BEST	BEST
<i>Climate</i>	BETTER	GOOD
<i>Congestion</i>	N/A	BEST
<i>Trails</i>	BEST	N/A
<i>Overall</i>	BEST	BETTER

Project name:	N Portland Greenway: Kelley Point Park to Columbia Slough	
Applicant:	Portland Parks & Recreation	
Amount requested:	\$4,465,605	
Source requested:	Either	
Project phase(s):	Project Development, Construction	
Evaluation notes:	Project would build a new 2,000 foot paved trail in Kelley Point Park and rebuild the 2,600 Rivergate Trail along the Columbia Slough. There is concern that the Rivergate Trail would be a “path to nowhere,” as it dead ends at the site of an unfunded future bike-ped bridge across the Slough. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
Outcomes ratings:	Trails Bond	RFFA
<i>Equity</i>	GOOD	BETTER
<i>Safety</i>	BETTER	BETTER
<i>Climate</i>	BETTER	GOOD
<i>Congestion</i>	N/A	GOOD
<i>Trails</i>	BETTER	N/A
<i>Overall</i>	BETTER	GOOD

Project name:	Sandy Boulevard	
Applicant:	Multnomah County	
Amount requested:	\$20,660,000	
Source requested:	RFFA	
Project phase(s):	Construction	
Evaluation notes:	Project adds sidewalks and bike lanes, improves transit access along a 1.4 mile section of Sandy Blvd. between Gresham city limits and 230 th Ave. Overall project funding request is phased into smaller sections to allow for different funding options to be considered. Project is not on high crash corridor network nor in equity focus area. But there is a large amount of affordable housing in the project area and it is in close proximity to employment areas. Project would not completely fill network gap; project extent does not include approx. 2 block length between improvements eastward to 201 st and the Gresham city limit. It is unclear from the application if a future project is planned to close this gap. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
Outcomes ratings:	RFFA	
<i>Equity</i>	GOOD	
<i>Safety</i>	BETTER	
<i>Climate</i>	BETTER	
<i>Congestion</i>	BEST	
<i>Overall</i>	BETTER	

Project name:	Sandy River Greenway
Applicant:	Troutdale
Amount requested:	\$1,945,800
Source requested:	Trails Bond
Project phase(s):	Construction
Evaluation notes:	Riverfront path construction completes a gap in the 40-mile loop, and connects existing trails at I-84 to the Historic Columbia River Highway in downtown Troutdale. Helps create safer connection to industrial area and employment. Proposed design provides a high-quality experience. Design challenge will be to cross under railroad while staying above flood elevation. 60% design is already completed.
Outcomes ratings:	Trails Bond
<i>Equity</i>	GOOD
<i>Safety</i>	BETTER
<i>Climate</i>	BETTER
<i>Trails</i>	GOOD
<i>Overall</i>	GOOD

Project name:	Scott Creek Trail
Applicant:	Happy Valley
Amount requested:	\$89,562
Source requested:	Trails Bond
Project phase(s):	Planning, Project Development
Evaluation notes:	Project would complete 30% design for a regional trail gap in an equity focus area, providing a grade-separated crossing of Sunnyside Road and a connection to Mt. Talbert Nature Park. They have reached out to Tribes about the grant request and project. The project would address a network gap and has both a Preferred A) off street option and a Backup B) On Street alignment. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential.
Outcomes ratings:	Trails Bond
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Trails</i>	GOOD
<i>Overall</i>	BETTER

Project name:	Taylors Ferry Road
Applicant:	Portland Bureau of Transportation
Amount requested:	\$10,124,236
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Fills gap between 48 th Ave and Barbur Blvd. Improves access to transit, creates safer biking/walking conditions. Project design is limited due to right-of-way limitations and environmental impacts. This segment of Taylors Ferry Rd traverses Woods Creek and surrounding natural area; sidewalk only on one side of street. Identified in Regional Investment Measure. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	RFFA
<i>Equity</i>	BETTER
<i>Safety</i>	GOOD
<i>Climate</i>	BETTER
<i>Congestion</i>	BETTER
<i>Overall</i>	BETTER

Project name:	Tigard – Lake Oswego Trail	
Applicant:	Tigard	
Amount requested:	\$245,000	
Source requested:	Either	
Project phase(s):	Planning	
Evaluation notes:	This alignment study will refine a concept alignment for a 4,400 foot regional trail connection that includes crossings of a freeway ramp and two private properties, and a reconfiguration of city streets. The future trail would provide an important link in the active transportation network by connecting to an existing bike/ped bridge across I-5. The project faces many constraints and unknowns, particularly around ODOT's future plans within its right-of-way. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
Outcomes ratings:	Trails Bond	RFFA
<i>Equity</i>	BETTER	BETTER
<i>Safety</i>	BETTER	BEST
<i>Climate</i>	BEST	BETTER
<i>Congestion</i>	N/A	BEST
<i>Trails</i>	BEST	N/A
<i>Overall</i>	BEST	BEST

Project name:	Trolley Trail
Applicant:	North Clackamas Parks & Recreation District
Amount requested:	\$624,250
Source requested:	Trails Bond
Project phase(s):	Construction
Evaluation notes:	Realigns and improves an existing 1,065 foot substandard section of the regional trail along McLoughlin Blvd, within the park. The design will create a 14-ft paved multi-use path and will remove tight turns, delineate bike and ped zones, mitigate potential crossing conflict, and provide more uniform paving. This segment connects people from the regional trail network to the park and the river as well as from the transit stops, housing, and commercial areas in the adjacent downtown and neighboring communities. Identified in Regional Investment Measure. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	Trails Bond
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BEST
<i>Trails</i>	BEST
<i>Overall</i>	BEST

Project name:	Troutdale Road
Applicant:	Multnomah County
Amount requested:	\$1,720,000
Source requested:	RFFA
Project phase(s):	Project Development
Evaluation notes:	Project improves .35 mile of Troutdale Rd. between Stark St. and Beaver Creek Ln. Includes culvert replacement for Beaver Creek and adds sidewalks and bike facilities. Improves transit stops. Troutdale Rd/Buxton Rd are identified as a 1.5 mile gap in the regional bike/ped network. Curb tight sidewalks and painted bike lanes are present for most of this gap but are largely missing in the project area particularly at the culvert. There are few viable alternative options for north/south active transportation travel in this area.
Outcomes ratings:	RFFA
<i>Equity</i>	BETTER
<i>Safety</i>	BETTER
<i>Climate</i>	GOOD
<i>Congestion</i>	BETTER
<i>Overall</i>	BETTER

Project name:	Westside Trail Bridge
Applicant:	Tualatin Hills Parks & Recreation District
Amount requested:	\$1,907,500
Source requested:	Trails Bond
Project phase(s):	Project Development
Evaluation notes:	Project will complete design and engineering for a bike/ped bridge across US-26 Sunset Highway. Crosses a major barrier (the freeway) and the design thus far has been informed by a thorough planning and engagement process. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.
Outcomes ratings:	Trails Bond
<i>Equity</i>	BEST
<i>Safety</i>	BETTER
<i>Climate</i>	BETTER
<i>Trails</i>	BEST
<i>Overall</i>	BEST

Project name:	Westside Trail: Segment 1
Applicant:	King City
Amount requested:	\$210,000
Source requested:	Trails Bond
Project phase(s):	Planning, Project Development
Evaluation notes:	Project would plan and design the entirety of King City's 4,000 foot segment of the regional trail. The Urban Growth Boundary was recently expanded to encompass this portion of trail. The trail would provide connections to the local trail network and public transit on 99W to the people living North of Beef Bend Rd or west of the Power Line. Because it is a planning project there are still many unknowns regarding facility design. Improves access to tracts with high residential development potential.
Outcomes ratings:	Trails Bond
<i>Equity</i>	GOOD
<i>Safety</i>	GOOD
<i>Climate</i>	GOOD
<i>Trails</i>	BETTER
<i>Overall</i>	GOOD

