

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC) Workshop
Date: Wednesday, June 12, 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, April 10, 2024 Edits/corrections sent to Marie Miller	Chair Kloster
9:20 a.m.	ODOT Update on Funding Allocations for 2028-30 (Leverage, ARTS, etc.) and preview of forthcoming ODOT MTIP amendments Purpose: Overview of funding allocations and forthcoming ODOT MTIP amendments.	Chris Ford, ODOT
9:50 a.m.	2028-30 RFFA –Step 2 Evaluation Criteria: Discussion of Refinements and Inputs Purpose: To provide TPAC an overview of the evaluation metrics to apply to the Step 2 applications and receive input.	Grace Cho, Metro Ted Leybold, Metro
10:40 a.m.	<i>10-minute meeting break</i>	
10:50 a.m.	Project Delivery Training Series – Scoping for Local Agency Federal-Aid Projects Purpose: To provide an understanding of how the adequacy of scoping impacts federal transportation project delivery processes.	Ken Lobeck, Metro Justin Bernt, ODOT Tiffany Hamilton, ODOT
12:00 p.m.	Adjournment	Chair Kloster

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

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2024 TPAC Work Program

As of 6/6/2024

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

TPAC meeting, June 7, 2024

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Rose Quarter Formal MTIP/STIP Amendment Update (Ted Leybold)
- 2027-30 STIP update (Chris Ford)
- Fatal crashes update (Lake McTighe)

Agenda Items:

- **MTIP Formal Amendment 24-5422**
Recommendation to JPACT (Lobeck, 25 min)
- **Federal Transportation Redistribution Funding to Local Projects and Project Delivery Resolution 24-5414** Recommendation to JPACT (Leybold/Cho, 40 min)
- **2028-30 Regional Flexible Fund Program Direction 24-5415** Recommendation to JPACT (Cho/Leybold, 45 min)
- TriMet FX Plan – Introduction (Jonathan Plowman, TriMet, 30 min)

TPAC workshop meeting June 12, 2024

Agenda Items:

- ODOT Update on Funding Allocations for 28-30 (Leverage, ARTS, etc.) and preview of forthcoming ODOT MTIP amendments (Chris Ford, ODOT, 30 min)
- 2028-30 RFFA – Step 2 Evaluation Criteria – Discussion of Refinements and Inputs (Cho/Leybold, 50 min)
- Project Delivery Training Series – Scoping for Local Agency Federal-Aid Projects (Ken Lobeck, Metro, Justin Bernt & Tiffany Hamilton, ODOT, 70 min)

TPAC meeting, July 12, 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)
- **Rose Quarter Special formal amendment with Keys 19071 and 21219 (2 projects) 24-XXXX**
Recommendation to JPACT (Lobeck, 30 min)
- EPA Climate Pollution Reduction Grant (Rose, 20-30 min)
- Forward Together 2.0 Vision (Kate Lyman, TriMet; 45 min)
- 2028-30 RFFA – Step 2 – Next Steps & Proposed Evaluation Criteria (Cho/Leybold, 35 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) <p>Agenda Items: MEETING CANCELTION tentative</p>	<p><u>TPAC workshop meeting August 14, 2024</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2028-30 RFFA Proposers Workshop Part 1 (Cho/Leybold/Lobeck, 120 min) • Project Delivery Training Series – (Ken Lobeck, Metro, Justin Bernt & Tiffany Hamilton, ODOT, 60 min)
<p><u>TPAC meeting, September 6, 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) • 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) • Cascadia HSR Program Update (Ally Holmqvist, Metro; ODOT; WSDOT; 45 min) • Freight Study update (Tim Collins, 30 min) • Metro FFY 2024 Obligation Targets Performance Summary (Ken Lobeck, Metro; 15 min) • 2023 Regional Transportation Plan Implementation and Local TSP Support Update (Kim Ellis and André Lightsey-Walker, Metro, 45 min.) 	
<p><u>TPAC meeting, Oct. 4, 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) • EPA Climate Pollution Reduction Grant (Rose, 20-30 min) • Connecting First and Last Mile Study Introduction (Ally Holmqvist, Metro; 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) • 2023 Regional Transportation Plan Implementation and Local TSP Support Update (Kim Ellis and André Lightsey-Walker, Metro, 45 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)

