

# 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)

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**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. ODOT's 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