Project name:	Willamette Falls Drive
Applicant:	West Linn
Amount requested:	\$3,362,985
Source requested:	RFFA
Project phase(s):	COnstruction
Evaluation notes:	Project continues complete street improvements for .4 mile between 16 th and Ostman Streets. High level of design detailed in application; concern is that available right-of-way may not be sufficient along the entire length to include all identified project elements.
Outcomes ratings:	RFFA
<i>Equity</i>	GOOD
<i>Safety</i>	BETTER
<i>Climate</i>	BETTER
<i>Congestion</i>	GOOD
<i>Overall</i>	GOOD

ACKNOWLEDGEMENTS

Performance Measures Work Group:

Glen Bolen – ODOT
William Francis – Community Cycling Center
Hau Hagedorn – Portland State University
Ted Labbe – Urban Greenspaces Institute
Lewis Lem – Port of Portland
Andre Lightsey-Walker – The Street Trust
Stephanie Noll – Oregon Trails Coalition
Jeff Owen – TriMet
Momoko Saunders – Community Cycling Center
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Allan Schmidt
Robert Spurlock
Karen Vitkay

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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Materials following this page were distributed at the meeting.



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2025-2027 Regional Funding (RFFA + Trails Bond) Outcomes Evaluation Report

TPAC Workshop

May 11, 2022

Today's discussion

1. Introduce the Outcomes Evaluation report
2. Review process and timeline
3. Prepare for upcoming discussions



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Background

Two funding sources = \$67.3 million

(Federal)
RFFA:
\$47.3 million

(Local)
Trails bond:
\$20 million

29 applications

Funding category	# of applications	Amount requested
RFFA	14	\$79,642,888
Trails Bond	7	\$9,611,010
Either	8	\$26,526,615
Total	29	\$115,780,513*



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Outcomes Evaluation

RFFA Program Direction

- Statement of intent to target regional funds to achieve regional priorities
- Defines RTP based criteria used to measure project outcomes

RFFA funding criteria

2018 Regional Transportation Plan Priorities	Outcome(s) Being Measured (Project Criteria)
Equity Reduce barriers and disparities faced by historically marginalized communities, particularly for communities of color and people with low income.	Increased accessibility Increased access to affordable travel options
Safety Reduce fatal and severe injury crashes to move the region as quickly as possible toward Vision Zero, particularly for communities of color and other historically marginalized communities.	Reduced fatal and serious injury crashes for all modes of travel
Climate Change Reduce greenhouse gas emissions from cars and small trucks to reduce the impacts of climate change, particularly for communities of color and other historically marginalized communities.	Reduced emissions from vehicles Reduced drive alone trips
Congestion Relief Manage travel demand and increase use of travel options to make travel more reliable on the region's busiest roadways, particularly for communities of color and other historically marginalized communities.	Increased reliability Increased travel efficiency Increased travel options Reduced drive alone trips

Trails Bond funding criteria

- Provide people access to streams, rivers and wetlands.
- Include connections to or partnerships with trails of statewide significance.
- Close a gap in existing trail segments or a gap between major destinations.
- Demonstrate that trail acquisition or development has a high level of readiness (e.g. existing master plan, completed land acquisition, completed design work and local agency leadership).
- Leverage other public, private or non-profit investments in the surrounding community.
- Focus on closing gaps and completing ready-to-build projects that fulfill the

Regional Trails Plan, including land and water trails, particularly those identified as priorities by communities of color, Indigenous communities, low-income and other historically marginalized communities.

- Consider proximity to affordable housing and transit and connections to regional or local parks, local streams and rivers.
- Prioritize trails likely to be used by communities of color, Indigenous communities, low-income and other historically marginalized communities.
- Include universal design for people of all abilities.

How criteria areas were used

- Equity, Safety, Climate – used for both
- Congestion – used for RFFA
- Trails – used for Trails Bond

Other RFFA performance measures

- Prioritized in Regional Investment Measure
- Provides/increases access to Target Industries
- Industrial/Commercial developability potential
- Residential developability potential
- Improvements to Freight network

Outcomes Evaluation objectives

- Reflect differences in project phases – Planning/PD + Construction
- Incorporate two different funding sources – RFFA + Trails Bond
- Illustrate outcomes in multiple investment priorities

Four categories: funding source + project phase

RFFA

- Planning/Project Development
- Construction

Trails Bond

- Planning/Project Development
- Construction

DRAFT 25-27 Project Ratings			Legend:	BEST	BETTER	GOOD			
Project	Applicant	Fund Source	Requested amt	Equity	Safety	Climate	Con. Rel.	Trails	Overall
Trails Bond Planning/PD projects									
Emerald Necklace Trail	Forest Grove	Either	\$ 200,000	56%	63%	33%	N/A	53%	51%
Tigard-LO Trail	Tigard	Either	\$ 245,000	67%	71%	56%	N/A	82%	69%
Brookwood Ped Overpass	Hillsboro	Either	\$ 4,500,000	44%	71%	33%	N/A	71%	55%
Scott Creek Trail	Happy Valley	Bond	\$ 89,562	78%	79%	44%	N/A	47%	62%
Westside Trail: Seg 1	King City	Bond	\$ 210,000	44%	50%	22%	N/A	56%	43%
Westside Trail Bridge	THPRD	Bond	\$ 1,907,500	89%	71%	33%	N/A	76%	67%
			avg	63%	68%	37%		64%	58%
			max	89%	79%	56%		82%	69%
			min	44%	50%	22%		47%	43%
			diff	44%	29%	33%		35%	26%

Developing proposals for discussion

- Focus on certain criteria areas or look at overall outcomes?
- Consider funding source for “Either” projects
- Balancing to available funding
- Incorporating additional information:
 - Risk Assessment, Public Comment, Coord. Comm. Priorities

Next steps

- JPACT: May 19
- Public comment: May 20 – June 21
- TPAC/JPACT: discussions through Summer
- JPACT approval, Council adoption: Sept, Oct



