

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC) Workshop
 Date: Wednesday, April 10, 2024
 Time: 9:00 a.m. to 12:00 p.m.
 Place: Virtual meeting held via Zoom
video recording is available online within a week of meeting
[Connect with Zoom](#)
 Passcode: 077990
 Phone: 888-475-4499 (toll free)

9:00 a.m.	Call meeting to order and Introductions	Chair Kloster
9:10 a.m.	Comments from the Chair and Committee Members <ul style="list-style-type: none"> • Updates from committee members around the region (all) Public communications on agenda items	
	Consideration of TPAC workshop summary, Feb. 14, 2024 Edits/corrections sent to Marie Miller	Chair Kloster
9:15 a.m.	2028-30 Regional Flexible Funds Allocation (RFFA) Step 1 Regionwide Programs and Planning Activities Overview Purpose: To provide TPAC an overview and ... of the Regional Flexible Fund Allocation Step 1 region-wide programs and planning activities. Presenter ODOT: Kate Freitag Presenter TriMet: A.J. O'Connor	Metro Staff: Marne Duke Caleb Winter Noel Mickelberry Grace Stainback Kelly Betteridge
10:15 a.m.	TriMet and SMART – Budget Updates and Programming of Projects SMART: Purpose: To share SMART’s Program of Projects (what SMART is planning for federal transit dollars in the budget for FY2024-25) and extend the opportunity to provide input on it. TriMet: Purpose: To provide an overview of TriMet’s FY25 budget and federal programming of projects. https://trimet.org/budget/	Kelsey Lewis, SMART Kate Lyman, TriMet Michael Dohn, TriMet
10:45 a.m.	<i>5-minute meeting break</i>	
10:50 a.m.	ODOT Federal Functional Classification Update Purpose: To share information on ODOT Federal Functional Classification Work with general guidelines and FCC changes. Video Link: https://deainc.sharepoint.com/sites/Federal Aid Urban Boundary	Glen Bolen, ODOT
11:10 a.m.	Project Delivery Training Series – Project Scoping Purpose: For the purpose of providing TPAC members an overview of the importance of project scoping as part of the project delivery process and to help support local agencies complete their 2028-30 Regional Flexible Fund Allocation (RFFA) application.	Ken Lobeck, Metro Justin Bernt, ODOT Tiffany Hamilton, ODOT
12:00 p.m.	Adjournment	Chair Kloster

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានព័ត៌មានអំពីសេវាសម្រាប់ពលរដ្ឋមានការរើសអើង ត្រូវទៅលេខ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Metro txoj kev ntxaug daim ntauw ceeb toom

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2024 TPAC Work Program

As of 4/4/2024

NOTE: Items in *italics* are tentative; **bold** denotes required items
All meetings are scheduled from 9am - noon

TPAC meeting, April 5, 2024

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)
- CRP Grants Updates (Eliot Rose)
- GHG Rule Updates (Kim Ellis)

Agenda Items:

- **MTIP Formal Amendment 24-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- **2024-25 Unified Planning Work Program (UPWP) Resolution 24-5399** Recommendation to JPACT (Mermin, 20 min)
- 2028-2030 RFFA – Discussion on Initial Options (Grace Cho/Ted Leybold, 70 min)

TPAC workshop meeting, April 10, 2024

Agenda Items:

- 2028-2030 RFFA Step 1 Regionwide Programs and Planning Activities Overview (Metro: Marne Duke, Caleb Winter, Noel Mickelberry, Grace Stainback, Kelly Betteridge, ODOT: Kate Freitag, TriMet: A.J. O'Connor, 60 min)
- TriMet and SMART – Budget Updates and Programming of Projects (Michael Dohn/Kate Lyman, TriMet and Kelsey Lewis, SMART, 30 min)
- ODOT Federal Functional Classification update (Glen Bolen, 20 min)
- Project Delivery Training Series – Project Scoping (Ken Lobeck, Metro, Justin Bernt & Tiffany Hamilton, ODOT, 50 min)

TPAC meeting, May 3, 2024

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)

Agenda Items:

- **MTIP Formal Amendment 24-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- **27-30 MTIP Program Direction 25-XXXX**
Recommendation to JPACT (Cho/Leybold, 20 min)
- 28-30 Regional Flexible Fund Program Direction – Discussion of Options (Cho/Leybold, 45 min)
- Redistribution – Introduction and Proposed Options (informational) (Leybold/Cho, 25 min)

<p><u>TPAC meeting, June 7, 2024</u> <i>tentative hybrid mtg.</i></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • 2027-30 STIP update (Neelam Dorman) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Redistribution 24-XXXX <u>Recommendation to JPACT</u> (Leybold/Cho, 15 min) • 2028-30 Regional Flexible Fund Program Direction 24-XXXX <u>Recommendation to JPACT</u> (Cho/Leybold, 45 min) • Safe Streets for All Update (McTighe, 30 min) 	<p><u>TPAC workshop meeting June 12, 2024</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • ODOT Update on Funding Allocations for 28-30 (Leverage, ARTS, etc.) (Ford/Bolen, 30 min) • 28-30 RFFA – Technical Evaluation Criteria – Discussion of Refinements and Inputs (Cho/Leybold, 60 min) • Project Delivery Training Series – Topic TBD (Leybold/Lobeck, 60 min)
<p><u>TPAC meeting, July 12, 2024</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • 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 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Forward Together 2.0 Vision (Kate Lyman, TriMet; 45 min) • 28-30 RFFA – Step 2 – Next Steps & Proposed Technical Evaluation Criteria (Cho/Leybold, 35 min) • Freight Study update (Tim Collins, 30 min) • Kick-off to the Transportation Demand Management and Regional Travel Options Strategy Update (Caleb Winter, Marne Duke, Noel Mickelberry, Grace Stainback, 45 min) 	
<p><u>TPAC meeting, August 2, 2024</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • 28-30 RFFA – Step 2 – Updates <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) 	<p><u>TPAC workshop meeting August 14, 2024</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Project Tracker – Introduction to the new Regional Database & RFFA solicitation (informational) (Ted Leybold/Jodie Kotrlik, 45 min) • Project Delivery Training Series (Leybold/Lobeck, 60 min) • 28-30 RFFA Proposers Workshop (Cho/Leybold/Lobeck, 120 min)

<p><u>TPAC meeting, September 6, 2024</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • 28-30 RFFA Step 2 – Call for Projects (Grace Cho) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Connecting First and Last Mile Study Introduction (Ally Holmqvist, Metro; 30 min) • Cascadia HSR Program Update (Ally Holmqvist, Metro; ODOT; WSDOT; 45 min) 	
<p><u>TPAC meeting, Oct. 4, 2024</u> <i>tentative hybrid mtg.</i></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • 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 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Safe Streets for All Update (McTighe, 30 min) 	<p><u>TPAC workshop meeting October 9, 2024</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Project Delivery Training Series – Topic TBD (Leybold/Lobeck, 60 min) • ODOT Update on Funding Allocations for 28-30 (Leverage, ARTS, etc.) (Ford/Bolen, 30 min) • Regional Emergency Transportation Routes Phase 2: tiering methodology (John Mermin, Metro, Carol Chang, RDPO, 90 min)
<p><u>TPAC meeting, November 1, 2024</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • 2028-30 RFFA – Update on Step 2 Applications <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Forward Together 2.0 Implementation (Kate Lyman, TriMet; 45 min) 	<p><u>TPAC meeting, December 6, 2024</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • 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 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2028-30 RFFA Step 2 – Summary of Applications Received and Process Steps (Informational, Cho 20 min)

Parking Lot: Future Topics/Periodic Updates

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| <ul style="list-style-type: none"> • Columbia Connects Project • 82nd Avenue Transit Project update (Elizabeth Mros-O’Hara & TBD, City of Portland) • TV Highway Corridor plan updates • High Speed Rails updates (Ally Holmqvist) • CFEC Implementation Program Update (Kim Ellis/ODOT/DLCD, 20-30 min, June or July) | <ul style="list-style-type: none"> • MTIP Formal Amendment I-5 Rose Quarter discussion (Ken Lobeck) • I-5 Rose Quarter Project Briefing (Megan Channell, ODOT) • I-5 Interstate Bridge Replacement program update • Ride Connection Program Report (Julie Wilcke) • Get There Oregon Program Update (Marne Duke) • RTO Updates |
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Agenda and schedule information E-mail: marie.miller@oregonmetro.gov or call 503-797-1766.

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Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC) Workshop**
Date/time: Wednesday, February 14, 2024 | 9:00 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
Dyami Valentine
Judith Perez Keniston
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Mike McCarthy
Tara O'Brien
Chris Ford
Laurie Lebowsky-Young
Bill Beamer
Marianne Brisson
Sarah Iannarone
Sara Westerlund
Indi Namkoong
Ashley Bryers
Katherine Kelly

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
City of Portland
City of Happy Valley & Cities of Clackamas County
City of Gresham & Cities of Multnomah County
City of Tualatin & Cities of Washington County
TriMet
Oregon Department of Transportation
Washington State Department of Transportation
Community Member at Large
OPAL Environmental Justice Oregon
The Street Trust
Oregon Walks
Verde
Federal Highway Administration
City of Vancouver

Alternates Attending

Sarah Paulus
Jennifer Campos
Francesca Jones
Dayna Webb
Will Farley
Dakota Meyer
Gregg Snyder
Neelam Dorman
Glen Bolen

Affiliate

Multnomah County
SW Washington Regional Transportation Council
City of Portland
City of Oregon City & Cities of Clackamas County
City of Lake Oswego & Cities of Clackamas County
City of Troutdale & Cities of Multnomah County
City of Hillsboro & Cities of Washington County
Oregon Department of Transportation
Oregon Department of Transportation

Members Excused

Gerik Kransky
Lewis Lem
Jasia Mosley
Steve Gallup
Shawn M. Donaghy

Affiliate

Oregon Department of Environmental Quality
Port of Portland
Community Member at Large
Clark County
C-Tran System

Danielle Casey
Shauna Hanisch-Kirkbride

Federal Transit Administration
Washington Department of Ecology

Guests Attending

Bryan Graveline
Cody Field
Dave Roth
Gordon Okumu
Mat Dolata
Max Nonnamaker
Mike Weston
Peter Swinton
Scott Hoelscher
Zef Wagner

Affiliate

Portland Bureau of Transportation
City of Tualatin
City of Tigard
The Street Trust
City of Hillsboro
Multnomah County Health Department
City of King City
Tualatin Hills Park & Recreation District
Clackamas County
Portland Bureau of Transportation

Metro Staff Attending

Andrea Pastor, Blake Perez, Caleb Winter, Eliot Rose, Eryn Kehe, Grace Cho, Jake Lovell, Jon Williams, Kelly Betteridge, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Matt Bihn, Matthew Hampton, Noel Mickelberry, Patrick McLaughlin, Summer Blackhorse, Ted Leybold, Tim Collins, Tom Kloster

Call to Order and Introductions

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. Reminders where Zoom features were found online was reviewed.

Comments from the Chair and Committee Members

Tara O' Brien shared some service updates. More improvements are moving ahead on the TriMet frequent service network starting Feb. 25. There will be changes to several line to some of the schedules and extending some of the service changes. Thanks was given for patience for the MAX disruption that is currently underway on the red, blue and green lines for the Better Bus construction. The MAX will be returning to all regular service on March 4. Links to the information was shared in chat: <https://news.trimet.org/2024/02/trimets-frequent-service-network-gets-better-with-february-service-improvements/>

Chris Ford announced that the Region One Area Commission on Transportation have a couple of expired membership slots open, one for a regional freight representative and one for a regional active transportation representative. Current representatives are welcome to reapply, but other applications are being accepted in the process. Applications can be found on the website, along with meeting schedules: <https://www.oregon.gov/odot/Get-Involved/Pages/ACT-R1.aspx> The recently adopted work plan can also be viewed on their website listing areas of interest that will be discussed. This is an advisory group to both OTC and all of Region One with representatives that include a network of regional leaders.

Katherine Kelly announced that US Transportation Secretary Pete Buttigieg was recently in Vancouver, noting that \$600 million of federal dollars has been allocated for the Interstate Bridge to date. There is a large ask through the Bridge Improvement Program on the table at the moment, but no discussion was held. However, the program is moving forward and supported as a critical program in the region.

Dyami Valentine announced Washington County is hiring associate planners in our long-range transportation planning section.

Sarah Iannarone noted the RFP is still open for 2 more weeks for the Oregon Active Transportation Summit. It's a great opportunity to showcase some of your best projects to colleagues and get their feedback. The Summit is the first week of June in Portland at Left Bank Annex. A link for information was shared in the chat: <https://www.thestreettrust.org/programs/events/oregon-active-transportation-summit/>

Chair Kloster announced we are tentatively scheduling a couple of in-person/hybrid TPAC meetings this year. Advance notice for this will be given for calendar notices.

Public Communications on Agenda Items

Mike McCarthy asked if attendees could be moved to the panelist side for adding input to items on the agenda. Chair Kloster agreed and invited attendees to join as panelists for the workshop discussions.

Consideration of TPAC workshop summary, November 8, 2023 (Chair Kloster) Laurie Lebowsky-Young noted two spelling corrections on page 7 of the workshop meeting. With these corrected, the minutes were approved unanimously with no abstentions.

Oregon Department of Transportation (ODOT) Funding Updates (Chris Ford, ODOT) As background, each of ODOT's individual funding programs has different policy objectives, eligibility requirements, and undergoes its own selection process. The selection process is anticipated for completion by autumn-winter 2025. Once projects and programs are selected for funding, those projects in the Portland metropolitan area seek inclusion in the 2027-2030 Metropolitan Transportation Improvement Program (MTIP).

The presentation began with three current or upcoming programs described. Connect Oregon is a current competitive grant opportunity open now until Feb. 29. Established by the 2005 state legislature to invest in non-highway modes of transportation, about \$46 million is available for eligible aviation, marine and rail transportation projects with considerations that include reduced transportation costs or improved access to jobs/labor, economic benefits to Oregon, critical linkage and readiness. Sarah Iannarone asked if these are open only to agencies and businesses. Mr. Ford noted it would likely have to include a lot of information about economic benefits especially around industry and labor. If interested he can connect members with state program planners.

Safe Routes to School Program helps communities better address barriers to students walking and rolling to school with two grant types – education (\$2m) and construction (\$26m). Construction programs focus on investments in crossings, sidewalks and bike lanes, flashing beacons, etc. SRTS projects must be within 2 miles of a school. Applications will be accepted February 12 through March 25.

The Oregon Community Paths program helps communities create and maintain connections through multiuse paths and invests in facilities that are not primarily on or along a roadway. Eligible applicants include cities, counties, Tribes, school districts, and non-profits that meet certain criteria. ODOT will publish solicitation and guidance materials in the coming months on the OCP website. Pre-applications will be in August and September, OTC approval will ultimately be in May 2025.

Eric Hesse noted the Community Paths Program grant funding includes both state and federal funds. Funding sources include Transportation Alternatives funds (Federal), Bicycle Excise Tax (State), Vehicle Privilege Tax (State), Lottery Bonds (State). The Policy and Rules subsection lays out eligibility in a bit more detail. <https://www.oregon.gov/ODOT/Programs/Pages/OCP.aspx>

Chair Kloster asked did this program in the past have a fixed dollar amount or is it just the merits of the projects. Mr. Ford wasn't certain of the funding amounts, but it could be an aggregation of a few different funds that come together in order to do a particular project. Specific funding, when known, will be listed on the website.