<u>TPAC meeting, November 1, 2024</u>	<u>TPAC meeting, December 6, 2024</u>
<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 IPACT</u> (Lobeck, 10 min) • Forward Together 2.0 Implementation (Kate Lyman, TriMet; 45 min) • TriMet FX Plan – Program Update (Jonathan Plowman, TriMet, 30 min) 	<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 IPACT</u> (Lobeck, 10 min) • 2028-30 RFFA Step 2 – Summary of Applications Received and Process Steps (Informational, Cho 20 min) • Safe Streets for All Update (McTighe, 45 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) | <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, April 10, 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
Dyami Valentine
Judith Perez Keniston
Eric Hesse
Jay Higgins
Mike McCarthy
Chris Ford
Gerik Kransky
Marianne Brisson
Sarah Iannarone
Sara Westerlund
Jasia Mosley
Indi Namkoong
Ashley Bryers
Katherine Kelly

Affiliate

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

Alternates Attending

Sarah Paulus
Graham Martin
Jessica Pelz
Adam Fiss
Francesca Jones
Dayna Webb
Will Farley
Dakota Meyer
Gregg Snyder
Kate Lyman
Neelam Dorman
Glen Bolen
Jason Gibbens

Affiliate

Multnomah County
Multnomah County
Washington 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
TriMet
Oregon Department of Transportation
Oregon Department of Transportation
Washington State Department of Transportation

Members Excused

Allison Boyd
Jaimie Lorenzini
Tara O'Brien
Laurie Lebowsky-Young

Affiliate

Multnomah County
City of Happy Valley and Cities of Clackamas County
TriMet
Washington State Department of Transportation

Lewis Lem
Bill Beamer
Steve Gallup
Shawn M. Donaghy
Danielle Casey
Shauna Hanisch-Kirkbride

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

Guests Attending

A.J. O'Connor
Andrew Mortensen
April Bertelsen
Arini Farrell
Cody Field
Dan Randol
Eve Nilenders
Ian Matthews
Jean Senechal Biggs
Jeff Owen
Kate Freitag
Kelsey Lewis
Matt Novak
Michael Dohn

Affiliate

TriMet
David Evans & Associates
Portland Bureau of Transportation
Multnomah County
City of Tualatin
Oregon Department of Transportation
Multnomah County
Oregon Department of Transportation
City of Beaverton
HDR
Oregon Department of Transportation
SMART
Oregon Department of Transportation
TriMet

Metro Staff Attending

Ally Holmqvist, Andrea Pastor, Blake Perez, Caleb Winter, Eliot Rose, Grace Cho, Jake Lovell, Jason Nolin, John Mermin, Kelly Betteridge, Ken Lobeck, Lake McTighe, Marie Miller, Marne Duke, Matthew Hampton, Monica Krueger, Noel Mickelberry, Ted Leybold, 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

Kate Lyman announced TriMet is in coordination with Metro preparing to launch the FX system plan which is building off the great work done on the High-Capacity Transit Study. We are beginning to launch that effort and starting to roll with our consultation team. We hope to reach out to our jurisdictional partners in the coming months to start conversations about that. Another thing to mention in reference to a project I talked about a few months ago which is our long-range service plan we're calling Forward Together 2.0. We're now about to lead into jurisdictional workshops in early May where we'll talk about the details of our future service network in coordination with agency partners. Then I hope to come back later this summer to report on what we heard and where we expect to go to the public this fall.

Ted Leybold announced Metro has a position open on my team for the Metropolitan Transportation Improvement Program Data Coordinator. That position is open until May 1. Encouragement was given to share this with your networks. The position description includes help coordinating data, the lead on our new MTIP database and essential help to the MTIP team.