Metro



Transit-Oriented Development Program

Strategic & Work Plan Update

May 2022

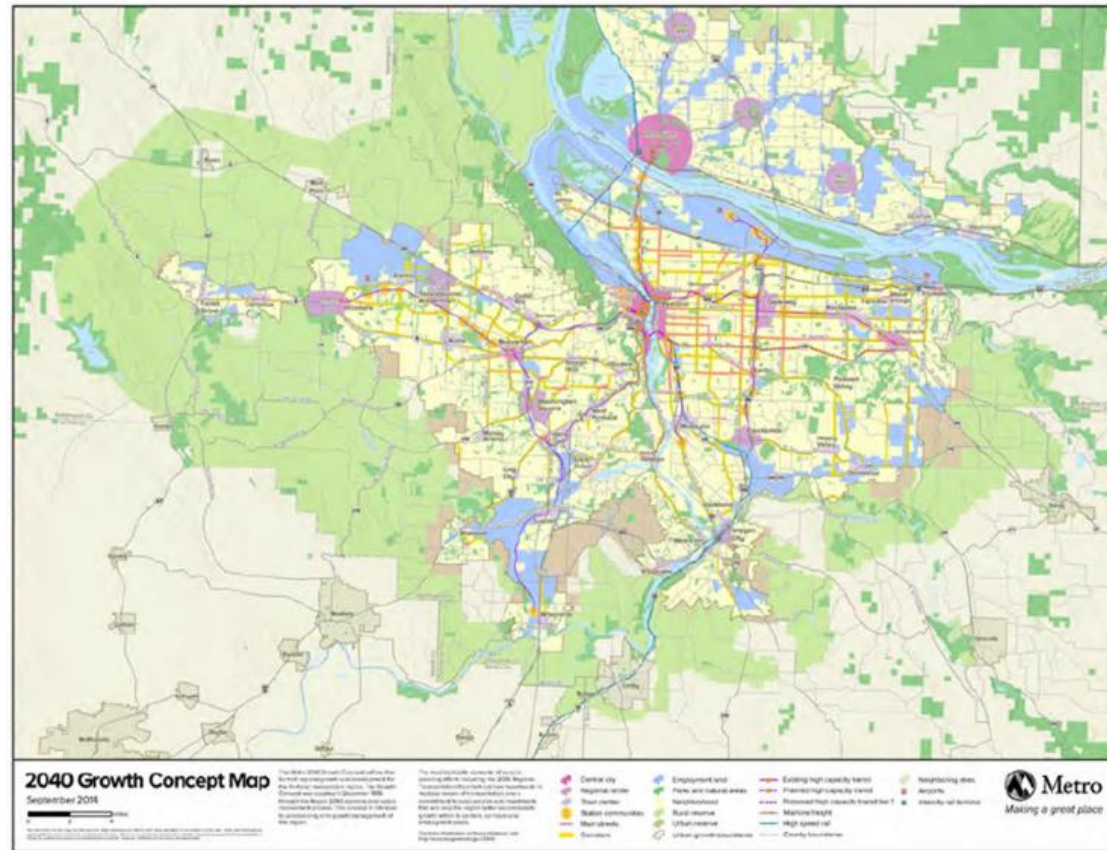
Today

- Program Purpose & Overview
- Regional Goals and Performance Measures
- Areas to Explore with TOD Plan Update
- Planned Engagement
- Plan Timeline



TOD Program Purpose

Implement 2040 Growth Concept by investing in compact, mixed-use development projects near high frequency transit and in town and regional centers.



Program Overview

- Gap Financing
- Site Acquisition and Disposition
- Urban Living Infrastructure



Regional Goals and Performance Measures

- **Vibrant Communities**

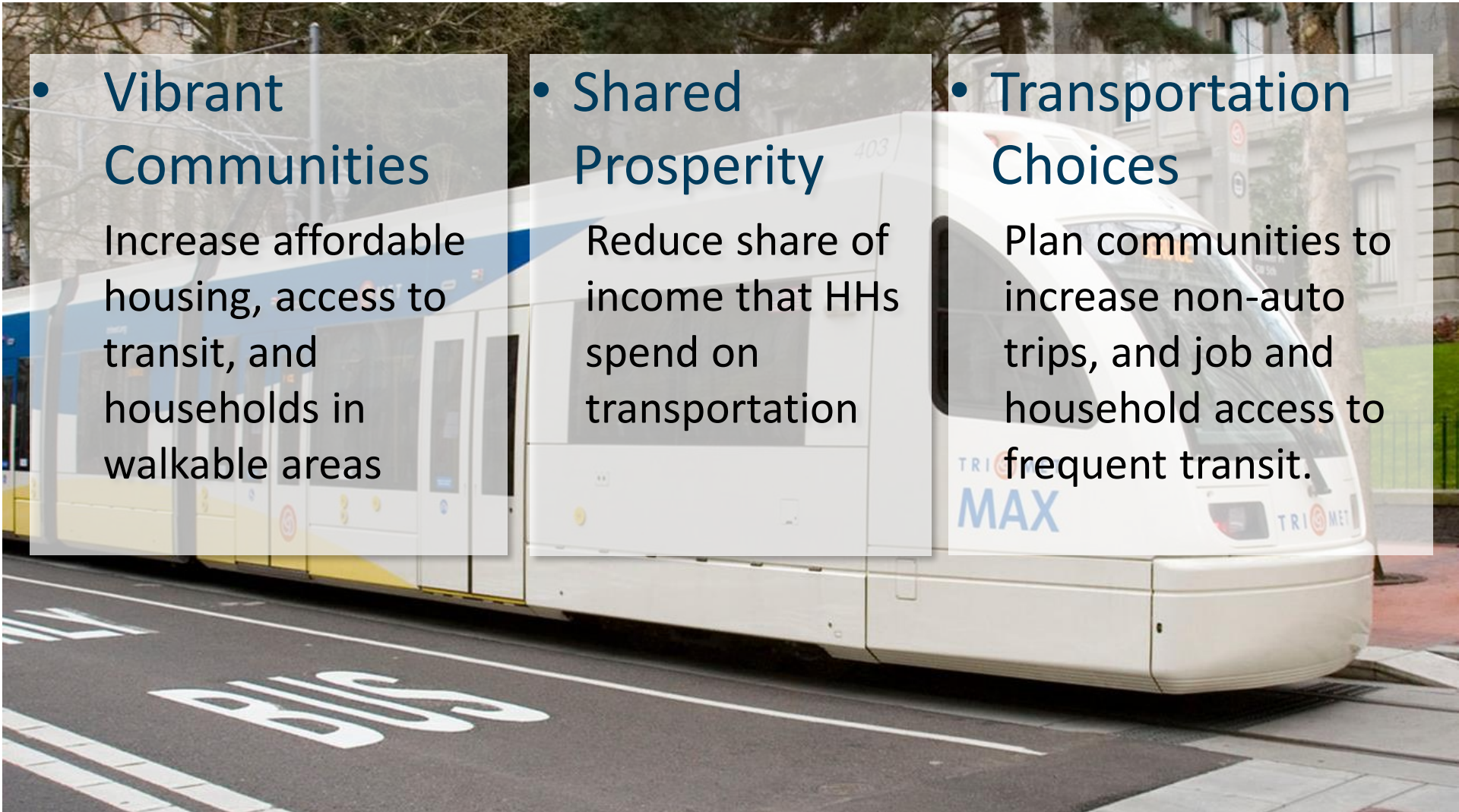
Increase affordable housing, access to transit, and households in walkable areas

- **Shared Prosperity**

Reduce share of income that HHs spend on transportation

- **Transportation Choices**

Plan communities to increase non-auto trips, and job and household access to frequent transit.



Regional Goals and Performance Measures

- **Healthy Environment**

- Preserve land through efficient development

- **Climate Leadership**

- Support Climate Smart Strategy, Reduce VMT

- **Healthy People**

- Reduce transportation-related air pollutants

- **Equitable Transportation**

- Increase affordable housing near transit

Program Accomplishments

Since 1998, \$35,530,541 in TOD Program Investments have yielded \$1.19 billion in housing, office space, and retail served by high quality transit.