An overview of what is in the STIP and not in the STIP was provided. STIP funding categories were described. Public feedback on the proposed allocations included:

- Strong support for Fix-It investments statewide, especially in rural areas
- Strong support for Public and Active Transportation investments, especially in urban areas
- Positive feedback on Great Streets to address multiple, community or corridor needs at once
- Support for comprehensive safety improvements
- Interest in investing in climate and environmental projects
- Concern about ensuring a fair regional distribution of funds and a desire to invest in regional and local priorities

Comparisons of past and current funding cycles of allocations was shown. Major changes in the 2027-2030 STIP show:

- 40% reduction in Fix-It funding
- Doubling of ADA funding, but reduction of nearly 30% of PAT funding
- Zeroed out historic discretionary programs like Enhance and Mass Transit
- Reduced other historic discretionary programs like Elderly and Disabled
- Even with these major reductions, only able to maximize \$70M in unallocated funds

Projected outcomes of 27-30 funds include only paving interstates in this timeframe, more bridges will be load rated, inability to address remaining bike/walk gaps, significant reduction in asset maintenance preservation across all modes, and reactive vs proactive investments.

The unallocated \$70 million for Great Streets 2.0 builds from past programs to maximize dollars and support communities. The program will identify where top priorities overlap across different program areas, advance safety, equity and/or climate outcomes, identify investment opportunities in urban and rural areas, recognize funding is limited and final projects selected may not cover all areas, and leverage investments by addressing multiple needs at once, leading to efficiency and cost savings. Next steps in the program include hot spot mapping, review and refine, narrow project lists, and scope and select.

Comments from the committee:

Ted Leybold appreciated Mr. Ford's presentation. It was noted he is scheduled for future updates this year as part of cooperative development of the TIP process. As you know, when we adopt the MTIP itself, it includes all federal funding and all funding of regionally significant projects. Many of the projects that are going to emerge from these funding programs will eventually be programmed in the next TIP. We want to be sure that people understand the processes by which ODOT makes these funding allocations. We'll also have informational presentations from TriMet and SMART on how they program or will propose to program their federal funding for the plan. All of this will get incorporated into the next MTIP adoption.

Mr. Ford thanked Mr. Leybold for his comments. It was noted additional information had been added in the chat on specific programs.

Peter Swinton asked if more information could be provided on the projected outcomes of 27-30 funds. It was noted that they would be unable to address remaining bike/walk gaps. Mr. Ford noted there's just not funding dedicated to that activity. The Great Street program provides some opportunity that ODOT would look at undertaking, but there's not a statewide program specifically dedicated to that. It's important that was highlighted because that is noted as one of the priority funding areas in the new Oregon Transportation Plan. That was identified as both an agency priority and yet something for which there is no funding available at this time. It was asked if the proposed allocation of roughly \$580 million is sort of spoken for other programs. That was agreed as the understanding. The \$580 million in the public and active transportation was thought to mostly go towards public transportation.

Eric Hesse appreciated the direction from OTC on the \$70 million allocated to Great Streets and appreciated that it's primarily for ODOT projects and leveraging on ODOT facilities. As that process continues, will there be an opportunity to also consider leverage of local investments in some of these areas, too? Mr. Ford appreciated hearing that. He is hopeful that leverage is a broad definition. He will see but will communicate upfront about a possible interest in that. Mr. Hesse suggested maybe as that list narrows and you have a little clearer focus based on your processes where you might be looking, maybe that could be a more efficient opportunity to decide or check in around other opportunities to combine.

Jaimie Lorenzini had two questions related to Great Streets. Do you know if we'll have any more opportunity to better understand the selection process as projects move through scoring or however ODOT applies its criteria. Mr. Ford noted he didn't have an answer, but he would communicate upline a desire for understanding that. Certainly, for the last STIP we had the draft percentage lists. Essentially, we are moving away from these percent numbers, but we're going to say draft and final list. Traditionally we had a draft project list that was made available as part of the STIP programming process. I don't know exactly how that will happen again, if that will include Great Streets. One of the things that we're working through is having the scoping process start a lot later with a lot of projects, but it's still the intention to share draft project lists with the public. How that relates to Great Streets in particular I don't know, but I will communicate that there is an interest in that.

Ms. Lorenzini asked a second question, being sensitive to where we are right not in the calendar year and knowing that there's starting to be some momentum around a state transportation package, when would be a good time for us to engage with the OTC on how unanticipated revenues may be spent within the STIP allocation? Mr. Ford noted he couldn't speak to particular timing. It never hurts to send a letter to the OTC or show up and demonstrate interest. A careful review of upcoming OTC agendas could show something coming up about how revenues are being distributed. I do know that there is a plan right now whereas additional funds come in, they will be used to address the ADA program in particular. But obviously at some point that will be fully funded. And then how unanticipated funds come in are addressed after that I think is probably an open conversation.

It was asked when we start thinking about approaching the OTC in the future, how can we best frame our message to encourage allocations and regional priorities. Mr. Ford noted he's seen some members of the region what are really good at approaching the OTC very thoughtfully and sharing interest with funding programs. OTC members have limited time but they are always interested in engaging with good ideas.

Gregg Snyder thought the ADA program was challenging. You have gone from \$90.5 million in this STIP cycle to 300 in the next, and then the 27-30 is \$625 million. That's spending a billion dollars in just a very short amount of time. You've mentioned the ADA program, is it fully funded? Is this the type of

watermark of that program, or are we expected to see in the years following additional levels of investment? What's the limit on that program?

Mr. Ford noted Sarah Iannarone's comment in the chat. ODOTs total ADA liability is \$1.4B, IIRC. I know that a number of other agencies around the state also have their own settlements with their own terms and timeframes. For Portland, I think there's less of a timeframe, but there's definitely a lot to do there. I think PBOT is installing a number of ADA ramps on Lombard done recently for us. We try to team up whenever possible. Mr. Hesse added in chat the City of Portland has entered a Settlement Agreement for constructing or remediating 1,500 curb ramps per year over a period of twelve years (2019-2030), along with other ADA efforts, to make Portland a more accessible city. If you would like to see an ADA-compliant curb ramp installed somewhere in the city, you can use the form linked here to submit a request: <https://www.portland.gov/transportation/engineering/ada-design-construction-and-reports#toc-curb-ramp-request-form>

Mr. Ford noted he couldn't say this is the high watermark. It could continue over pretty substantially into the following STIP. But all of the existing ramps on state facilities in the state need to be addressed to make sure they meet ADA standards and that has to be provided by the end of 2032. We don't have an estimate how much this program, the ADA's retrofit is going to cost the state. I can't tell you how much this STIP addresses it vs the subsequent STIP and funding opportunities. Glen Bolen added that ODOT also has an online request form - found here: <https://www.oregon.gov/odot/About/Pages/ADA-Issue-Request-Form.aspx>

Mr. Snyder noted that with all the dollars being invested in curb ramps it seems we've embarked on a multi-billion-dollar great streets program statewide already. It was suggested that we get a handle on what it's going to take because when you look at it, it's a billion dollars and it could go much higher, and that really is taking the entire allocation with it. So, it's a major liability on the transportation side. I think we should have some knowledge about what it's going to cost. Mr. Ford noted it's also worth saying it's a legal settlement. This is an investment that benefits a lot of people who are vulnerable and who are most in need of these facilities. So yes, it is a substantial investment that the state is making to upgrade old and out of compliance infrastructure. It's the right thing to do as well.

Sarah Iannarone thought a lot of this will be hashed out in 2025 as we figure out how to get the money from various sources into the buckets that we need. I do think that \$1.4 billion ADA liability presents an opportunity as well as a challenge, which would be a statewide investment strategy around safe complete streets. Looking at where those liabilities are going to be. One of the things that we should be thinking about, again, through this leveraged mindset is where do we need to put these projects on the ground. What are the various revenue sources that we can be using to retrofit our unsafe and deadly orphan highways and other non-highway facilities across the street so that people aren't dying on them every single day. Unless we come up with that investment strategy it's going to be very difficult for us to solve these problems because it's going to be this constant shortfall in order to make good on things that are basic like this ADA lawsuit in addition to everything else that we have to do. I encourage everyone to reinforce that message for a statewide investment strategy around complete streets to leadership whenever possible.

Chair Kloser add these bring to mind outreach with our super localized projects. These are ramps at street crossings, and it links in with our jurisdictional transfer policy of trying to help the state and local governments move to localize old arterial streets that used to be state highways. That's where the burden exists. There's a lot of opportunity for partnerships as well. Mr. Leybold added he wanted to assure people that there sounds like there was a lot of interest in the funding programs and the overall

STIP, or should I say ODOT funding situation relative to some of these issues. We'll keep inviting Mr. Ford back on a regular basis and have the opportunity to follow up on some of these.

Mr. Ford added ODOT Region 1 has created a "STIP book" showing 24-27 programming in R1. And we just updated it to show everything as of 1/1/24, so it includes a few amendments handled right after the STIP was adopted, such as funds going to Bull Run bridge. You can find it here:

<https://www.oregon.gov/odot/Regions/Documents/Region1/Final-24-27-STIP-Book-WEB.pdf>

2028-30 Regional Flexible Funds – Overview of Previously Funded Projects (Grace Cho/ Eryn Kehe/ Jon Williams, Metro) Grace Cho provided a brief overview of the presentation. It was reminded that Metro has kicked off the process for the 2028-2030 RFFA cycle. As part of that kickoff and development, we're looking to develop and adopt a program direction later this spring or early summer. The program direction provides the direction on how we want to spend the RFFA in a manner that implements our newly adopted RTP to better inform that discussion. We are trying to bring forward some information about the various programs that we have typically funded through RFFA. One of these regional programs typically referred to in the step 1 process is the Transit-Oriented Development program. A program note was made that the Corridors and Investment Areas planning group will present in April.

Eryn Kehe, Urban Policy and Development Manager, began the presentation. The program history and governance were presented. Approximately \$3.4 million in RFFA funds per year assist with gap financing to grant programs, land acquisition, and community supportive ground floor uses. The 2023 Strategic Plan update included requirements for affordability, equitable contracting, max vehicle parking, and energy efficiency, and bonuses for innovation in workforce diversity, climate mitigation, and climate friendly materials.

Jon Williams presented information on how the program relates with the implementation of RTP priorities. The TOD program is implemented through the RTP goals of equitable transportation, mobility options, thriving economy, safe system, and climate action and resilience. Examples of the program included Elmonica Station in Beaverton, and Glisan Landing in Portland. Leveraging RFFA funds for greater impact to implement the TOD strategic plan includes revolving acquisition funds, federal grants to improve climate performance of buildings, state funds for targeted acquisitions, and collaboration with other Metro programs.

Comments from the committee:

Chair Kloster noted the innovation of these programs at the time they were developed. It was asked how many units that this program has put in since 1998. Mr. Williams noted about 7,000 units. Gresham Civic was mentioned with more potential for affordable units to that area than what exists today. The TOD program is unique to Metro because of its ability to think in advance for planning properties to design with transit and housing and provide the opportunity for us to get ahead of transit investments and get properties when they will only become more expensive.

Dyami Valentine noted the TV Highway project mentioned as a great example of how we can really support these corridors and encouraging opportunities that will make these corridors more competitive for federal funding, ultimately long term. It's encouraging to see since that strategic plan was adopted, substantial growth is being seen. Interest was noted in exploring opportunities and I'm glad you have the lens when these projects are being developed around supporting multimodal and travel options within those developments. We should continue to encourage shared ride or other kinds of shared mobility options.

The Tigard Power to the Pedal program was noted, which the City of Tigard has partnered with the West Side Transportation Alliance to support a bike share program. The program factors in infrastructure needed to support shared mobility and access improvements. More information was shared in the chat.

<https://www.tigard-or.gov/your-government/departments/community-development/transportation-safe-streets-for-tigard/power-to-the-pedal>

Here's that Tigard example Dyami is discussing - funded by PGE's Drive Change funds, which are opening up another cycle soon.

Metro's RTO grant program is also open for applications right now, projects like Tigard's are eligible and we are excited to support programming at TOD and affordable housing sites:

<https://www.oregonmetro.gov/tools-partners/grants-and-resources/regional-travel-options-program>

5- minute break in the meeting taken

Project Delivery Workshop – Kick off and Introduction (Ted Leybold/ Ken Lobeck, Metro) VC Lebold provided the introduction to the presentation. This is all part of us preparing folks for the upcoming RFFA process and being able to submit good project applications that helps us with eventual project delivery and having projects that are well scoped and budgeted and timelines. Other topics presented will include congressionally directed spending and other discretionary programs.

Mr. Lobeck provided an overview of the Project Delivery Training Sessions. These are designed to highlight federal delivery requirements, issues, and barriers, and help you with developing the best possible RFFA application. Following the workshop today future training sessions will cover:

- o Project scoping tips and reminders
- o Cost estimating tips and reminders
- o Completing the Technical Scoping Sheet & Environmental Prospectus
- o Tying all together in support of your RFFA application

Federal transportation project delivery process is complicated. Considerations when pursuing federal discretionary grants / earmarks: Budget for Non-Federal Match, prepare for different funding scenarios, Understand deadlines for obligation and expenditures, Clearly define project scope, schedule, and budget, Understand NEPA and Other Federal Requirements. Considerations once funds have been secured: Ensure Your Project Is in the TIP/STIP, Draft and execute formal agreements.

Two federal guidance documents were noted, and sent to the committee following the meeting. Information on Local Agency Liaisons (LAL) was reviewed. It was noted that there is no federal agency that manages federal discretionary or Congressionally Directed Spending (earmark) awards, ODOT and the MPOs are not notified of your award, you are on the obligation clock, eligibility conditions may exist, other restrictions may be present, and we are relying on the awarded agency to notify us.

A checklist of what Metro needs to know ASAP was given. Special note was made of the FFY 2023 Congressional Direct Spending (CDS) awards (earmarks) and regular assumptions. Eric Hesse asked would Metro want to receive a list of CDS requests when they're submitted annually to give you lead time on what might be funded? Or just when notified of award? Mr. Lebold noted yes, it would be good to receive your lists of requests when they're submitted.

Tara O'Brien wanted to follow up on this because we've been in the thick of trying to get this earmark money obligated and spent. If you have any thoughts on, now that we've been through one or two cycles of these earmarks, if there are ways to speed up this process as we're making requests for the

next round, or if you think just due to the lack of guidance, this long timeline for being able to obligate these funds will continue. Because I think it's a challenge, we're all facing to spend this quickly and show results of it.

Mr. Lobeck noted the short answer is let us know what you have planned ahead of time. We want to know early so we can start discussing details. Sometimes it's not going to be right or fully known, but at least we're getting it going. If we wait for all the information to come to us, you're going to lose money. FHWA and FTA are waiting for us to tell them a lot of times before they can really evaluate. I understand the federal fiscal year 25 earmark applications are now due. Early notification is the best recommendation so we can start planning better.