<https://www.governmentjobs.com/careers/oregonmetro/jobs/4454967/mtip-data-coordinator?pagetype=jobOpportunitiesJobs>

Chair Kloster announced Metro has extended the recruitment for Transportation Director position another week. It will essentially oversee the MPO operations at Metro, meaning the Metropolitan Planning Organization.

<https://www.governmentjobs.com/careers/oregonmetro/jobs/4414413/transportation-planning-and-policy-director?page=2&pagetype=jobOpportunitiesJobs>

Sarah Iannarone noted the Early Bird registration tickets will be wrapping up for the Oregon Active Transportation Summit this Friday. We have confirmed that Rep. Larry Kraft from Minnesota, who was the architect of the Move Minnesota package in 2023 which is one of the countries leading transportation packages on climate and public and active transportation investments, is coming to Oregon to talk to us and help organize our community around richer investments for people walking, biking, rolling and accessing public transportation. Encouragement was given for all to attend.

<https://oregontransportationsummit.org/>

Jean Senechal Biggs announced the City of Beaverton is hiring a Transportation Project Manager to lead an exciting complete street project. Please help spread the word:

<https://www.governmentjobs.com/careers/beaverton/jobs/4422737/transportation-project-manager>

Public Communications on Agenda Items none received

Consideration of TPAC workshop summary, February 14, 2024 (Chair Kloster) The committee was asked to send edits to Marie Miller. With none received the summary as approved as written.

2028-30 Regional Flexible Funds Allocation (RFFA) Step 1 Regionwide Programs and Planning Activities Overview (Grace Cho, Marne Duke, Caleb Winter, Noel Mickelberry, Kelly Betteridge, Metro)

Grace Cho provided the introduction for the presentation. This is part of the overall regional flexible fund allocation for the 2028-2030 cycle. We wanted to have what we call the Step One B regionwide programs, as well as regional planning activities come give presentations on some of the work that they've been doing, talk about their program highlights, and help inform the discussions moving into the program direction as we're formulating some different ideas.

Introductions were made for the Transportation System Management and Operations Program update by Caleb Winter, TSMO program manager, Kate Freitag, ODOT Region 1 Traffic Engineer and Chair of TransPort, and AJ O'Connor, Director of Intelligent Transportation Systems for TriMet. TSMO was defined as more efficient use of the existing transportation system through operator partnerships that deploy interoperable technologies. We do this with priorities to reflect the regional policy and planning outcomes. The strategy planning process was described.

A picture of the 2023 RTP Network and map of the National Highway System was shown to enable planning for new technologies to support reliability for safe travel in the region. It was noted past RFFA funds around the region have supported upgrades of transit traffic signaled intersections. A project list from the 2021 TSMO Strategy Solicitation was provided. The TSMO Unified Planning Work Program (UPWP) was noted as going across four areas: Program Management, Program Plus, Accessible, Routable Sidewalk Data, and Program Investment.

AJ O'Connor provided an update on the Next Generation Transit Signal Priority (TSP) including the results from the project, next steps to create intergovernmental agreements that define what's happened and how we move forward with new projects. For upcoming work, the challenges and opportunities were reviewed.

Kate Freitag reviewed the integrated corridor management draft where the I-205 Clackamas County connections and partners will work to improve efficiency of the existing transportation system. Planning work allows us to request funds for strategic operational improvements. Project examples were described. ODOT also supports TSMO related innovations at the statewide level. TransPort and related groups with their roles were described.

Andrew Mortensen asked are TriMet and Portland considering TSP on streetcars as well as LRT? Mr. O'Connor noted the streetcar needs to have a computer capable of producing the TSP Probe data that is sent to the TSP Vendor. Each TriMet bus already had this computer (INIT Co-Pilot PC) on the bus, as part of our bus dispatch system. So, TriMet didn't have to add any new equipment to our buses to implement the new NextGen TSP. Completely coincidentally, Streetcar was already planning to do this (add a PC to the streetcar) for other operational reasons, so once they have that equipment (INIT Co-Pilot PC), we could easily add them to the TSP system.