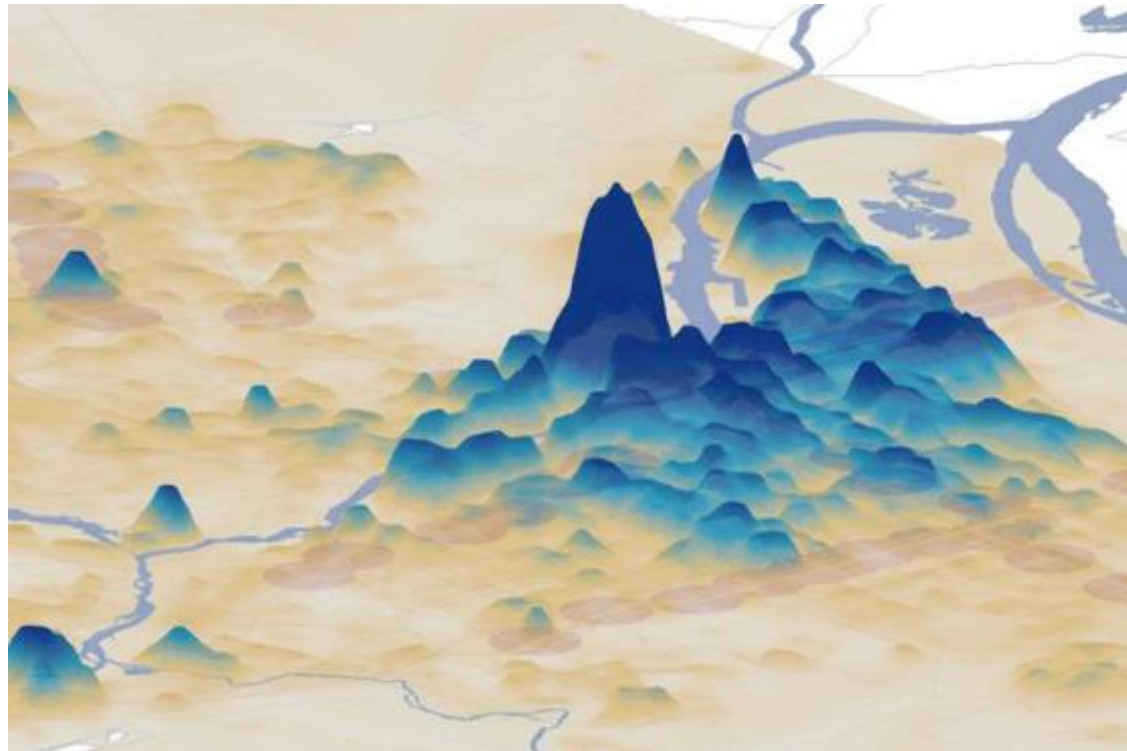
1998-2019

Completed transit-oriented development projects and eligible areas



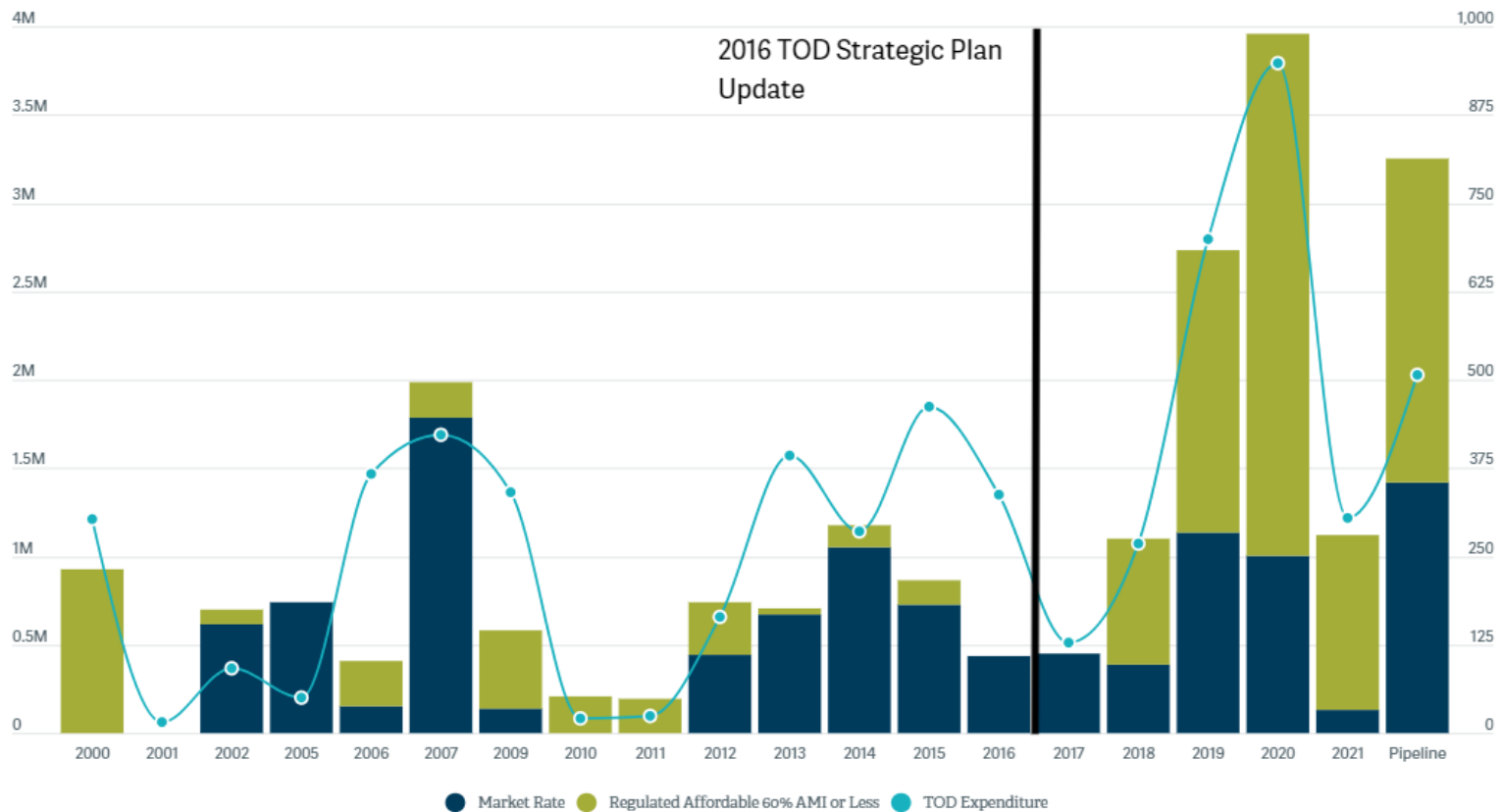
TOD Strategic Plan

- Created in 2011 & updated in 2016
- Eligible areas: ½ mile of MAX, ¼ mile frequent service bus, and 2040 Centers
- Investments guided by **market strength** and **transit-orientation**



Program Evolution

TOD Program Unit Type by Affordability



Areas to Explore with TOD Plan Update

Implementing Metro's racial equity strategies

- Advancing workforce equity and contracting
- Prioritizing development partnerships with culturally-specific community based organizations
- Ensuring POC inform decisions around program investments