More information on what information to share with your LAL was provided. Information on MTIP and STIP Programming was given. The programming process, compliance requirements, Key Consistency Checks, what differences mean for delivery – Certified, Non-certified, or Direct Recipient, and look ahead at the kick-off meeting.

In summary:

- Take a step backwards and understand what you are getting into when seeking federal funds
- Evaluate if you can complete any scoping actions. Complete the Scoping Checklist
- Communicate early. Contact your LAL about your funding award
- Congratulations, you are a winner! Now, tell us about the grant!
- Provide details: Project name, description, scope, limits, funding, etc. The details matter!
- Evaluate how strong is your funding plan
- Start working on the Technical Scoping Sheet and Environmental Prospectus

Comments from the committee:

Tara O'Brien asked what the next steps in the process are. I know Metro was planning to review each of the program areas in Step one of RFFA. Will that be coming at the next meeting as we start to dig into the program direction? Mr. Leybold noted those are currently scheduled for the April workshop.

Jaimie Lorenzini asked, from an organizational standpoint, is this part of our meeting that can be isolated for distribution to other governments who were not part of this meeting? Chair Kloster noted the meeting video and materials would be posted online and available to be shared with other. Mr. Lobeck added ODOT experts will help out at future workshops for answers. They are open to everyone.

Adjournment

There being no further business, workshop meeting was adjourned by Chair Kloster at 11:33 a.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC workshop meeting, February 14, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	2/14/2024	2/14/2024 TPAC Workshop Agenda	021424T-01
2	2024 TPAC Work Program	2/7/2024	2024 TPAC Work Program as of 2/7/2024	021424T-02
3	Minutes	11/8/2023	Minutes for TPAC workshop, 11/8/2023	021424T-03
4	Memo	2/7/2024	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2027-2030 STIP Update – ODOT Funding Allocations for federal fiscal years 2028-30	021424T-04
5	Memo	2/7/2024	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner Ted Leybold, Resource Development Section Manager RE: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Step 1	021424T-05
6	Memo	2/6/2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: Proposed Project Delivery Training Sessions as Part of the 2024 TPAC Workshops	021424T-06
7	Presentation	2/14/2024	ODOT FUNDING UPDATES	021424T-07
8	Presentation	2/14/2024	TOD Program RFFA Update	021424T-08
9	Presentation	2/14/2024	Project Delivery Training Sessions	021424T-09
10	Handout	N/A	Federal Transportation Funding: Discretionary Grant Preparation Checklist for Prospective Applicants	021424T-10
11	Handout	N/A	Project Readiness Checklist for DOT Discretionary Grant Applicants	021424T-11



Memo

Date: Wednesday, April 3, 2024
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Senior Transportation Planner
Subject: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Step 1B – Region-wide Programs and Planning Activities

Purpose

To provide TPAC an overview of the Step 1 region-wide programs and regional planning activities in efforts to help inform discussion on the 2028-2030 Regional Flexible Funds Allocation (RFFA) program direction.

Background

The Regional Flexible Funds are federal surface transportation funds provided by the federal government to states, metropolitan planning organizations (MPOs), and local governments. Comprised primarily of two federal funding types – the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) – these federal transportation funds are typically distributed through funding formulas. As an MPO, Metro has funding authority to allocate federal transportation funds which it receives through funding formulas.¹ This allocation process is known as the Regional Flexible Funds allocation (RFFA). Kick off of this process begins at the February 2nd TPAC meeting and runs through the summer of 2025. The drafted Regional Flexible Fund Allocation schedule calls for JPACT and Council to act at two key times: 1) for the adoption of the program direction, which is anticipated for late spring or early summer 2024; 2) for the adoption a RFFA investment package anticipated in summer 2025.

2028-2030 RFFA Program Direction – Step 1 and Step 2 Framework

The RFFA process is conducted in two steps; Step 1 is the formation of the Program Direction, which documents how the flexible funds are to be spent to carry out the policy objectives of the adopted RTP. Step 2 is the solicitation for capital project applications and the competitive selection process.

Step 1 is comprised of ongoing funding commitments to bond repayments the region made in previous RFFA cycles, as well as providing continued investment in RTP-identified activities and programmatic investments that advance federal, state, and regional requirements to build a multi-modal transportation system. RTP activities identified are three region-wide programs and providing capacity to lead regional planning initiatives. Lastly, regional funds support essential and required MPO functions. Step 1 programs descriptions:

- **Bond Repayment** – Regional flexible funds used to help construct the region’s high-capacity transit system and provide initial project development funding for other projects. Since 1998, TriMet has issued bonds to pay for project development and capital construction costs of high-capacity transit line construction, based on a regional commitment of flexible funds to repay the bonded debt. This bond obligation covers investments in Green, Orange, and Southwest Corridor MAX lines, Division Transit Project, and the Eastside Streetcar Loop. In the 2019-2021 RFFA process, JPACT and Metro Council

¹ This is to distinguish that Metro does not receive federal transportation funding unless the funds are awarded to Metro through the Regional Flexible Fund allocation process, discretionary funding program or through another allocation of federal funds through a partner agency.

also directed regional funding be used on project development for a select package of projects.

- **Region-wide investments** – Three region-wide programs defined over time by their regional scope, program administration, and policy coordination. These factors have encouraged the region provide a consistent allocation of regional flexible funds to support them. The three programs are:
 - Regional Travel Options/Safe Routes to School (RTO/SRTS) – Grant program that supports local jurisdictional and non-governmental organization partners’ outreach and encouragement work that helps people of all ages reduce automobile use and increase travel by transit, ridesharing, bicycling, and walking. Funding also supports research, evaluation and partner coordination activities.
 - Transit Oriented Development (TOD) – Grant program to help stimulate private development of higher-density, affordable and mixed-use projects near transit, invest into urban living infrastructure - such as early childhood learning centers, grocery stores, community cultural spaces, and employment resource centers – that benefit low-income community members and people of color, and to acquire land for future affordable housing development all within proximity to frequent service transit to increase the use of the region’s transit system and advance the Region 2040 Growth Concept.
 - Transportation System Management and Operations (TSMO) – Funding focused on projects and coordination activities to improve the region’s transportation data, traffic signals, traveler information and other technological solutions to help move people and goods more safely, reliably, and efficiently.
- **MPO, and Corridor and System Planning** – Regional funds used to support planning, analysis and management work required or undertaken by the metropolitan planning organization.² JPACT and Metro Council have directed flexible funds to be spent instead of collecting dues from each partner jurisdiction in the region as was done prior to 1992. Regional funds have also been directed towards continued planning work to further develop regional corridors, transit and freight networks, and to better understand the economic impacts of regional transportation investments.

Step 1 Region-wide Programs and Planning Activities Overview

TPAC will receive a presentation from the Regional Travel Options (RTO), Safe Routes to Schools (SRTS), Transportation System Management and Operations (TSMO) programs and the Corridors & System Planning group. As part of the presentations, each will discuss the background efforts as to how they implement the policy objectives of the 2023 Regional Transportation Plan (RTP), recent accomplishments, and upcoming work.

Upcoming Activities

The following table outlines upcoming RFFA activities. The table is not comprehensive.

2028-2030 Regional Flexible Fund Allocation – Schedule of Near-Term Activities

Activity	Date	Where
Project delivery training series – continued	April 10 & June 12	TPAC workshop

² Federal requirements define the minimum work plan for the metropolitan planning organization, but additional work program items carried out is identified through the development and update of each Regional Transportation Plan. Chapter 8 of the most recently adopted RTP outlines the work plan items the region desires to accomplish between RTP updates.

Overview of options for the 2028-2030 RFFA program direction; gather input	April 18	JPACT
Continued discussion of options for 2028-2030 RFFA program direction	May 3	TPAC meeting
Overview of options for the 2028-2030 RFFA program direction; summary of committee input to date; gather input	May 7	Council work session
Continued discussion of options for 2028-2030 RFFA program direction	May 23	JPACT
Briefings with interested parties (requested)	On-going	TBD

MTIP Coordination and Program of Projects

Transportation Policy Alternatives Committee

April 10, 2024



About SMART

- ▶ 21,000+ people employed in Wilsonville
- ▶ 27,000+ people live in Wilsonville
- ▶ SMART gave 164,000 rides in FY2023
- ▶ Nine routes: Six in town and connections to Canby, Salem, & Tualatin
- ▶ Programs: Dial-A-Ride, SMART Options, Vanpool
- ▶ All service is free except to Salem and medical trips out of town



Recognition

- ▶ SMART ranked **8th** for quality of bus & transit services and **9th** for ease of travel amongst cities surveyed in the 2022 National Community Survey
- ▶ SMART received the **2022 System Innovation Award** for the successful Bus on Shoulder pilot program



Transit Fund Forecast FY 24-25

Draft- to be finalized June 3, 2024

Source	Proposed Revenue
Employer Payroll Tax	\$6,200,000
Intergovernmental	\$3,683,000
Passenger Fare & Other Revenues	\$41,000
TOTAL	\$9,924,000

FY 2024/25 Budget Timeline

April 22: Proposed Budget available and open for public comment

May 9: Budget Committee, first meeting

May 16: Budget Committee, second meeting

June 3: City Council to adopt budget

July 1: New fiscal year begins



Proposed Program of Projects FY 24/25

To be finalized June 3, 2024

5307 Formula: \$182,000

- ▶ Preventive Maintenance & Scheduling Software

5307 Formula + 5339 Formula: \$522,000

- ▶ Vehicles & Preventive Maintenance

Surface Transportation Program: \$150,000

- ▶ SMART Commute Options and SRTS Programs

5310 Urban Formula: \$33,500

- ▶ Travel Training for Seniors & People with Disabilities



Questions/Comments?

Kelsey Lewis

Grants & Programs Manager

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Transportation Policy Alternatives Committee (TPAC)

TriMET FY2025 Approved Budget

April 10, 2024 Workshop

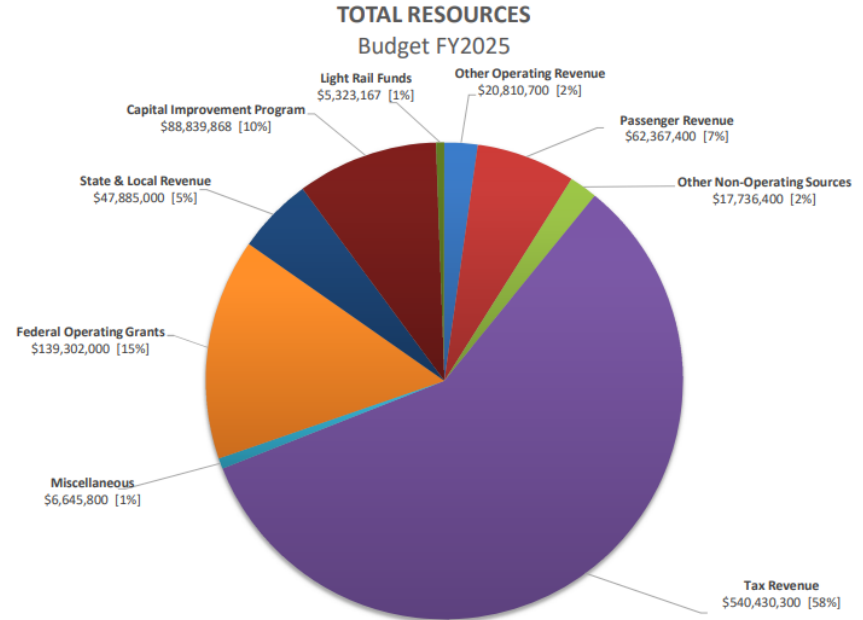


FY2025 Budget Investments

1. Safety & Security
2. Cleanliness
3. Service Improvements & Reliability
4. Workforce development
5. Climate Action

FY2025 Approved Budget – Resources

- **Tax Revenue**
 - Total: \$540.4M (58%) ↑ \$24.6M or 4.8%
- **Federal Operating Grants**
 - Total \$139.3M (15%) ↓ \$17.5M or -11.1%
- **Capital Improvement Program & Light Rail Funds**
 - Federal/STIF/State/Local: \$88.8M (10%) ↓ \$43.8M or -33.0%
- **Passenger Fares**
 - Total \$62.4M (7%) ↑ \$6.1M or 10.8%
- **State & Local Revenue**
 - STIF/State 5310/Local \$47.9M (5%) ↑ \$3.5M or 7.9%
- **Other Revenues:**
 - Miscellaneous/Other/Non-Operating \$45.2M (5%)
↑ \$3.4M or 8.2%



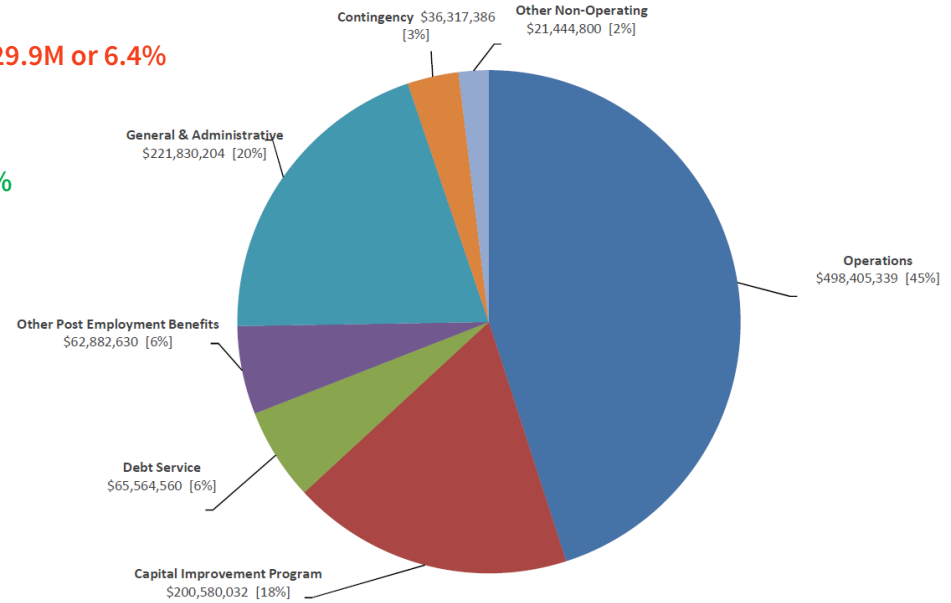
Total Resources = \$929,340,635*

*Total Resources excludes Beginning Fund Balance of \$819,577,157

FY2025 Approved Budget – Requirements

- Total Budget \$1.75 billion ↓ \$178.7M or -9.3%
- Operating Requirements \$848.7 million ↑ \$30.2M or 3.7%
 - Day to Day [Transportation & Maintenance] \$498.5M ↑ \$29.9M or 6.4%
 - OPEB \$62.9M ↓ \$24.7M or -28%
 - Debt Service \$65.6M ↔ \$0.1M or 0%
- Capital Improvement Program (CIP) \$200.6M ↓ \$127.7M or -38.9%
- Funding Exchanges & PassThrough \$21.4M ↑ \$0.5M or 2.5%
- Contingency \$36.3M ↑ \$11.5M or 46.7%
- Ending Fund Balance \$641.9M ↓ \$86.4M or -12%
 - Restricted – Bond Proceeds \$67.7M ↓ \$32.6M or -49.5%
 - Restricted – Debt Service \$47.6M ↓ \$3.8M or -7.9%
 - Unrestricted \$526.6M ↓ \$57.6M or -17.9%