Metro Investment Areas Manager Kelly Betteridge presented an overview of their programs. Currently they are working on 15 different projects. The investment team works 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. The investment approach to leverage resources to maximize public benefit and return through shared investment strategies – align local, regional, state, federal, community and private interests to maximize benefits was described. Examples of projects were given including the 82nd Avenue Transit Project and Better Bus.

Noelle Mickelberry and Marne Duke presented information on Metro's Regional Transportation Options programs. The program history, funding and policy was described. The program supports all trips in commute, community, and Safe Routes to Schools program areas. There are three grant tracks that include core and emerging partners (3-year cycle), general grants (annual), and small grants awarded on a rolling basis. A slide showing 2023-2026 RTO Grantees to date was shown.

Metro manages administrative regional coordination for easy to access tools for local programs. Examples were given of regional impact from programs. Next steps planned are program evaluation and regional needs assessment performed at conclusion of each grant cycle that describe impacts, evaluate investments and prioritize program initiatives. The 2019-23 evaluation will be coupled with a Regional TDM Needs Assessment. Next steps with the TDM strategy include new 2023 RTP TDM policies & RMPU, inclusive of all TDM programs in the region project kick-off at the July TPAC meeting.

Comments from the committee:

Neelam Dorman noted going off the budget table in last month's TPAC packet (Table 1. Step 1 Region-wide programs and planning activities - allocation amounts by cycle), where does the funding for the Investment Area Program show up? TSMO and Regional Travel Options have specific line items. Ted Leybold noted the Investment Areas is the core element of the line item labelled "Corridor & System Planning" on that table.

Eric Hesse appreciated noting the sidewalk data work which was similar to what the City of Portland had engaged with a while ago. I'd be interested in learning more around that. I appreciated you mentioning coordination with ODOT and wondered if that included coordination with their TPS funding program and the work they're doing what they're calling the multimodal inventories that are going to support TSPs. Because it seems this may be a way that you could help support and compliment that difficult to access set of assets. It was noted the TSP referred to was local transportation system

planning. Caleb Winter noted he was ambitious about what we can add to GIS and help folks plan. In 2016 we updated where all the fiber optics go in the region, and we had partners share what was up to date at that time. We based some regional priorities to fill in gaps where high-speed data wasn't flowing. I see that as helpful to where the smart quarters are out there and what needs to be funded. I hope to have that and all those signal upgrades I showed on the map into information in the local system planning. In terms of funding and support we have had some of the regional mobility policy coordination meetings. In terms of the capacity the SMA program would have for local system planning we would fold what we can really support incorporation of the RTP.

Mr. Hesse noted he was specifically commenting on the emerging program that you were mentioning regarding the adaptive then routing other information. This might be of interest to the inventory with opportunity through the rest of the system. Contact Portland if we can provide any GIS to you from our assets that would be helpful.

Mr. Winter noted there are two data standards on sidewalks. They work together but one is that open street map, the attributes that are available to fill in there that help people with routing, that are incomplete in large areas. One is just going that path and updating that data. That would be open. The other one that the University of Washington would support is Open Sidewalks, another data standard that's a little more detailed. There's a lot of work that would go into proving this data system is ready for people to plan and route and meets multiple needs. It's supposed to be real objective data that people can use based on their ability, whether that's based on the slope of a hill or certainly curbs where curb ramps are. Mr. Hesse added that as we're moving forward with expansion of these important programs, we're contemplating the ongoing operation and maintenance costs and some of the lifecycle costs as well.

Mike McCarthy also had a couple questions about the SMO work. First, appreciation was given for all the amazing work that's going on now to use modern technology and intelligence to help us all move better. A recent meeting with a former TransPort member was noted where discussions included some of the amazing data that they have available, safety crash data, near misses, pedestrian usage, vehicle speeds. There's a significant cost involved with that, and it seems like the kind of thing where attaining this data would make the most sense to have the whole region, or possibly even the whole state purchasing it and using it together. I was wondering what's the process for deciding what to purchase knowing that RX is one of several providers that have amazing data sources. And is that something that's talked about at TransPort and how much has been considered about some of these data sources for use now.