Areas to Explore with TOD Plan Update

Furthering Metro's climate mitigation and resilience goals

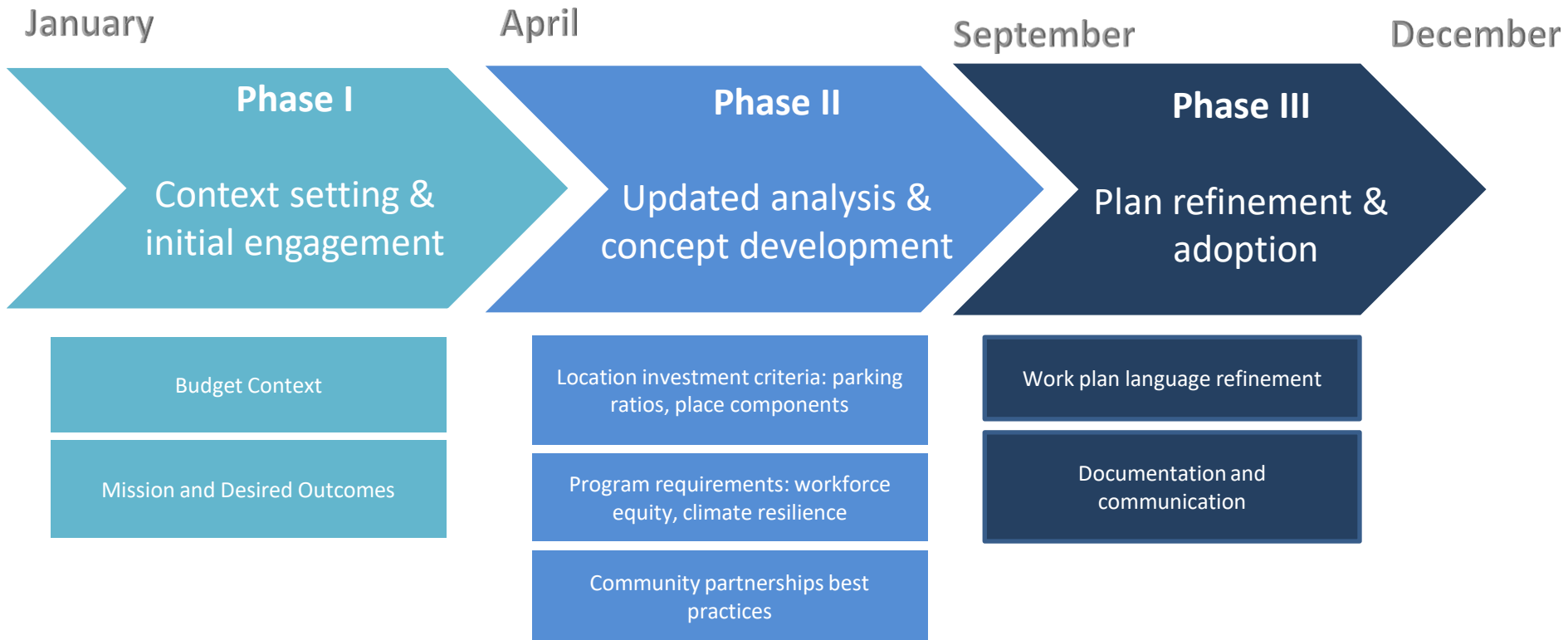
- Consider urban heat island mitigation design requirements
- Explore building energy efficiency standards for projects
- Formalize parking ratio standards and consider other requirements to incentivize transit use (TDM programs, shared mobility hubs)



Stakeholders for Engagement

- TOD Steering Committee
- Metro Council, MTAC, TPAC, MPAC, JPACT, CORE
- Market rate and Affordable housing developers
 - Climate smart design
 - Equity in labor and contracting
- Community-Based Organizations
 - Partnerships in affordable housing projects
 - Community-serving uses
- Jurisdictional Partners
 - Placemaking and community priorities for projects
- Metro staff (DEI, Planning, DRC, P&N)

Process Timeline



oregonmetro.gov





A Comprehensive Analysis of TriMet Service

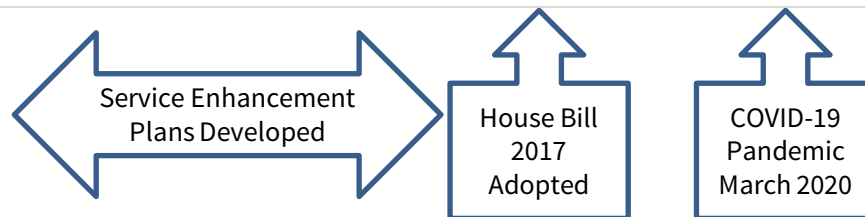
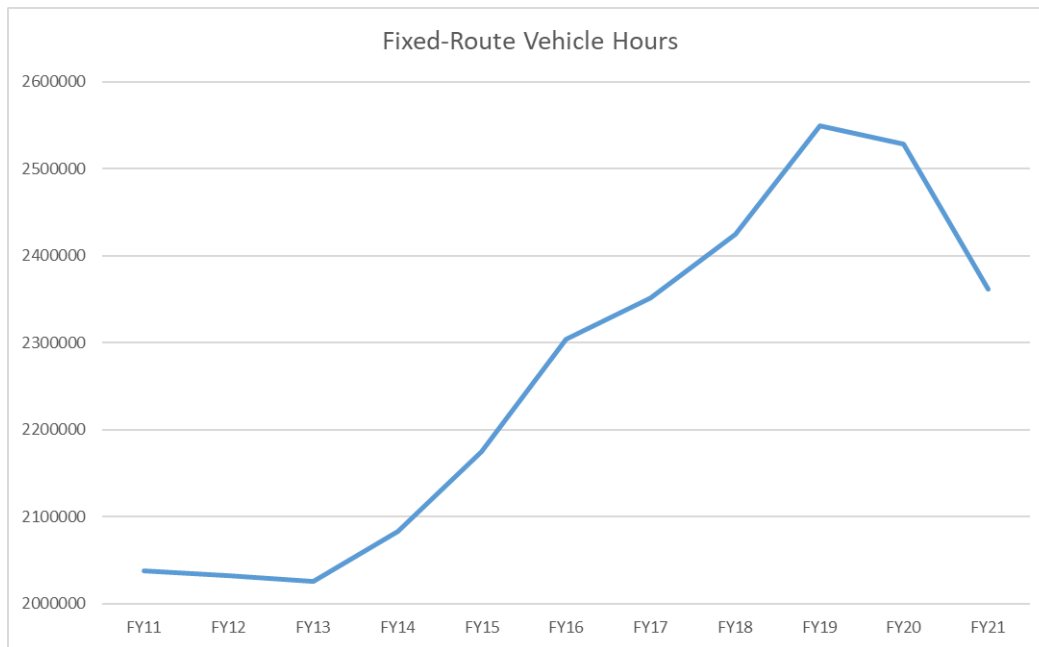
May 11 - TPAC