TOTAL REQUIREMENTS
Budget FY2025



Total Operating & Capital Requirements = \$1,107,024,951*
*Total Requirements exclude Ending Fund Balance of \$641,892,841

Federal Externally Funded - Operating

Federal Operating Grants	Purpose	FY2025
FTA Section 5307 & 5307 Route Planning Restoration	Preventive Maintenance & Operating Assistance	\$ 66,930,000
FTA Section 5337 State of Good Repair	Preventive Maintenance	\$ 44,480,000
Regional STBG & CMAQ FHWA Flex Funds	Regional Rail Debt Service & Preventive Maintenance	\$ 21,800,000
Regional STBG FHWA Flex Funds	Metro Program Fund Exchanges	\$ 3,708,400
Regional STBG FHWA Flex Funds	Regional Transp Options Program	\$ 400,000
FTA Section 20005b Pilot Program	Transit Oriented Development & Eastside Park & Ride	\$ 207,300
FTA Section 5310 Enhanced Mobility of Sr. & Indv. w/Disab.	Ride Connection Contracted Service	\$ 1,333,700
Homeland Security Funds	Safety & Security-Canine/Tactical Training	\$ 415,100
FTA Section 5307/CMAQ FHWA Flex Funds	Open Street Map Data Maintenance	\$ 27,500
Total Federal Operating Grants		\$ 139,302,000

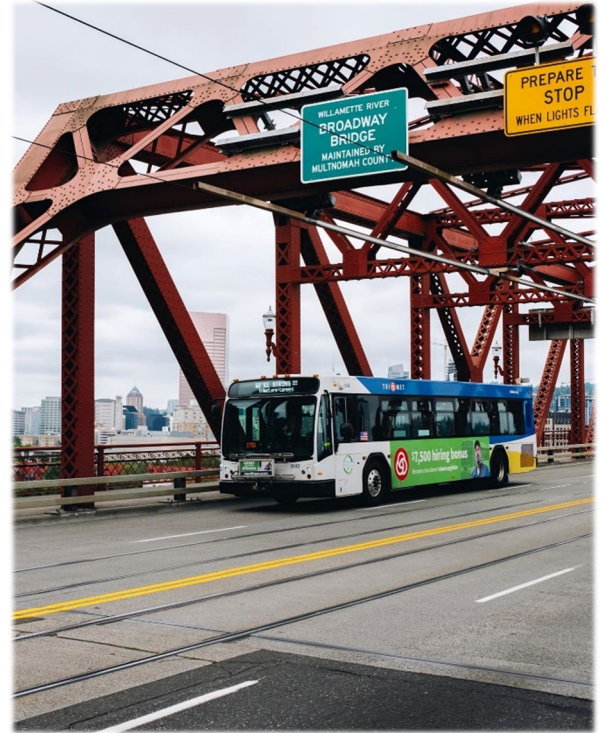
Federal Externally Funded – Capital Improvement Program

Federal CIP Grants	Purpose	FY2025
FEMA ATTAIN	LRV CAD-AVL	\$ 980,000
FEMA/DHS, Transit Security Grant Program	CCTV & Intrusion Detection	\$ 445,000
FTA Section 5309 CIG New Starts	Portland-Milwaukie Light Rail Project	\$ 5,323,167
FTA Section 5309 CIG Small Starts	Division Transit Project	\$ 1,150,761
FTA Section 5339 Low or No-Emission Vehicle	Electric Bus Purchases	\$ 2,192,673
FTA Section 5339 Bus Replacement Purchase	Electric Bus Purchases	\$ 1,386,640
ODOT STBG FHWA Flex Funds, Mass Transit	Electric Bus Purchases	\$ 1,564,939
FTA Section 5312 Public Transportation Innovation Program	Rail Crossing Safety Enhancements	\$ 78,492
FTA Section 5309 CIG Small Starts	Red Line Extension and Reliability Improvements	\$ 6,921,916
FTA, Section 5310, Elderly & Disabled	ATP Technology Grant	\$ 369,373
FTA Areas of Persistent Poverty Program	82nd Avenue Transit Improvements	\$ 630,000
FTA Carbon Reduction Program (CRP)	82nd Avenue Transit Improvements	\$ 4,091,619
FTA Community Project Funding/Congressionally Directed Spending	Blue Line Station Rehab	\$ 1,494,267
FTA Community Project Funding/Congressionally Directed Spending	Garage, Layover, and TC Expansion	\$ 3,106,489
FTA Section 5339(a) Discretionary	Garage, Layover, and TC Expansion	\$ 2,816,733
FTA Community Project Funding/Congressionally Directed Spending	Willamette Shore Trolley	\$ 492,192
FTA FY2023 CMAQ Funds - Transferred to Section 5307	Electric Vehicle Charging Infrastructure - Powell	\$ 500,000
FTA Regional STP Flex funds	Powell-Division Corridor Safety & Access to Transit	\$ 1,347,051
	Total Federal CIP Grants	\$ 34,891,312

Budget Timeline

Key Dates

- ~~Public Rollout of Budget – March 6th~~
- ~~Board approved budget for TSCC – March 29th~~
- TSCC Hearing – April 24th
- Board adopts FY2025 Budget – May 22nd
- FY2025 Budget Begins – July 1, 2024



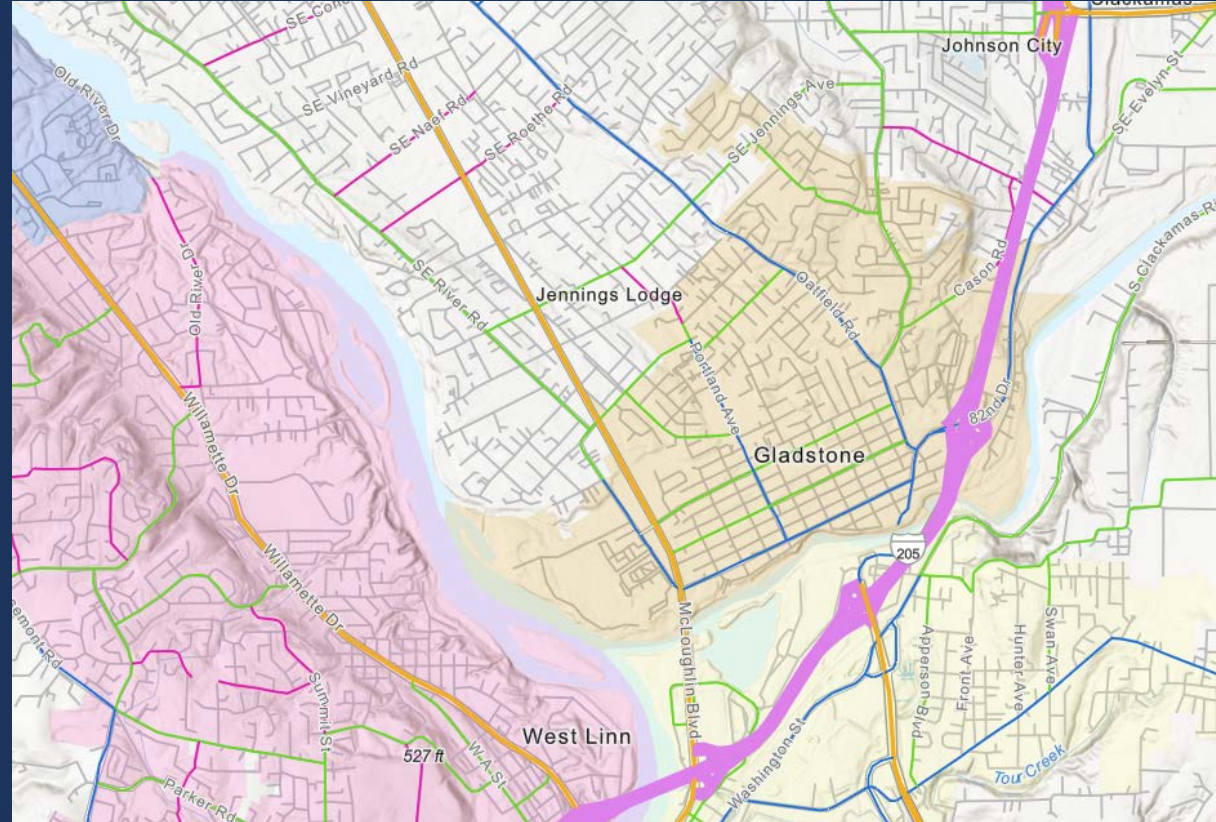


Fiscal Year 2025 Budget: <http://trimet.org/budget/> **Questions?**

Our Values: Safety · Inclusivity · Equity · Community · Teamwork

ODOT Federal Functional Classification Update

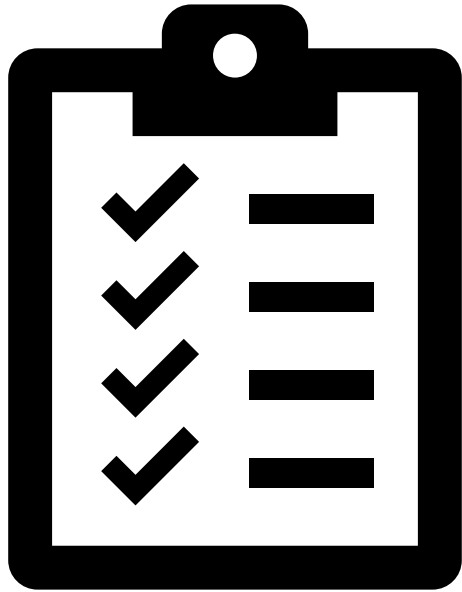
**Why does this matter?
And
General Guidance**



Why is this important?

- Functional classification defines the role the roadway plays in serving travel needs.
- Federal legislation uses FFC to determine eligibility for funding for most FHWA funding categories, including Federal Aid
 - *All functional classifications except Rural Minor Collectors and Local roads are eligible for Federal Aid.*
- Functional classification carries with it expectations about roadway design, including its speed, capacity and relationship to existing and future land use development.
- Consistency between adjacent jurisdictions
 - *ODOT still allows flexibility for LPAs to establish their own design standards/guidance, but consistency in FFC can reduce drastic differences between jurisdictions.*

Overview of FFC Update



- **Schedule**
- **Roles and Responsibilities**
- **Process**
- **General Guidance/Common Errors**
- **Group Discussion (Q&A)**

Schedule

PMT/RICS Review As FFCs Submitted

January – June

- FFC Meeting w/ ODOT Region Planners
- Review expectations
- Regular Check-Ins with PMT and Regions (monthly/2x-monthly)

- Region Planners coordinate with Local Agencies, MPOs
- Ongoing FFC update submissions
- **Submit all FFC updates by 6/30**

July – August

- DEA prepare statewide GIS shapefile for FHWA review
- Coordination to resolve outstanding questions.

FHWA review

September – November

- FHWA Review
- MPO/LPA coordination as needed
- DEA finalize statewide GIS Shapefile

December

*ODOT
submittal
to FHWA*

Roles & Responsibilities

PMT

ODOT HQ, RICS, DEA

- Manage schedule
- Regular check-ins with Region Planners
- Answer questions
- Review proposed FFC updates from Regions
- Compile final submittal to FHWA

Region Planners

- Outreach and primary contact with MPOs, LPAs and Federal Agencies (USFS, BLM, NPS)
- Review/complete FFC update within Region
- Coordinate with Tribal liaison

MPOs

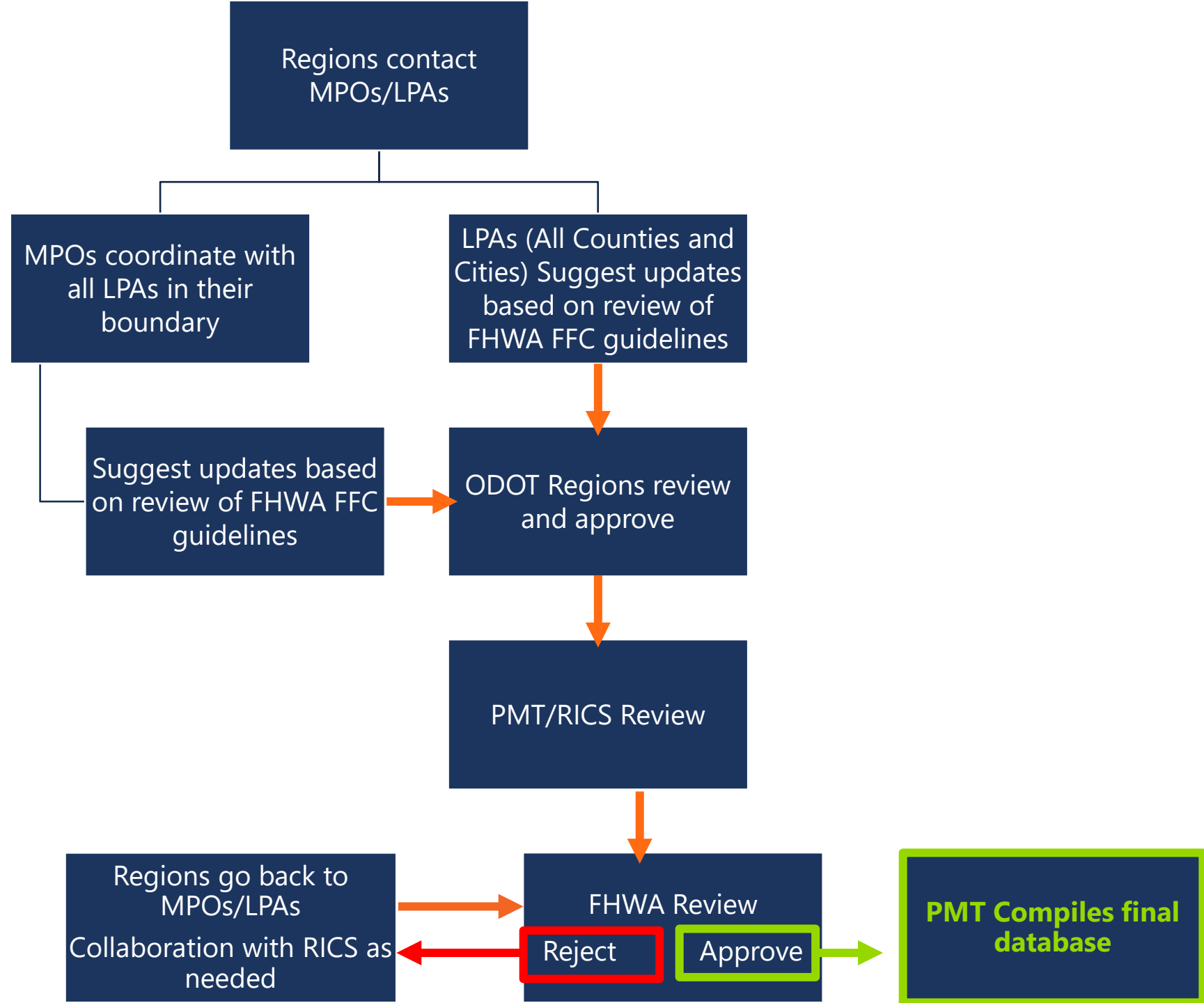
- Lead coordination with LPAs in their boundary
- Suggest updates based on review of FHWA FFC guidelines

LPAs (City and County)

- Outside MPO, suggest updates based on review of FHWA FFC guidelines

Sample Process

Note:
Coordination w/ local agencies is led by Region Planners. Do what works best for your region.