Mr. Winter noted I've been coordinating with Lake McTighe and Kate Gregory on how we show data. We have met with your contact on near miss data from probe vehicles based on mobility, basically GIS services as people travel around. Hillsboro is first in our region to look at the data and find cases of what they could change related to that data. We want a presentation from Hillsboro at some point at TransPort. We did observe that it's fairly high cost. Ms. McTighe is looking at what's the more sustainable way populating data, possibly from the Safe Streets for All grant. We're still in that area of keeping track of it but not yet ready to bring that kind of data source on board.

Mr. McCarthy noted he's been asked why buses get to go to the front of the line and has data been compiled about effects of transit signal priority on the operations of the rest of the intersection and how it affects everybody else. Are there any soft of studies or things you can point to that would answer some of those questions? Mr. O'Connor noted we could send you the on/off study we did because it looked specifically at that. The short answer is that it had an effect but not nearly what

everybody was anticipating. I think that is partially due to PBOT's programming and the ability of the new next generation TSP to give ETS for three intersections ahead, so it's allowed those controllers and those intersections to process all the other phases before the bus got there. The impact was minimal which is great. But that's just one route. The challenge is going to get greater when we implement it.

For example, what Ms. Betteridge was talking about on 82nd Avenue. When you have two major cross streets, the TSP system allow us to have business rules and determine what bus should get priority. So this system has the capability to say this bus is empty, this bus is full, this bus is going down to a major corridor. That bus gets priority over this one. So this new TSP system gives us a lot of flexibility to work with our partners and to work internally at TriMet to determine, as we expand this, what bus gets priority or gets to the head of the line. The larger argument about why buses get to the head of the line is one that you've probably seen lots of graphics. We carry a lot more people for less emissions and if we want to do something about climate change that's the answer. It was asked which SCAT system you are coordinating with. Mr. O'Connor noted we're not coordinating with any right now. We're in the early phases of discussing with SCATs what it would take to implement TSP in a SCAT system.

Karen Buehrig thanked the presenters for the information. I think that these programs have been so important across time. In Clackamas County the Safe Routes to School program and being able to have access to the funding through Metro has allowed us to both build and maintain that across time which has been essential. There's been a lot of support Metro has been able to give the County around its travel options work. I think the TSMO is increasing importance as we're trying to figure out how we can make our existing systems function better.

A couple of things you pulled out with the transit signal priority element, such as how can we make sure that we're using our system really well and getting the most out of achieving carbon reduction. Think the corridor program is also important. I'm glad Ms. Dorman asked the question about the table and where we can see the amounts of money that we anticipate designating within these different programs. We are thinking about the upcoming Regional Flexible Funds program and the way the table is structured now it looks like there's going to be less investments across time in that corridor program. As the table notes, I think there are some one-time investments in this current round. I think people need to recognize that program won't be funded to the same level that we are becoming used to.

I have in the past and currently am interested in how projects end up being selected to be part of either ones that Metro manages or Metro's a partner in for the corridor program. As we heard today both the TSMO program and the Safe Routes to Schools program have processes that different jurisdictions can have to be able to access funding for those programs. I think in the past there has been a tight relationship with high-capacity transit in the corridor program. It was noted in the presentation shared investment strategies. Are there parts of our region that really need those shared investment strategies for all modes of transportation and not just high-capacity transit. We need to be able to achieve our goals in those parts of the region that perhaps aren't right for high-capacity transit, but they still need this type of work. Maybe you can talk a little bit about how projects are selected to be part of the program.