Grant O'Connell

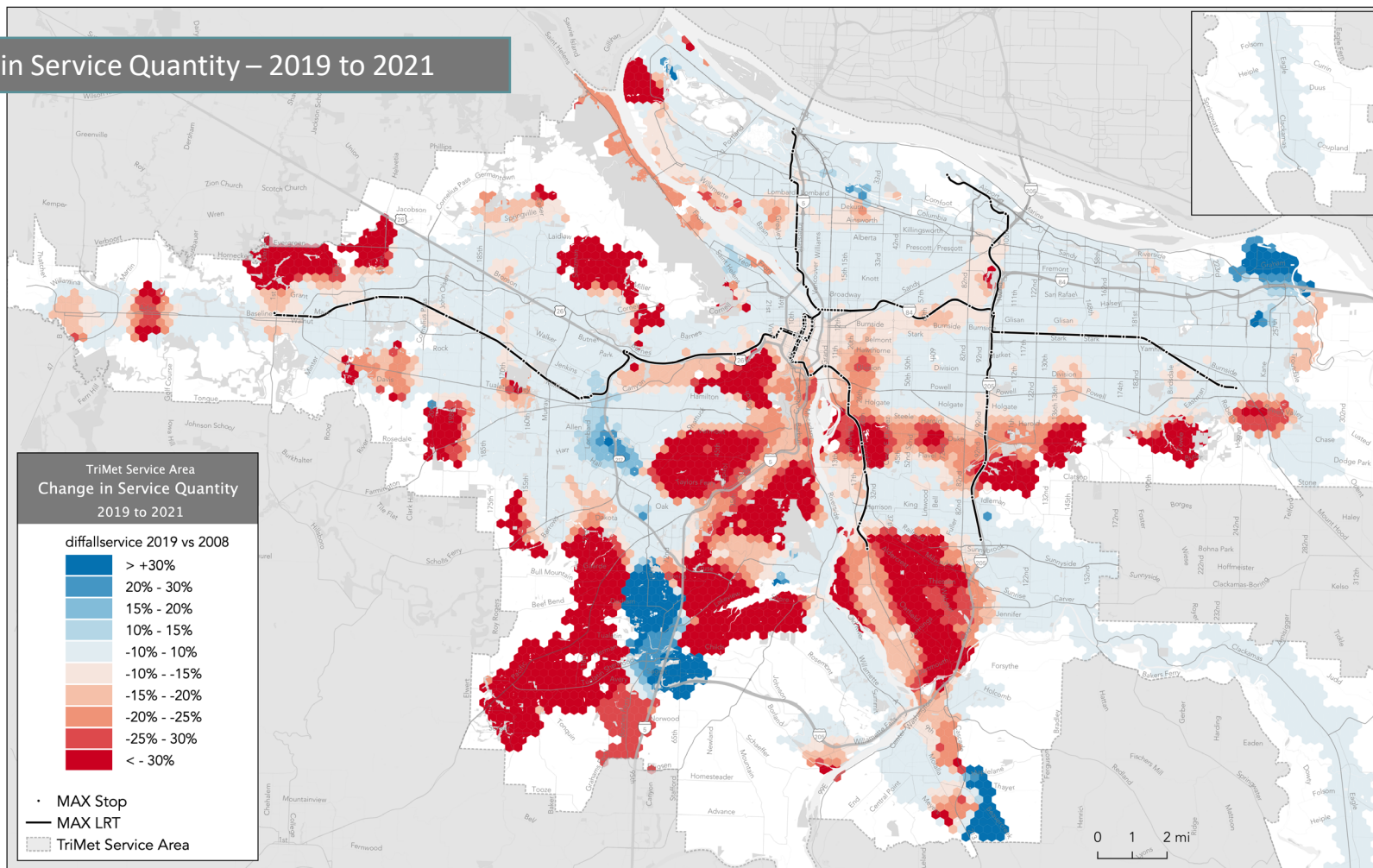


Ten Year History of TriMet Service

- Following the Great Recession, TriMet developed the Service Enhancement Plans (SEPs) to guide the growth of service.
- House Bill 2017 created new funding for transit and accelerated the growth of service guided by the SEPs.
- In March 2020 the COVID-19 pandemic, associated recession, and subsequent labor shortage paused expansion plans and forced a reduction in service.



Change in Service Quantity – 2019 to 2021



Why a Comprehensive Service Analysis?

COVID has changed everything

- Spotlight on needs of essential workers and transit dependent
- More people telecommuting
- Companies have relocated
- Demographics have changed

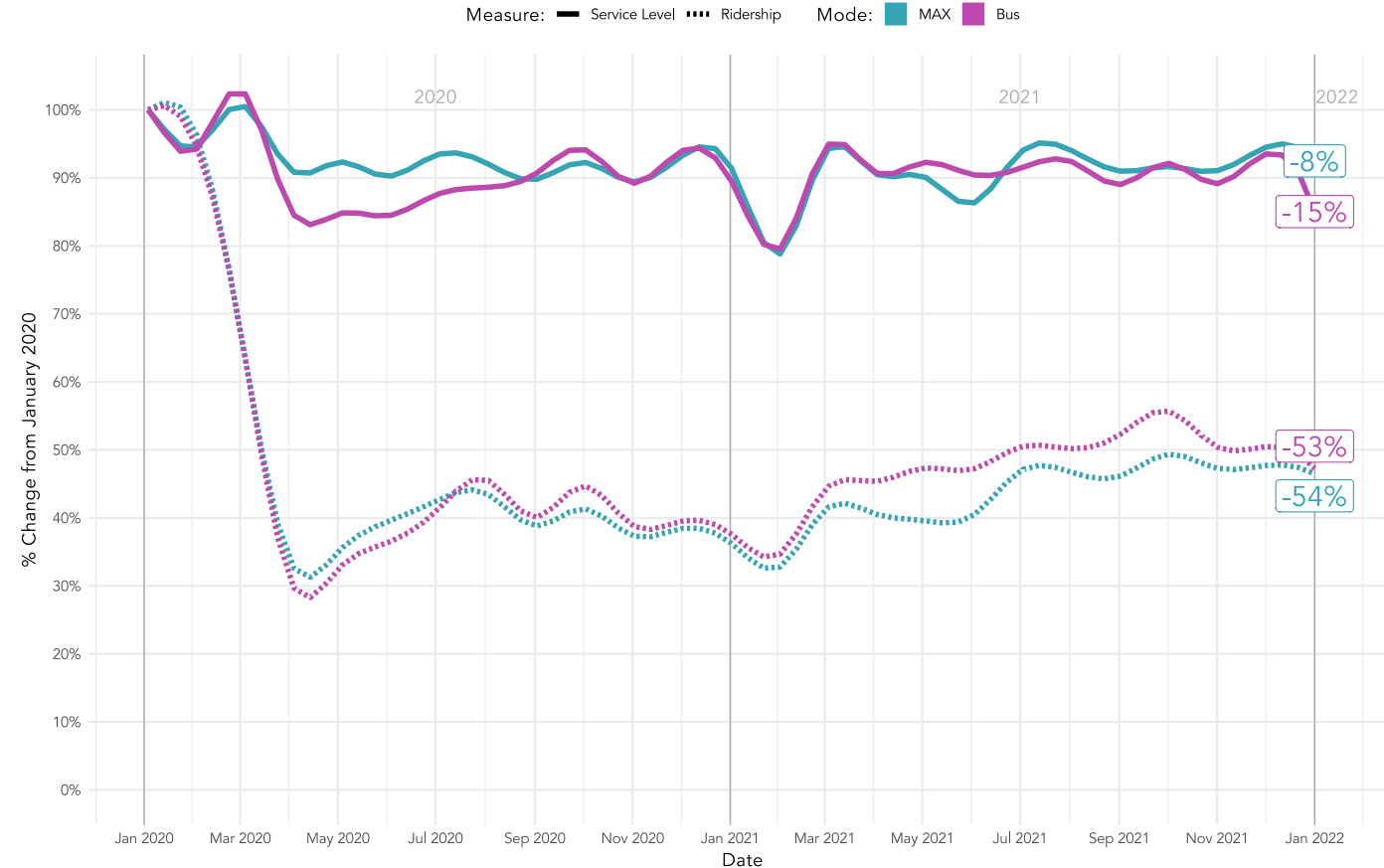
Our approach to a CSA

1. Market Study & Engagement

- Surveys, employment data, development trends
- Listen to the community
- Look at existing service, existing plans, recent studies