General Guidance

- FHWA Guidelines:
<https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf>
 - Definitions of FFC in Section 3.1
- ODOT FFC Update Website:
<https://www.oregon.gov/odot/Planning/Pages/FAUB-FFC-Update.aspx>
- ODOT FFC Project Webmap:
<https://experience.arcgis.com/experience/a7c266e96058473d9e8423c7789f66e7/page/FFC-Review/>
 - Helpful layers: 2020 FHWA FFC Designations
- Local jurisdiction's current Functional Classification Map/TSP
https://deainc.sharepoint.com/sites/Federal_Aid_Urban_Boundary
 - Click on Excel "*Contact & TSP Link Information_R#*" (choose which ODOT Region of city/county origin)

General Guidance

- Local jurisdictions may classify roads for their own purposes in transportation plans, however, roads are required to have a federal classification based on federal standards as well, which is used to determine federal funding eligibility and must be approved by FHWA.
- While functional classification applies to both existing and planned facilities, the **focus is on the existing system and “near-term” improvements** (in the STIP and will be under construction within 4 years).
- Local jurisdictions should look at their functional classifications and determine if any updates are needed based on the federal definitions (section 3.1) and how the road currently functions (existing road) or is intended to function (“near-term” planned road).
- **Jurisdictions should review their entire roadway system.** This includes roads currently classified as part of the local system in case they should be part of the federal functional classification system (federal aid eligible).

General Guidance

- Keep the focus on how a given roadway currently functions (existing road) or is intended to function (planned road).
- Don't forget about how roads, and other transportation facilities, fit into the local system and connect to adjacent communities.
- Remember that federal FC standards are sometimes very different than the FC system a local agency uses in their TSP.

Common Issues

- Current FFC has a road that hasn't been built
- Be sure to review your collector system. Designate minor and major collectors as needed.
- Remember that the higher FC routes make up a small percentage of total roadway mileage but carry the bulk of VMT.



Memo

Date: March 25, 2024
To: TPAC Members and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: Proposed Project Delivery Training Session #2 – Project Scoping

PURPOSE STATEMENT

FOR THE PURPOSE OF PROVIDING TPAC MEMBERS AN OVERVIEW OF THE IMPORTANCE OF PROJECT SCOPING AS PART OF THE PROJECT DELIVERY PROCESS AND TO HELP SUPPORT LOCAL AGENCIES COMPLETE THEIR 2028-30 REGIONAL FLEXIBLE ALLOCATION (RFFA) APPLICATION

BACKGROUND

The April 10, 2024, TPAC Workshop will include a project delivery training session to be conducted by ODOT staff. The primary topic will be project scoping and the impacts properly scoped projects, or the lack of scoping can have on the federal project delivery process.

Justin Bernt, ODOT Program Manager, Statewide Scoping & ODOT Delivered Local Agency Programs, and Tiffany Hamilton, ODOT Local Agency Certification Program Manager will conduct the training session.

Project scoping refers to the preliminary review actions an agency can take to assess the possible barriers and issues federally funded projects may experience as they progress through the transportation delivery process. Project scoping does not mean the lead agency is initiating environmental actions as required by NEPA, or attempting to complete final design as if the project were already in preliminary engineering.

Project scoping:

- Supports preliminary efforts to identify of potential issues based on the staff preferred alignment for their project.
- Help assess the ease or difficulty in completing preliminary engineering, right-of-way, utility relocation, and final construction activities for the project.

Project scoping is also referred to as completing needed project development activities prior to starting environmental activities in NEPA and project specifications and estimates (PS&E) as part of final design process.

A project that is well “scoped” or has completed sufficient project development actions that will enable it to proceed into preliminary engineering is one that:

- Has a well-defined project starting point and ending point.
- Includes a thorough problem statement and purpose and need for the corrective action.

- Has a detailed project description and clear list of deliverable objectives.
- Includes preliminary exhibits and renderings of the staff preferred alternative.
- Includes a clear project location map.
- Includes a well-defined project budget and contingency funding to address future unknown delivery requirements that may emerge through preliminary engineering.
- Has begun identifying and evaluating potential delivery issues and completed a basic delivery risk assessment.

The overall purpose in completing project scoping prior to starting preliminary engineering will help you properly complete the Technical Scoping Sheet (TSS) and Environmental Prospectus as required by ODOT. This also will greatly assist in helping to kick-start the Intergovernmental Agreement (IGA) development process and can help reduce the time it takes to develop and approve the IGA.

However, there are limits to the pre-delivery actions the lead agency can complete as part of the scoping and project development activities. ODOT staff will address these areas and questions such as:

- How far can you take the project design?
- Can you take the design up to 30% or not?
- How far can you complete pre-NEPA actions without them becoming a NEPA violation?
- What type of pre-Right-of Way actions can you accomplish without creating a right-of way conflict in the federal process.
- Can you transfer some or any of the pre-NEPA environmental work and design actions into preliminary engineering? Or, do you have to start over once PE begins?
- How detailed does your funding plan need to be?
- How much contingency funding is sufficient to build into a project budget?
- What are the key questions you want to answer through the project development scoping process?

ODOT staff will address these and other questions, and the benefits to scoping during the training session.

SCOPING ACTIONS AND IMPACTS UPON YOUR RFFA APPLICATION

Completing project scoping can and will help you with your RFFA application. The additional scoping details you can provide will assist in determining the delivery risk assessment that will be applied to your RFFA application if the funding request applies to a new project. Including scoping details could impact the overall RFFA score your project receives.

Unfortunately, completing project scoping actions also requires funding to pay for the scoping work. In a perfect world, every RFFA application requesting funding for a new project would include a completed Project Study Report (PSR) that includes the various scoping details to help ensure the TSS and Environmental Prospectus are completed sufficiently to enable the IGA development to proceed without delay. Because of this

funding catch-22 to complete project scoping, Metro is examining some ideas to help local agencies complete some scoping actions as part of the RFFA process, or post RFFA award. Our goal is to ensure we provide ODOT Local Delivery with the best possible project application and supporting details to facilitate the IGA development and overall project delivery. Metro staff will present additional details about this as the RFFA project call is developed over the next several months.

CONCLUSION

We encourage project managers and/or agency staff outside of the regular members to attend these project delivery training sessions to assist you develop the best possible RFFA application and better understand the federal project delivery process. Please pass on the invite to any interested personnel.

No attachments

Materials following this page were distributed at the meeting.



Portland Metro Region

TransPort

Transportation System Management & Operations Program Update and Regional Implementation

TPAC Workshop

April 10, 2024

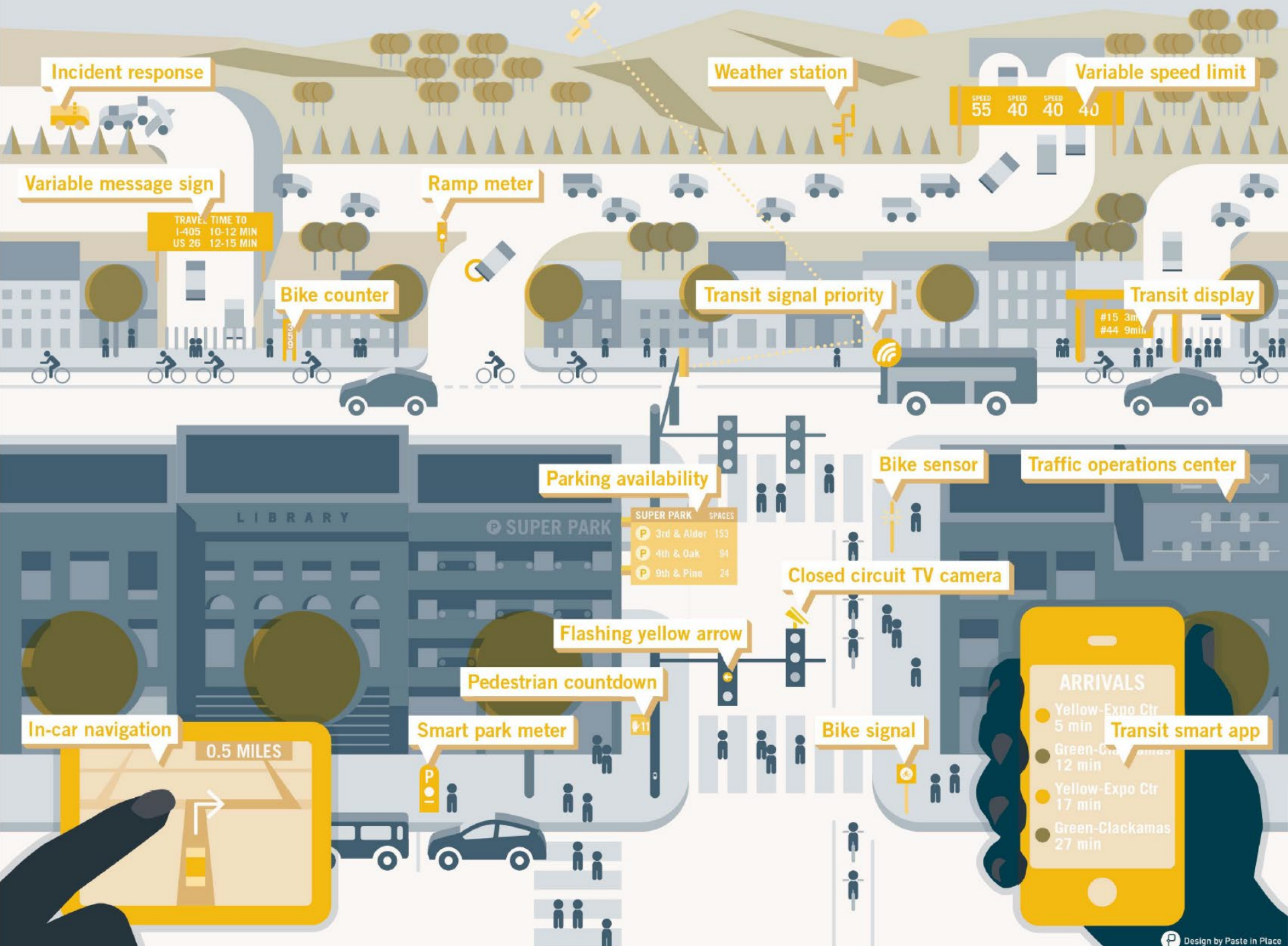
Kate Freitag, ODOT

A.J. O'Connor, TriMet

Caleb Winter, Metro

What is TSMO?





Incident response

Weather station

Variable speed limit

Variable message sign

Ramp meter

TRAVEL TIME TO
I-405 10-12 MIN
US 26 12-15 MIN

Bike counter

Transit signal priority

Transit display

#15 3m

#44 9m

Parking availability

Bike sensor

Traffic operations center

LIBRARY

SUPER PARK

	SPACES
P 3rd & Alder	153
P 4th & Oak	94
P 9th & Pine	24

Closed circuit TV camera

Flashing yellow arrow

Pedestrian countdown

Smart park meter

In-car navigation

0.5 MILES

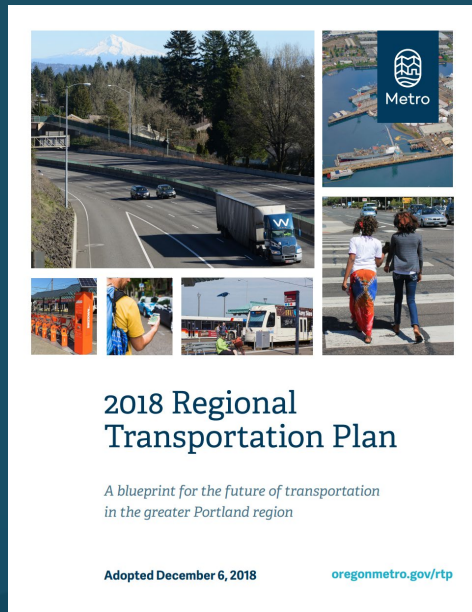
Bike signal

ARRIVALS

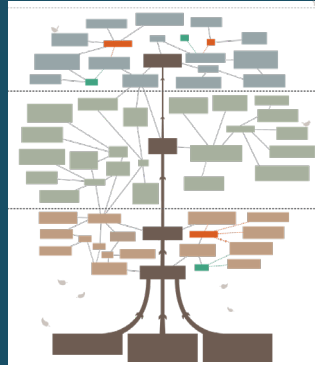
- Yellow-Expo Ctr 5 min
- Green-Clackamas 12 min
- Yellow-Expo Ctr 17 min
- Green-Clackamas 27 min

Transit smart app

Strategy planning process



2018 Regional Transportation Plan
A blueprint for the future of transportation in the greater Portland region
Adopted December 6, 2018 oregonmetro.gov/rtp