Kelly Betteridge noted the best way for me to describe at a high level what we've been doing to date and how projects have evolved that are currently within our partner bucket where we have perhaps 12 to 15 projects. Those are usually specific to a request from a jurisdiction simply for us to play a role in a project or a process. We assign capacity based on those requests. I think we'll always have time and space for those types of projects that we want to make sure that Metro is an engaged partner in these larger processes throughout the region. In regard to the more larger corridor projects where we are

making investments to date, most of those have been transit driven and typically with the intention of seeking Federal Transit Administration, capital investment grant dollars. That ends up often being where we focus the need for catalyzing local dollars to get to those federal dollars. In the example that you were sort of laying out at a high level we would need perhaps a different path forward.

I would say from where I sit, I think of it as we are focused on projects that come out of the regional process and plans, so typically HCT plans. Then what ultimately ends up happening is some ripeness around both funding and champions. About 82nd Ave there was already quite a bit of funding that had been made available to our partners at PBOT and ODOT, and this was an opportunity to build on that momentum. About TV Highway we applied for a federal grant and that was the seed that helped us to also leverage our focus there. It's not a formula per se, but those are the types of opportunities that we tend to focus on in regard to selecting both projects that rank highly within our region process, and opportunity that arises from a funding. When I say champion, I mean local jurisdiction for which they want to make this a priority project.

Ms. Buehrig noted I think the evolution of transportation funding has evolved across time and with knowing that there's a whole suite of different federal investments that would benefit from this kind of partnership and support behind how we get to that project. I think about things like the connection between 172nd and 190th, the connector project. Local jurisdictions in the past spearheaded what was called the Clackamas to Columbia Corridor project that helped at least emphasize the different investments that were needed. But in order to achieve those large dollar investments I think we're going to need something more. I would advocate that this corridor project program look for ways to include other types of projects or corridors that may not be just high-capacity transit but would benefit from that additional lift needed to see those large dollar investments happen.

Gregg Snyder noted just to reflect back a little bit, the RFFA Step 1 allocation I remember hearing that we're going to increase it by 3%. That's been the traditional trajectory. The presentations today made me think about what happens if we change that ratio. In other words, maybe decrease one of those programs and maybe supercharge another one that we might be more interested in. I want to just plant a seed that what we have in the Step 1 that's not bonds are elective, optional things and we can change those if we want, or we could decide what the priority is for a corridor study and whether it's a transit study or a true multimodal study. I encourage some thinking around do we just set these things in stone and let them grow 3% per year for the remainder of the time here or is it time for an adjustment that we could look at these individualized programs and maybe make some tweaks because the region wants to try to do something greater or more concentrated.

Five-minute break was taken in the meeting.

TriMet and SMART Budget Updates and Programming of Projects

SMART (Kelsey Lewis) A brief overview of the Smart Metro Area Regional Transit (SMART) program was provided. The 2024-25 transit fund forecast was shown with a proposed revenue of nearly \$10 million. This budget is expected to be adopted June 3. Descriptions of the proposed program of projects was provided.

TriMet (Kate Lyman & Michael Dohn) The FY2025 budget investments were described. The FY 2025 resources and requirements were shown. A list of federal externally funded operating and capital improvement programs were shown. The budget timeline was provided with the TriMet Board expected to adopt the FY2025 Budget May 22nd. More information about the budget can be found on the TriMet website: trimet.org/budget/

Comments from the committee:

Chair Kloster asked Ms. Lewis about the training series for older transit riders mentioned in the presentation, and how this addressed barriers for seniors. Do you track participants from the training and has it had an impact with access for transit? Ms. Lewis noted we don't have a formal program evaluation with numbers tracked, but we have some anecdotal evidence that it does help people. The training is a small-scale operation and it's for older adults and people with disabilities. There are also plenty of children going to school who have disabilities, and this applies for them as well. It doesn't always translate to folks using transit more, but it does. It's interesting to see the crossover with grandparents wanting to take their kids and grandkids to programs, which helps them learn to ride transit. We used to fund targeted marketing around light rail openings, but we learned we needed to periodically refresh people who may be new to the neighborhood or never stepped on transit and were wary with options for regional travel.