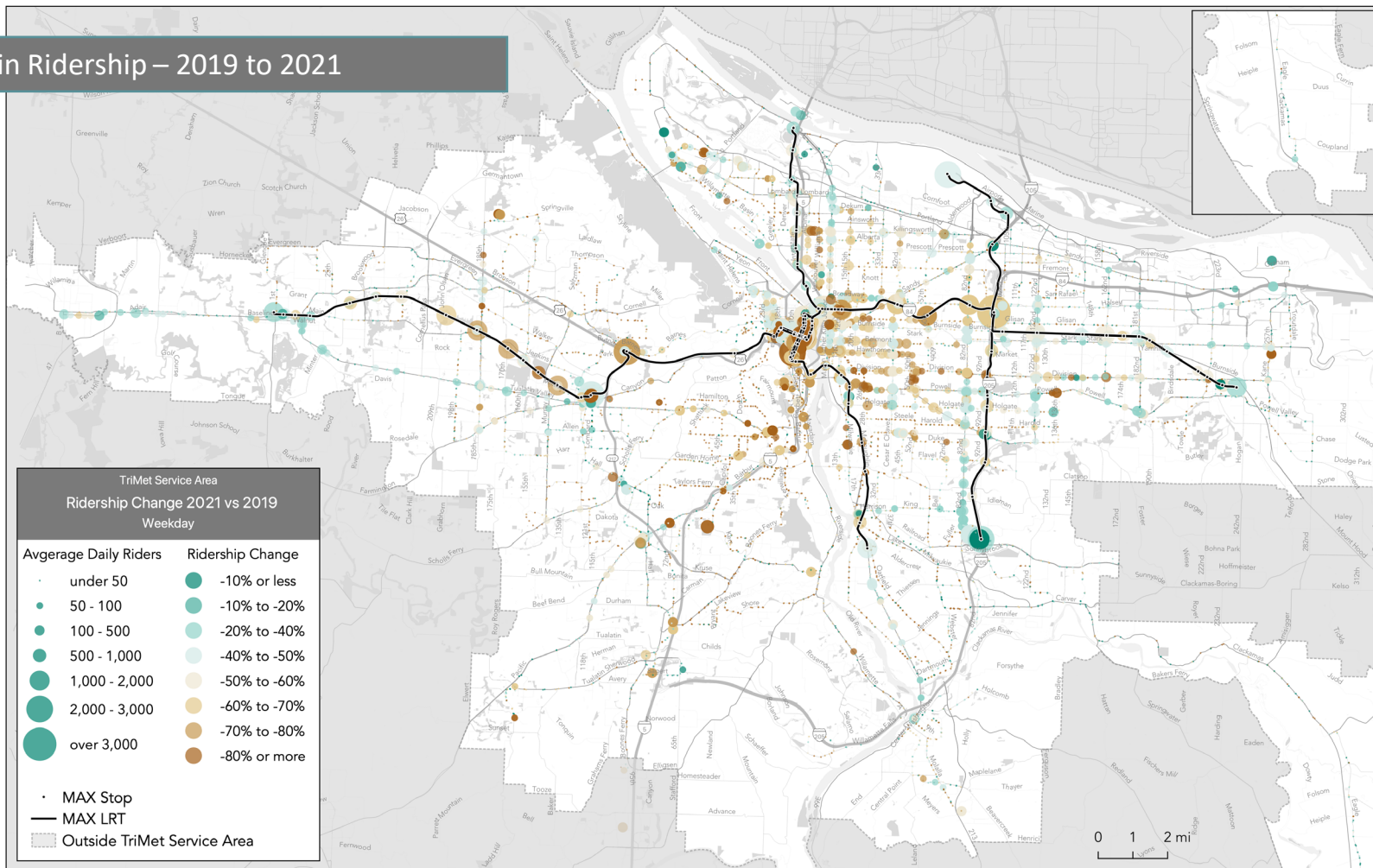
TriMet Service and Ridership 2020-2022



The Big Picture

- There is more to the story!