Adopted January 6, 2022
Resolution 21-5220

2021 Transportation System Management & Operations (TSMO) Strategy
Portland Metro Region

TSMO
Portland Metro Region

Metro
FEHR + PEERS

2022 TSMO AWARDS
NACoE
Winner
Diversity, Equity, and Inclusion

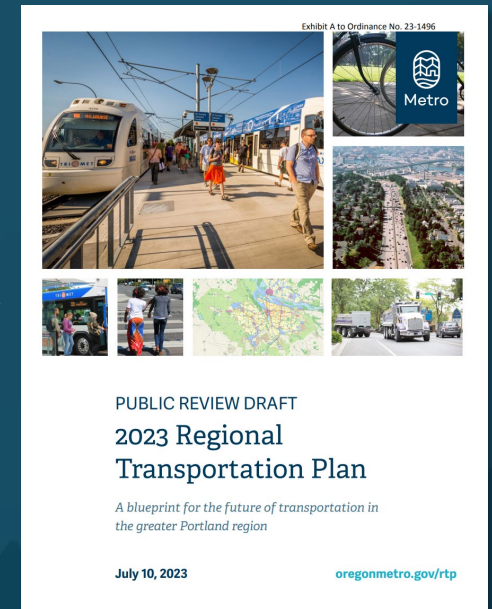


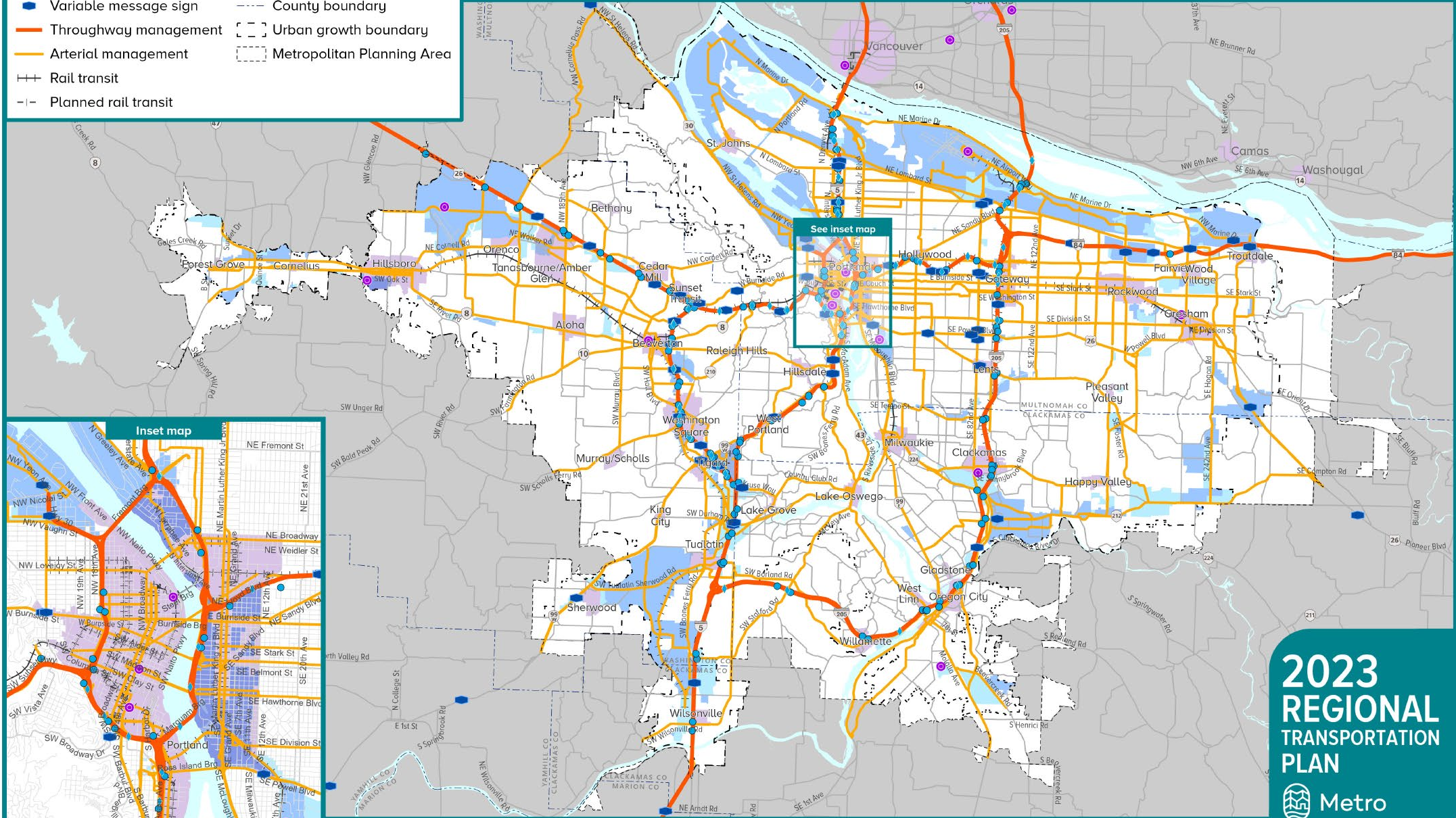
Exhibit A to Ordinance No. 23-1496

2023 Regional Transportation Plan
PUBLIC REVIEW DRAFT
A blueprint for the future of transportation in the greater Portland region
July 10, 2023 oregonmetro.gov/rtp

Strategy = a series of actions to achieve desired outcomes

Regional Transportation System Management Network

- Operations center
- ◆ Advisory speed sign
- Ramp meter
- Variable message sign
- Throughway management
- Arterial management
- +— Rail transit
- - Planned rail transit
- Urban center
- Industrial area
- Employment area
- County boundary
- Urban growth boundary
- Metropolitan Planning Area

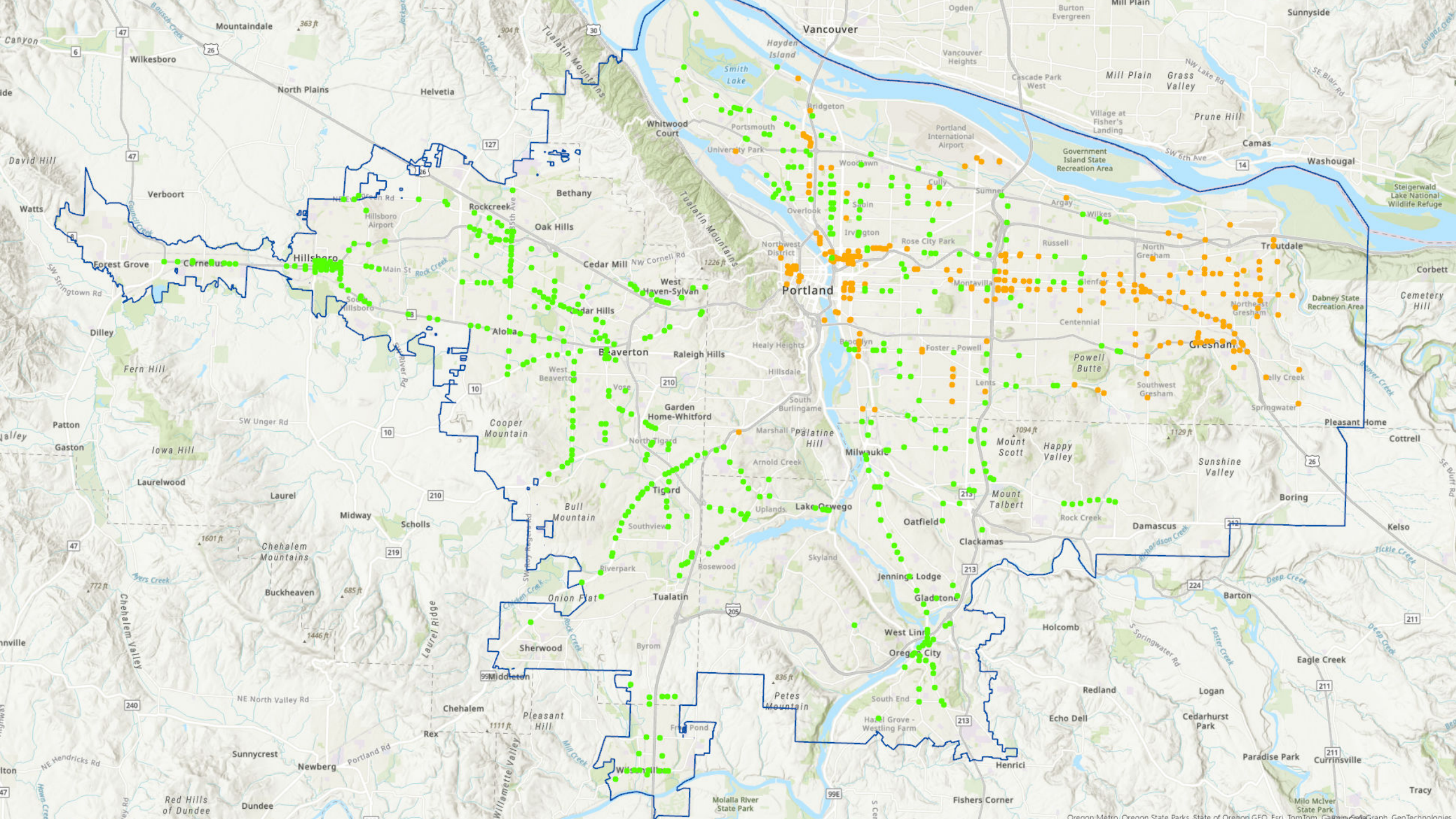


**2023
REGIONAL
TRANSPORTATION
PLAN**



Source: Metro, ODOT

2/13/2024



2021 TSMO Strategy Solicitation:

April 12, 2023 TransPort Recommended Projects

Projects	Federal amount	Agency/ies
Leading Pedestrian Intervals & Smart Detections - Citywide	\$1,938,940	Beaverton
Clackamas Countywide Traffic Signal Safety Upgrade	\$ 933,192	Clackamas
Accessible, routable sidewalk data, region-wide	\$1,015,481	Metro
TSMO Program Investments and Intelligent Transportation Systems Architecture Update	\$ 240,771	Metro
Intelligent Transportation Systems Network Equipment	\$ 146,600	ODOT, TriMet, Port, Portland State Univ., Clackamas, Multnomah, Washington Co., Beaverton, Gresham, Portland
Portland TSMO Regional Central Network Upgrade	\$ 870,381	Portland (regional)
E Burnside Transit Signal Priority Upgrades: 97th - Powell Blvd	\$2,239,872	Portland, Gresham
Portland Local Traffic Signal Controller Replacement Phase II	\$1,588,849	Portland, Gresham, Multnomah County
Stark/Washington Street Signal Advanced Traffic Controller Upgrades: 76th Ave – 257 th	\$1,668,340	Portland, Gresham, Multnomah County
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	\$1,621,892	Portland State University



TSMO FY2024-25 Unified Planning Work Program

TSMO Program Management

- 2021 TSMO Strategy Implementation
- TransPort
- Project Management (e.g. PSU Portal)
- Congestion Management Process
- Regional Mobility Policy

TSMO Program Plus

- Assist local transportation system planning
- Draft operator agreements
- Research to fill equity gaps
- Training for TSMO partners
- Communicate TSMO with more audiences

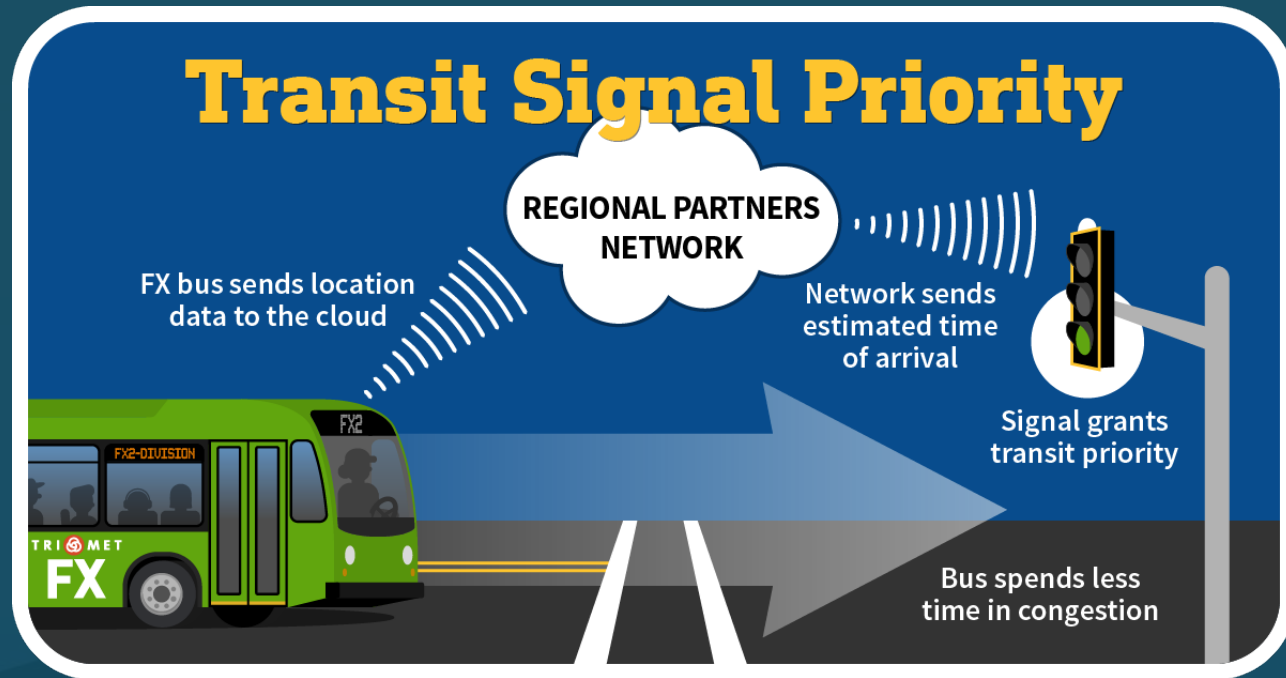
Accessible, routable sidewalk data

- Involve residents and agency partners
- Improve data sets used for planning trips
- Customizations by people with disabilities

TSMO Program Investment

- Intelligent Transportation System Architecture
- Coordinate transit signal priority projects
- Evaluate progress on the 2021 TSMO Strategy

Next Generation Transit Signal Priority (TSP)



- Longer green light (or shorter red) for delayed buses
- Cloud-based: any bus assigned to FX2 will get TSP

Next Generation Transit Signal Priority (TSP)



Results analyzed after turning the system off for over one week (May 2023):

- A 10% travel-time savings; riders are getting as much as eight minutes back in their day (round trip)
- On-time arrivals increased from 65% to 76%
- Buses burned 14% more diesel when the system was off
- Impacts compared with on/off results were minimal



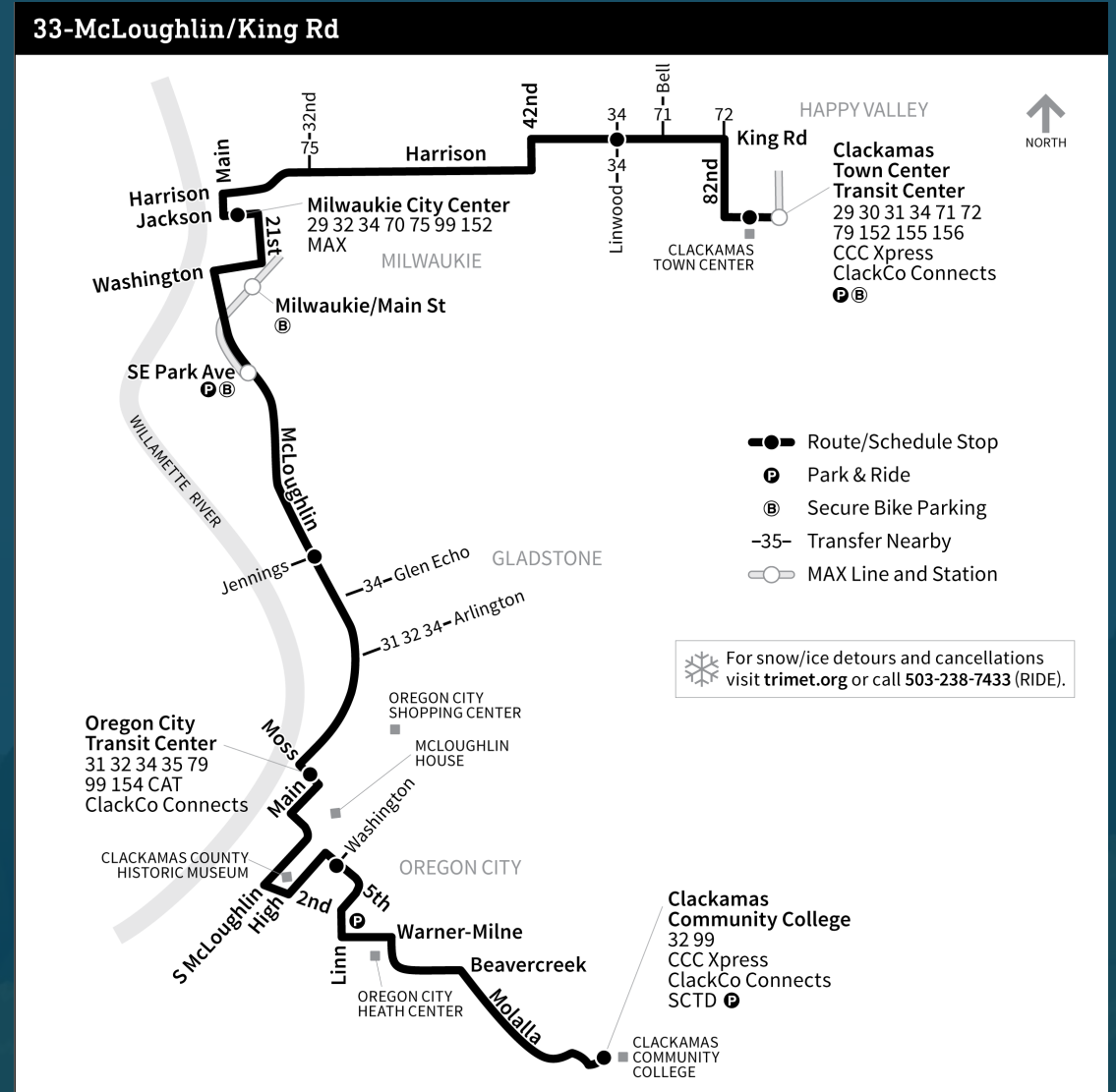
Images: TriMet

Next Generation Transit Signal Priority (TSP)