Karen Buehrig asked a question on the TriMet presentation. There was one slide that talked about the various revenues and there was the pie chart and it had tax revenues broadly described. There was also another line that talked about STIF, and the STIF line seemed small. I was wondering if those tax revenues were both kind of employer tax as well as employee tax grouped together, or if it was the employee tax that was in that other line that was labeled STIF? Mr. Dohn noted the tax revenue, the big purple part of that pie chart is our employer payroll tax, self-employment payroll tax, and state payroll tax. The STIF employee tax is that smaller bucket. It is a much smaller revenue source in comparison to the employee payroll tax.

Gregg Snyder noted just in the last 18 months we've seen presentations from all different kinds of agencies at all different levels of government, basically saying that budgets are strapped at the city level, at the county level. We've seen it at the state level with some huge funding holes. I haven't heard that from TriMet, and I'm wondering maybe you're the one agency that's immune from this long-term trend. Has the agency done a long-term fiscal forecast for the next 5 to 10 years, and looked at where we land? Are you in the positive or the negative? I haven't heard any alarm bells yet so I assume that it's in the positive, but if you could give some thoughts in that direction that would be appreciated.

Mr. Dohn noted TriMet is not immune to any of that either. We're not as boisterous about it yet because we're trying to mitigate it and do things in different ways. Our fiscal cliff is between 2031, 2032, so the early part of the next decade with the stimulus and with the health of our employer payroll tax revenues. They did not grow how they were predicted prior to the pandemic but they have still been a stable revenue source for us. That said, we are like everyone else. We might not be able to grow service quite the way that we want to in the future. The light rail system is around 40 years old and will be challenged to fund and maintain that. If we see a downturn in the economy, we see jobs start to go away, or the wage growth itself starts to go away we will need to adjust. The one-time federal stimulus revenue of around \$650 million will be shrinking which affect our agency as it does others.

Sarah Iannarone noted historically investments for people walking, biking and rolling are generally curtailed over time to meet our economic reality. Where our investments in things like highway mega projects tend to exceed our local and current economic reality. Acknowledgement was given to the providers for trying to meet these needs even when budgets are tight. It was noted from our conversations at the HB2017 STIF Advisory Committee and other tables one of the things that we're going to need to talk about in the future is transit safety. What we're hearing in a lot of community engagement is that it's not just the service areas or frequencies which are either making it easier for people to ride transit or a more difficult safety issue. Whether that's perceived or actual, I think is a

really big problem for a lot of people in our communities. They're very concerned about their personal safety just as we see in other public spaces. We may have to be creative in how we're going to fund some of that as well if we're going to keep our system moving along. We don't have dedicated mechanisms as a society to ensure peoples' safety in those ways that work for them. That's a concern that we're hearing from a lot of people that we interface with.

Ted Leybold noted this is a reminder this is all part of that development of the MTIP process. TriMet and SMART both submit their draft programming of these federal funds into the MTIP itself. They've been incorporated in the past when we adopted the MTIP cycle originally. But then as the federal funds actually get more precise with the actual appropriation of those funds, we will refine the programming in the MTIP to reflect what these agencies adopt in their budget. You may see information about that in Mr. Lobeck's monthly report of administrative adjustments to those amounts of funds that they've presented today. It has been the opportunity to share how they're using these funds for programs.

ODOT Federal Functional Classification Update (Glen Bolen, ODOT) An overview of the Federal Functional Classification was presented. The importance of this was defined as:

- 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.
- 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

The schedule of the FFC, roles and responsibilities with MPO partners and regional planners, an outline of a sample process and general guidance resources was given. General guidance tips included:

- 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).
- **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).
 - 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.

The ODOT Functional Classification Change Request Form can be submitted by document filled in form via https://www.oregon.gov/odot/Data/Documents/FC_Change_Request_Instructions.pdf or online via a link from YouTube with instructions: <https://www.youtube.com/watch?v=PN1oMAG3Re0> The deadline to submit all FCC updates is June 30.