Change in Ridership – 2019 to 2021

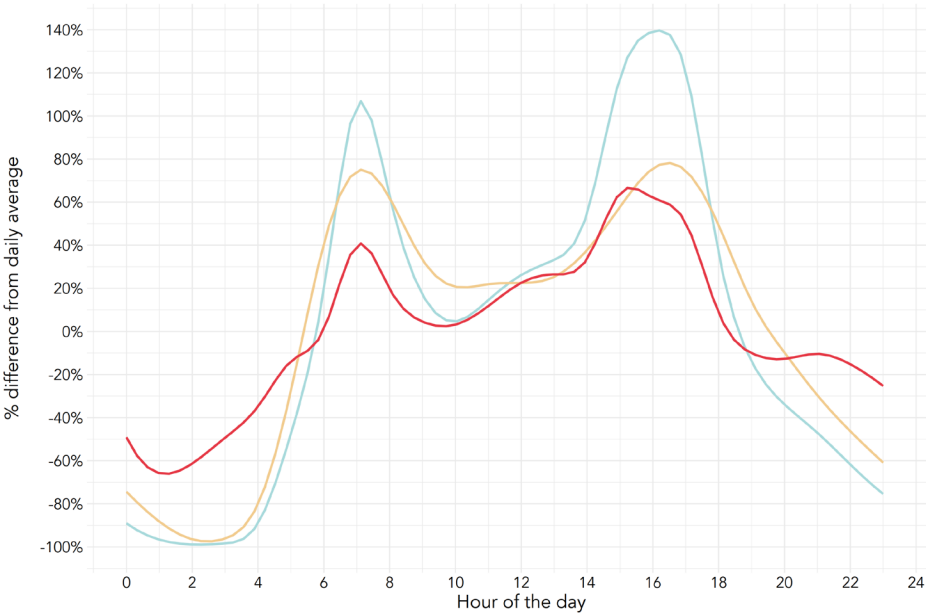


Service and Ridership by Time of Day

TriMet Service and Ridership - 2019

Weekday

— Boardings — Bus trips — Boardings per bus trip

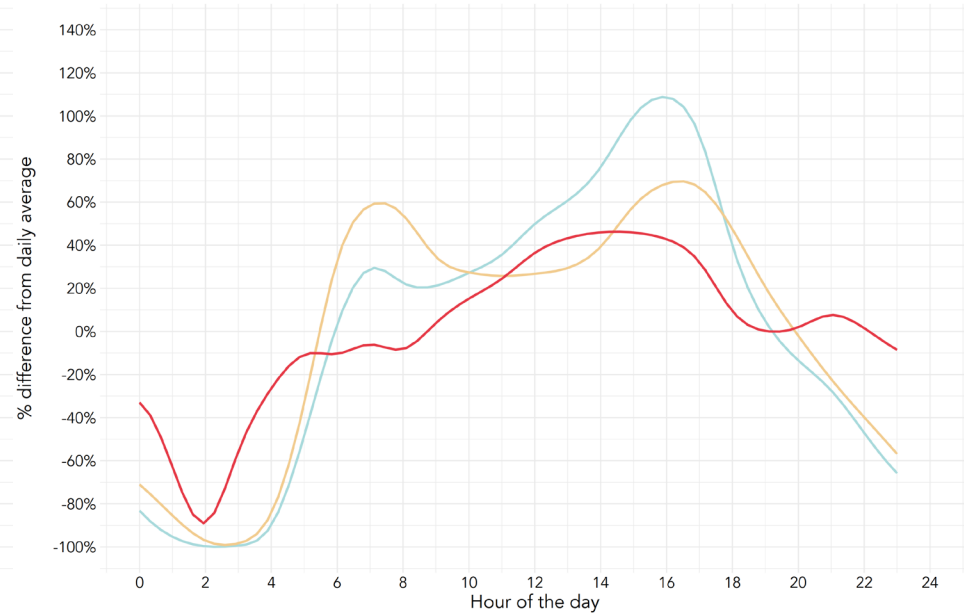


Source: TriMet boardings data and GTFS from Fall 2019

TriMet Service and Ridership - 2021

Weekday

— Boardings — Bus trips — Boardings per bus trip

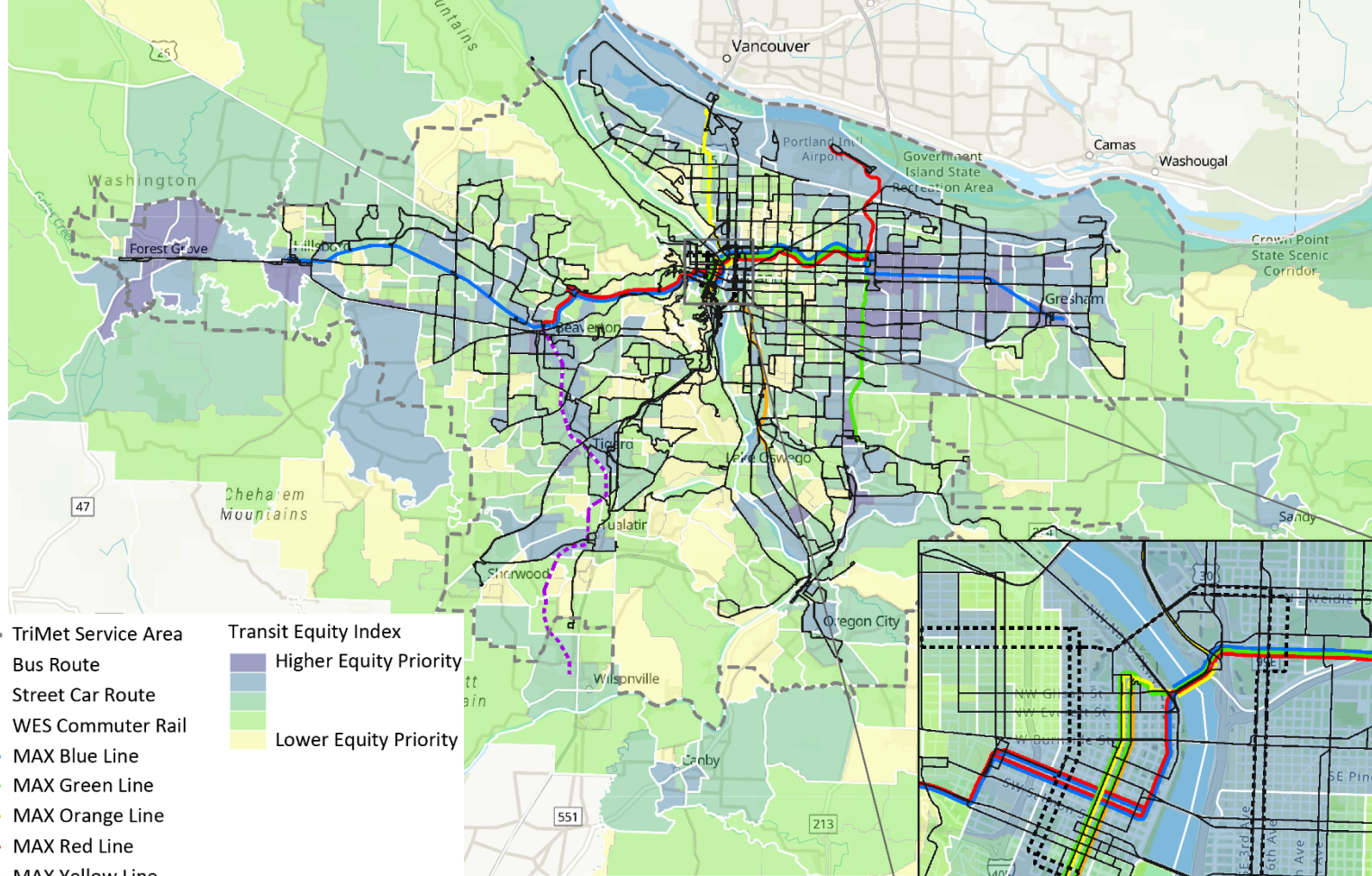


Source: TriMet boardings data and GTFS from Fall 2021

EQUITY INDEX

TriMet developed an
Equity Index using 10
measures

1. Minority population
2. Low-income population
3. Limited English Proficiency (LEP) population
4. Senior population
5. Youth population
6. People with disabilities
7. Limited vehicle access households
8. Low and medium wage jobs
9. Affordable housing units
10. Key retail/human/social service

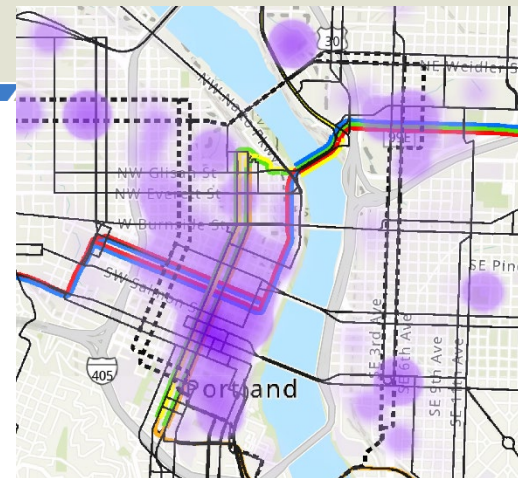


Equity Index by Census Tract

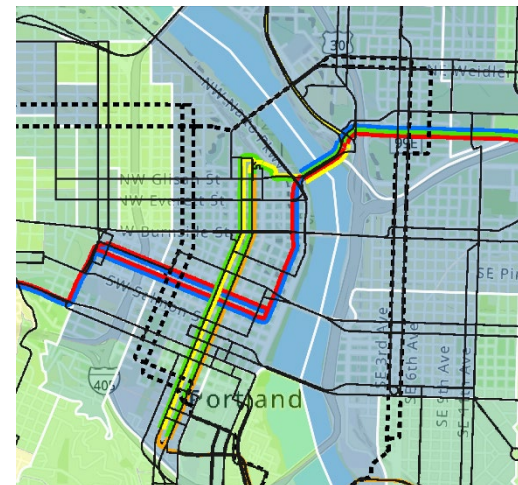
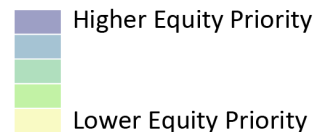
MARKET ANALYSIS

Downtown Portland is still an important destination for both in-person employment and equity priorities.

Estimated Number of In-Person Jobs



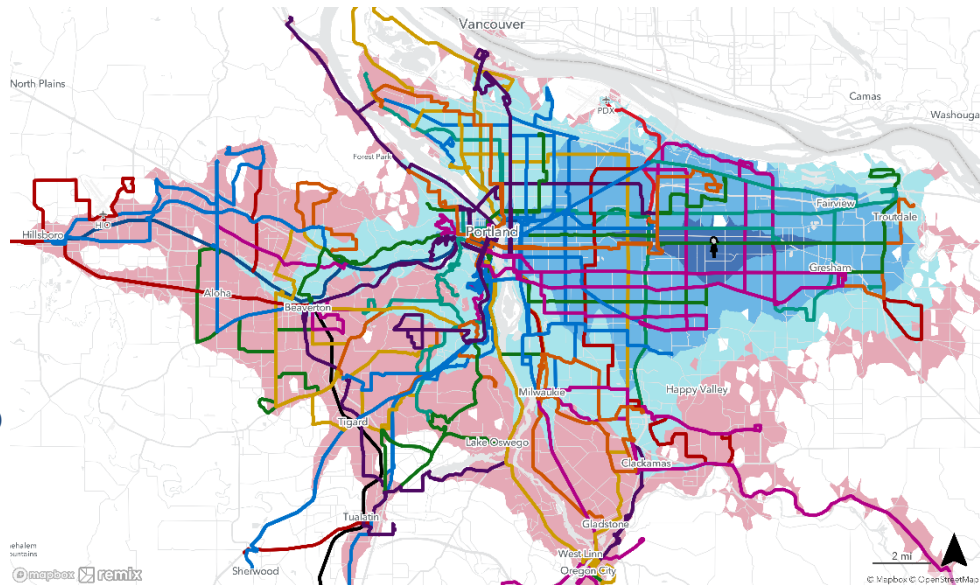
Transit Equity Index



Our approach to a CSA

2. Alternative Analysis & Continued Engagement

- Develop service alternatives
- Take alternatives out to the public for feedback
- Refine a preferred scenario for implementation and approval by the Board



Timeline

2022

January

February

March

April

May

June

July

August

September

October

▲
Jurisdictional
Coordination

★
Core Design
Workshop

Existing Conditions &
Market Analysis

Phase 1 Outreach on
Values

Alternatives Development and
Analysis

Phase 2
Outreach on
Alternatives

Future Service
Recommendation



THANK YOU FOR YOUR TIME!

Grant O'Connell