Line 33 - McLoughlin

- Best Practices Guide
- Intergovernmental Agreement (IGA)
 - Defines roles
 - Provides structure for current data sharing
 - Expresses mutual benefit to agencies and public



Upcoming work

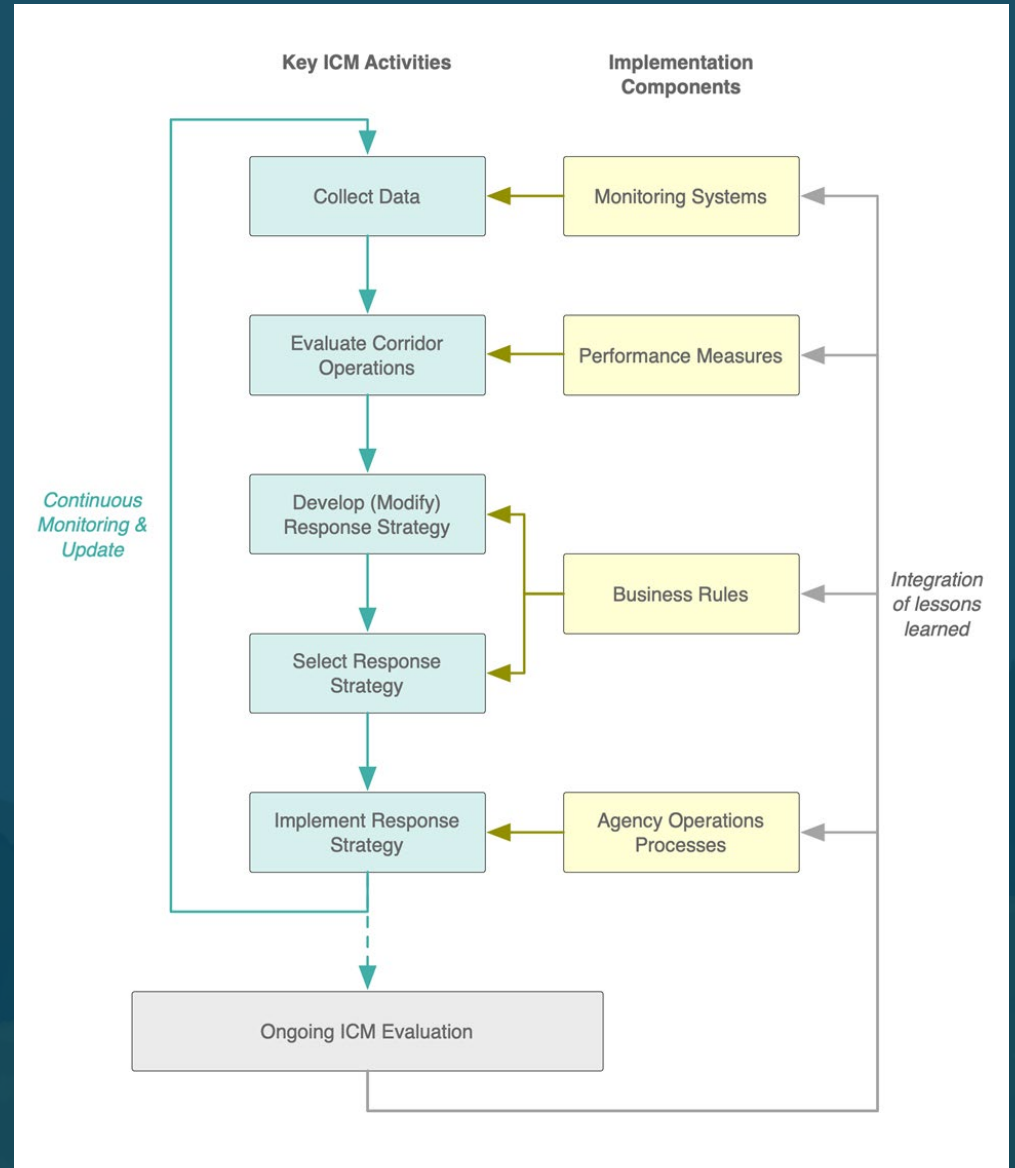
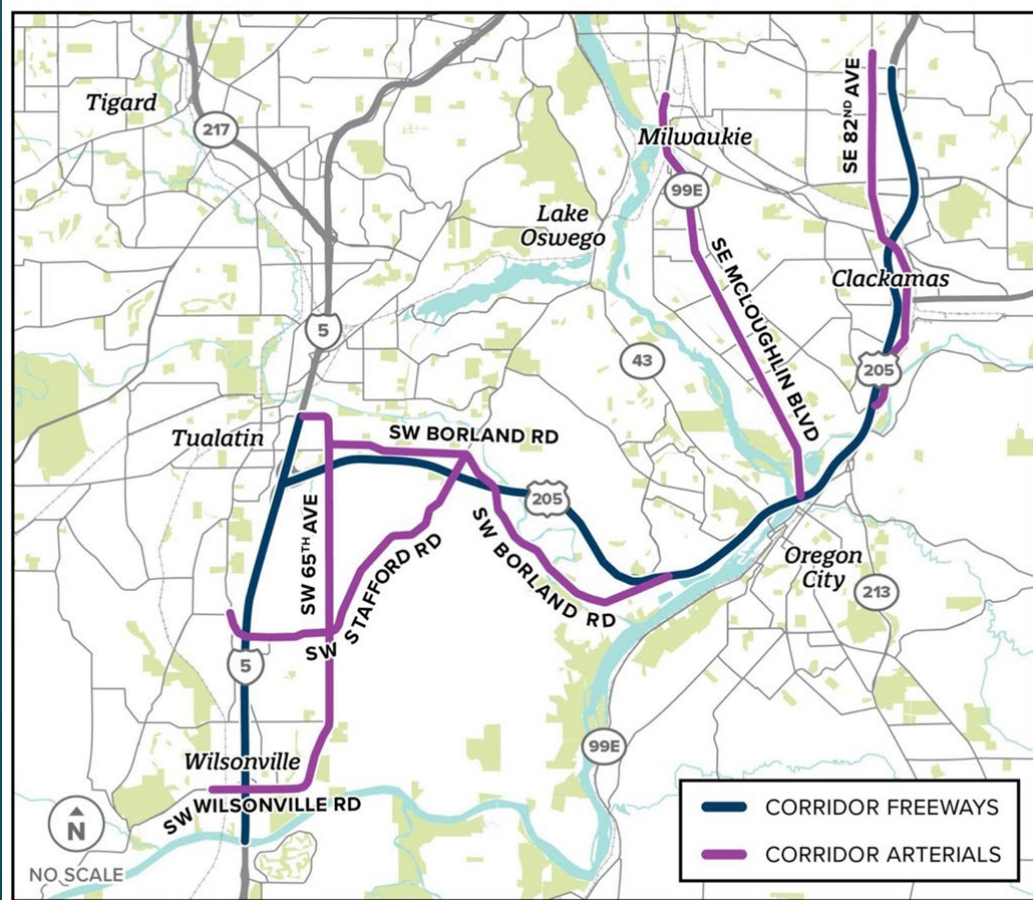
Challenges

- Testing Next Gen TSP with adaptive signals in Beaverton and Gresham
- Fire truck signal priority
- Automate chain deployment in snow and ice

Opportunities

- EPA Carbon Pollution Reduction Grant Application
- Clackamas Connections Integrated Corridor Management planning

Integrated Corridor Management - Draft



Active Traffic Management in ODOT Region 1

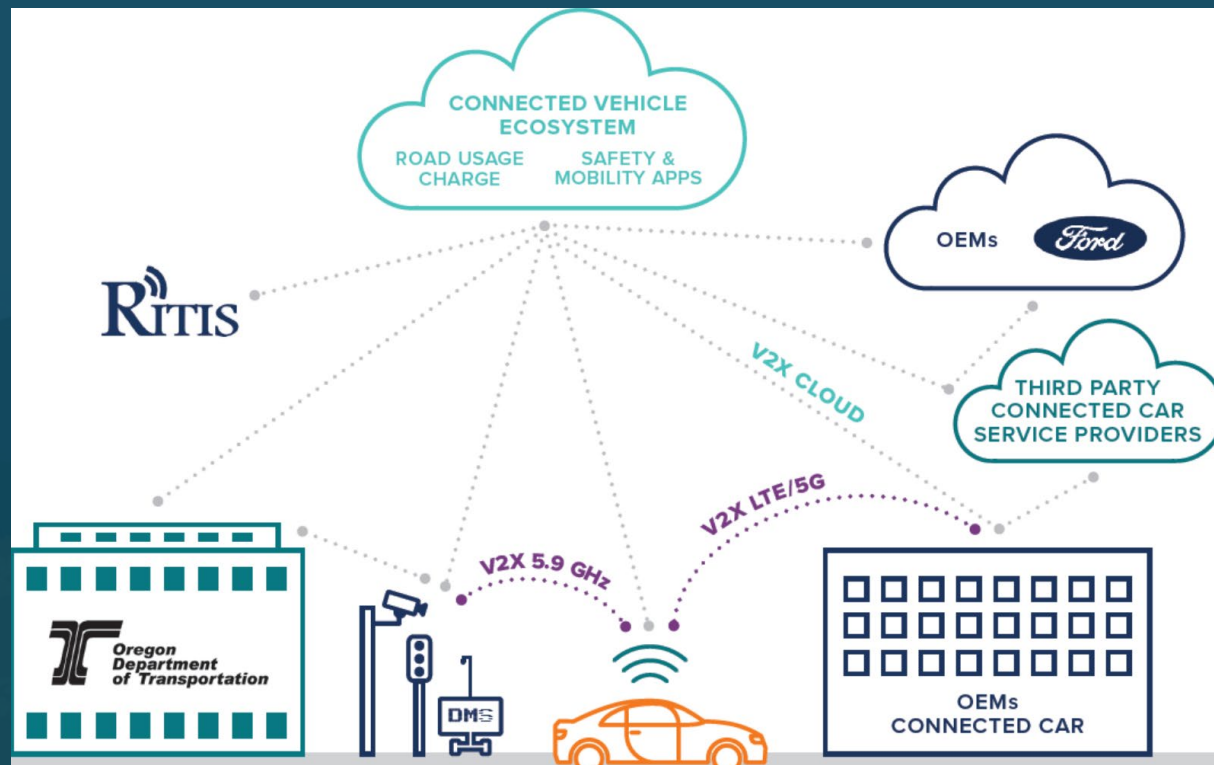
Investments provide advance warning for safety and reliability

- Variable Advisory Speed (VAS) I-5 from the Marquam Bridge to SW Terwilliger Blvd.
- VAS and Variable Message Signs (VMS) on I-5 from Capitol Hwy to OR217
- Advanced Traffic Controllers and radar along OR224 and OR 212



Connected Vehicle Ecosystem, ODOT Statewide

Integrate multiple data sources that rapidly generate a high-volume of information and make sense of it for operators and the traveling public.



Road Usage Charge



- Anonymize and aggregate sensitive information, work with carmakers and account managers to enable OReGO

Intelligent Transportation Systems

- Provide better traveler information to motorists including in-vehicle messages (curve warnings, work zones, etc.)
- Detect and respond to incidents more quickly to reduce delays
- Increase situational awareness for operations
- Enable two-way Connected Vehicle communications

TransPort and Related Groups

Group	Purpose
TransPort	Share best practices, transfer knowledge, collaborate on deployment of new technologies and update information flows in the ITS Architecture
ITS Network Management Team (ITS-NMT)	Coordinate and provide oversight for the ITS Network. The ITS Network is a means for public agencies to share services by transmitting high-volumes of transportation data (information flows are defined in the ITS Architecture).
Cooperative Telecommunications Infrastructure Committee (CTIC)	Provide advanced telecommunications infrastructure to support regional transportation, schools, libraries, 911 centers and to meet other public interests. Facilitate extensive collaboration on fiber infrastructure projects that benefit all parties, thereby efficiently using public resources.
Central Traffic Signal System Users Group	Coordinate state, county, city and transit operations of traffic signal and related infrastructure. The group solicits stakeholder feedback when making upgrades or replacing regional signal system equipment and software capabilities.
PORTAL Users Group (PUG)	Share PORTAL data projects and open-source transportation data. Discuss analysis issues with professionals, researchers, and students.
ITS Architecture	Promote and ensure regional interoperability. Lead an update of the region's ITS Architecture starting in Fiscal Year 2024-2025.
Traffic Incident Management (TIM) Team	Safe and quick clearance of the region's road and rail right-of-way by communicating safety and incident response strategies across agencies and emergency responders including ambulance and towing services; promote trainings, support cross-discipline understanding and post-incident debriefs.



U.S. Department of Transportation

TRI MET



CITY OF GRESHAM



City of Lake Oswego Oregon





Thank you

TransPort Chair

Kate Freitag, ODOT

✉ Kathleen.M.Freitag@odot.oregon.gov

TransPort Vice Chair

A.J. O'Connor, TriMet

✉ OConnorA@TriMet.org

TSMO Program

Caleb Winter, Metro

✉ Caleb.Winter@oregonmetro.gov

Investment Areas Program Overview

April 10, 2024
TPAC Workshop



Metro



Agenda

- Investment Areas:
what do we do?
- Example projects



What does the Team do?

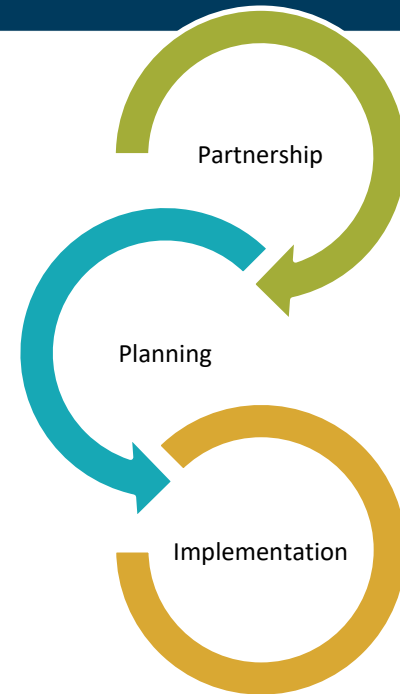
We work with partners to develop shared investment strategies that help communities build their **downtowns, main streets and corridors** and that leverage public and private investments that **implement the region's 2040 Growth Concept.**



Building and nurturing relationships is a major focus of our work

Investment Areas approach

- Public investments catalyze private development
- High capacity transit can be the largest public investment in an area.
- Leverage resources at all levels to maximize public benefit and return
- Shared investment strategies – align local, regional, state, federal, community and private interests to maximize benefits.



Leverage resources



Investment Area Team Roles

Project Lead

Serve as “even handed convenor” for corridor investment projects from concept to Locally Preferred Alternative.

Co-Lead

Work in close collaboration with regional partners to deliver a program/project

Partner

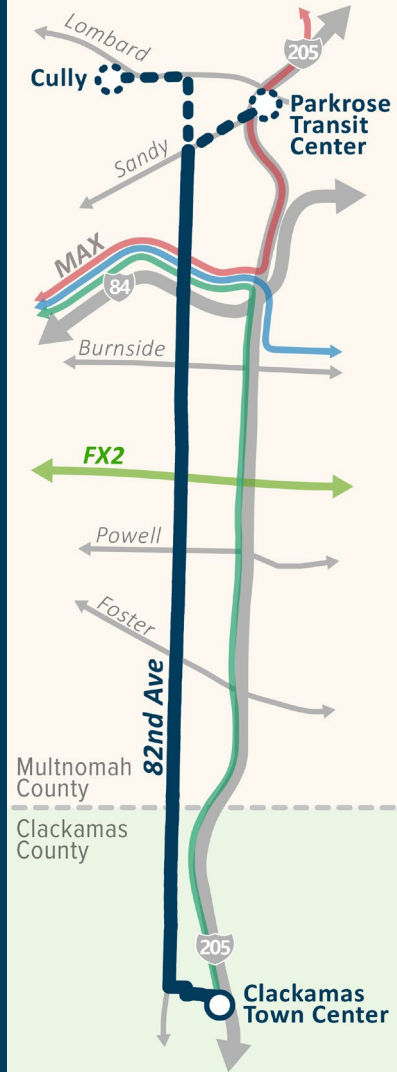
Member of leadership/technical team helping to shape project/process/plan.

82nd Ave Transit Project

- Upgrading transit service to improve access, safety, speed and reliability
- Building on investments from PBOT and ODOT to improve streetscape, crossings, etc.
- Leveraging local resources to garner federal funding

Partners

- City of Portland
- Clackamas County
- Community partners
- Multnomah County
- ODOT
- Port of Portland
- TriMet
- FTA



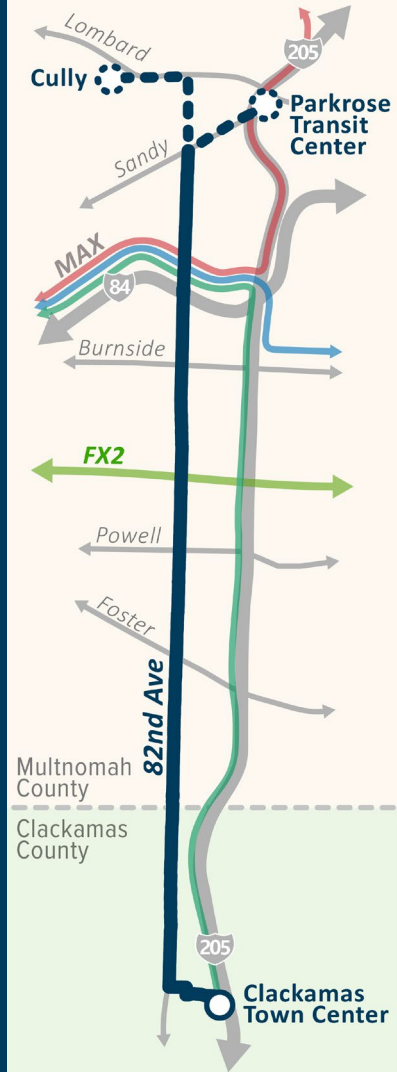
82nd Ave Transit Project

	Clackamas County	Portland	Total
Distance (miles)	2.3 23% - 24%	7.2 – 7.8 76% - 77%	9.5 – 10.0 100%
Population in Corridor (1/2 mile radius) *	16,010 22%	57,741 78%	73,751 100%
Jobs in Corridor (1/2 mile radius) *	17,532 57%	13,498 43%	31,030 100%

Calculations are estimates and will be adjusted to reflect the final terminus locations.

Sources: 2020 Decennial Census, 2021 Longitudinal Employer-Household Dynamics (LEHD)

* Estimate based on Census blocks intersecting ½ mile buffer around Line 72 between Clackamas Town Center and the intersection of 82nd Ave and Lombard.





Better Bus

Enhanced Transit Corridors (ETC)

- **13** projects completed or about to be constructed
- **39** serves bus routes
- **4,400** hours of passenger delay addressed by program (5% of TriMet's system)

Better Bus

- **20** new Better Bus new applications
- **9** partner jurisdictions submitted applications



185th Ave and Cornell

Questions?

Thank you!

Contact:

Kelly Betteridge

Kelly.Betteridge@oregonmetro.gov





Metro



Metro Regional Travel Options

TPAC Program Update | April 2024

Regional Travel Options Program History, Funding & Policy

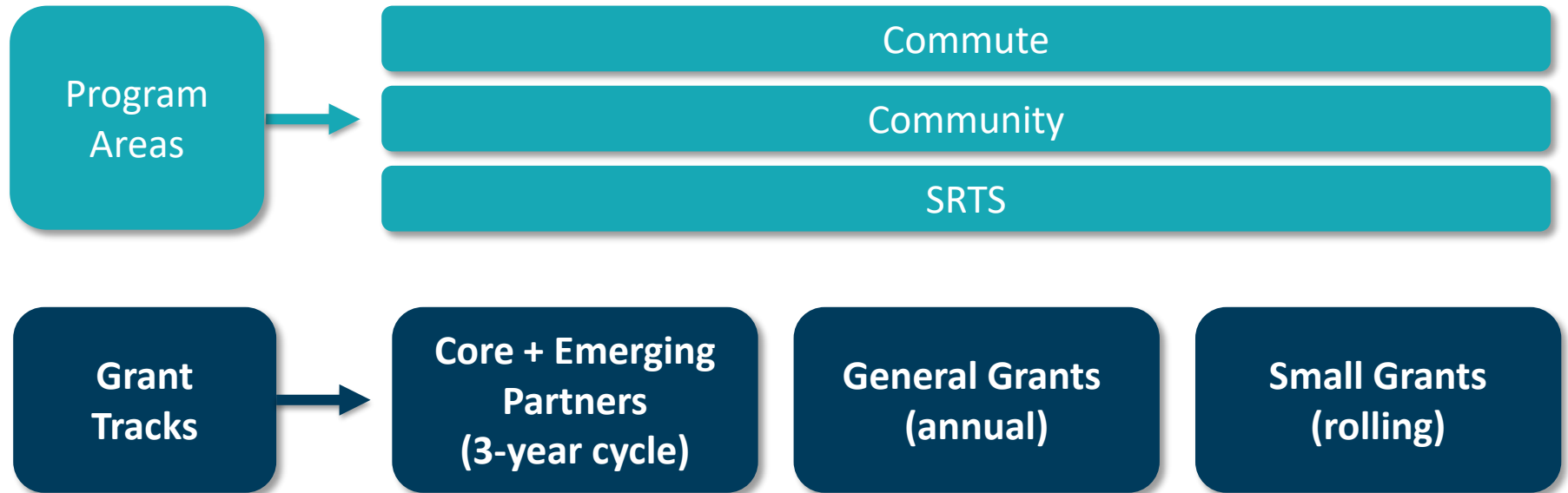
- Regional Transportation Demand Management (TDM) program
- 2018 RTO Strategy, 2022 RTO Racial Equity Strategy

Funding sources:

- Regional Flexible Funds
- ODOT Travel Options/Public Transit Funds



Supporting All Trips



2023-2026 RTO Grantees to date

Core & Emerging COMMUTE	Core & Emerging COMMUNITY	Core & Emerging SRTS	General Grants All program areas
City of Portland	City of Portland	Beaverton School District	City of Gresham
Portland State University	Community Cycling Center	City of Hillsboro	Division Midway Alliance
Go Lloyd	P:ear Bikeworks	City of Tigard	Forth Mobility Fund
Clackamas Community College	Ride Connection	City of Wilsonville - SMART	Explore Washington Park
Clackamas County	The Street Trust	The Street Trust	Northwest Housing Alternatives
City of Wilsonville - SMART	Oregon Walks	City of Portland	Ride Connection
Westside Transportation Alliance		Community Cycling Center	
Portland Community College		Multnomah County	
TriMet		P:ear Bikeworks	

Regional Coordination

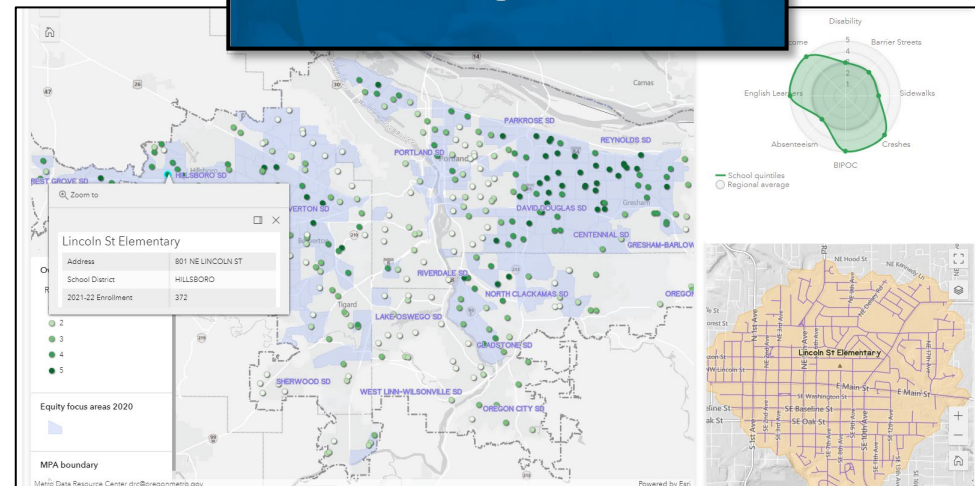
Easy to access tools for local programs, Metro manages administration

- Get There regional lead
- SRTS Walkshed Map
- Translation & Interpretation support
- Work groups



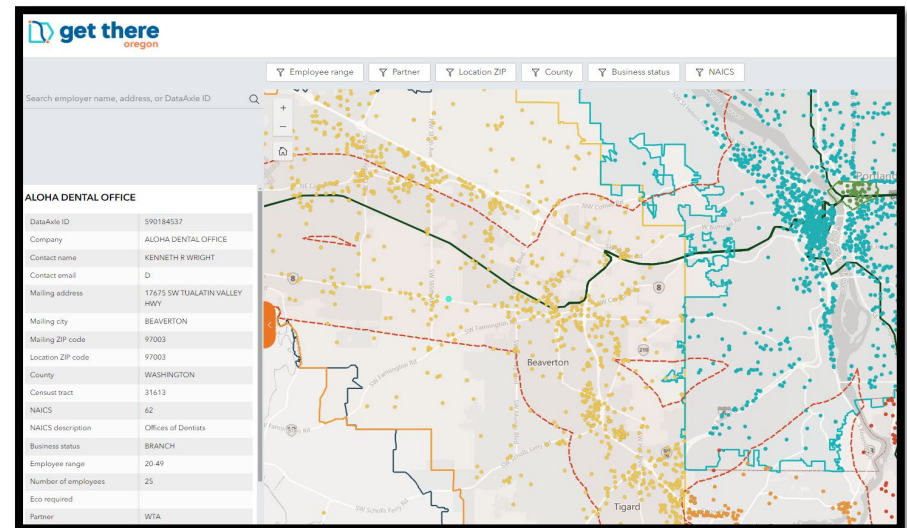
Reimagining the Commute

Tools to support safe and smart commutes for your employees



Regional Impact: Commute Program

- Employer program expansion – Washington, East Multnomah & Clackamas counties
- Regional employer data base



Regional Impact: Community Program

Grantee collaboration:

- Northwest Housing Alternatives
- SMART
- Oregon Walks
- Ride Connection



Regional Impact: Safe Routes to School Program

Leveraging Metro & ODOT SRTS resources in East MultCo:

- PBOT
- Multnomah County
- p:ear bikeworks
- Gresham

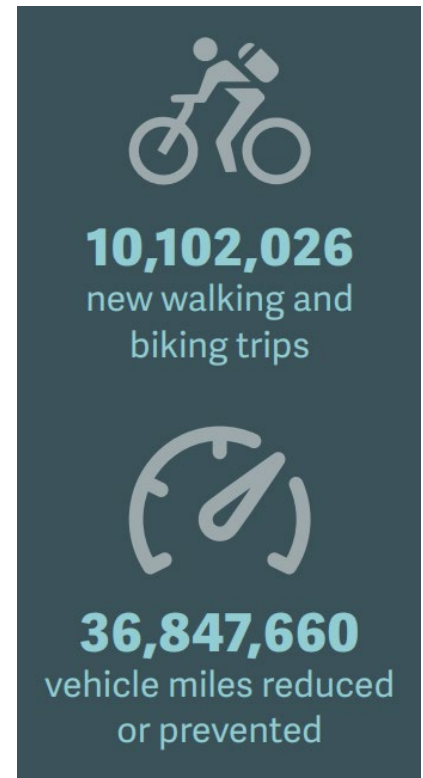


Next Steps: Program Evaluation & Regional Needs Assessment

- Performed at conclusion of each grant cycle
- Describe impacts, evaluate investments, prioritize program initiatives
- 2019-23 evaluation will be coupled with a Regional TDM Needs Assessment



Partners delivered more than 1,700 group rides, clinics, seminars, street events, personalized trip planning, and more during both grant cycles.



Next Steps: Regional TDM Strategy

- New 2023 RTP TDM policies & RMPU
- Inclusive of all TDM programs in the region
- Project kick-off at July TPAC

3.3.11.2 Transportation demand management policies

Policy 1	Develop and refine regional and local TDM policies and implementation plans to help reach climate, mobility and modal targets.
Policy 2	Provide adequate TDM resources and programming to meet the public's specific mobility needs for employment, education and essential services.
Policy 3	Provide and deliver TDM programming at a variety of scales: state, regional and local.
Policy 4	Improve access to travel choices and eliminating barriers for marginalized communities, with a focus on communities of color and people with low incomes.

Thank you!

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Learn more: oregonmetro.gov/regionaltraveloptions



Metro

Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov

Shown at TPAC workshop meeting April 10, 2024

Agenda item: ODOT Federal Functional Classification update

[ODOT FFC How To - YouTube](#)