Comments from the committee:

Dyami Valentine appreciated the overview. Clarification was asked on road authority. In the example of Murray Blvd. given, the county has road authority. Would we be the one that would be offering the update on those classifications? Mr. Bolen noted anybody can submit something if they think something has changed, but because it's an open-ended platform that way we're not locking anything down. I think that the people who own and operate the facilities are the ones with the most

knowledge. If we had a situation where a city also made a comment we'd just loop back and check and try to see what the differences might have been. Mr. Valentine agreed we'd want to be coordinated and avoid duplicate efforts.

Mike McCarthy noted contrary to Mr. Bolen's initial comments about the interest level for this topic, I think we will want to invite you to our county coordinating committee TAC to talk about is to some of the other cities that need to hear it.

Karen Buehrig appreciated the fact this presentation was given not only today but at the Clackamas County Coordinating Committee TAC as well. One of the things about filling in a form is that when the jurisdiction does so it has a record of what they submitted. Do you know if this online tool could capture back all of the edits that maybe a jurisdiction has submitted? So there is a record of what was done. Mr. Bolen noted there will be a record of the whole thing. Andrew Mortensen with David Evans & Associates has developed this online sortable database. It was noted in the chat the most recent Proposed Metro Boundary (2024) is embedded in the online map.

Adjournment

There being no further business, workshop meeting was adjourned by Chair Kloster at 11:45 a.m.
Respectfully submitted,
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC workshop meeting, April 10, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	4/10/2024	4/10/2024 TPAC Workshop Agenda	041024T-01
2	2024 TPAC Work Program	4/4/2024	2024 TPAC Work Program as of 4/4/2024	041024T-02
3	Minutes	2/14/2024	Minutes for TPAC workshop, 2/14/2024	041024T-03
4	Memo	4/3/2024	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Step 1B – Region-wide Programs and Planning Activities	041024T-04
5	Presentation	4/10/2024	SMART: MTIP Coordination and Program of Projects	041024T-05
6	Presentation	4/10/2024	TriMet FY2025 Approved Budget	041024T-06
7	Presentation	4/10/2024	ODOT Federal Functional Classification Update	041024T-07
8	Memo	3/25/2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: Proposed Project Delivery Training Session #2 – Project Scoping	041024T-08
9	Presentation	4/10/2024	Transportation System Management & Operations Program Update and Regional Implementation	041024T-09
10	Presentation	4/10/2024	Investment Areas Program Overview	041024T-10
11	Presentation	4/10/2024	Metro Regional Travel Options	041024T-11
12	Web Link	4/10/2024	Web link for agenda item: ODOT Federal Functional Classification update	041024T-12



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: June 4, 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 June 12, 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.

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.

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



Memo

Date: Wednesday, June 5, 2024
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Senior Transportation Planner, Metro
Subject: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Step 2 Evaluation - Draft Performance Measures

Purpose

To provide TPAC an overview of the draft performance measures to use as part of the evaluation for 2028-2030 Regional Flexible Funds Allocation (RFFA) Step 2 process.

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

As part of the approval and adoption of the 2028-2030 RFFA Program Direction, the region affirmed the two step framework and overarching policy direction for allocating Regional Flexible Funds. The focus of this memorandum is to give an overview of the evaluation criteria - approved as part of the Program Direction – and the draft performance measures to use as part of the outcomes evaluation in the Step 2 competitive allocation to local transportation projects.

Step 2 – Evaluation Criteria and Draft Performance Measures

As the blueprint for the regional transportation system for the next 25 years, the 2023 Regional Transportation Plan (RTP) identifies on five interconnected goals – equitable transportation, climate action and resilience, safe system, mobility options, and thriving economy – in which 17 supporting objectives and 16 performance measures and targets define and measures progress towards the region’s aspirational system. The 2023 RTP goals, objectives, and performance measures provide the policy directives for the 2028-2030 RFFA in shaping the process, setting key objectives for the allocation, establishing project eligibility and selection criteria. The aim for the 2028-2030 RFFA Step 2 process, is to have the allocation reflect a direct link to advancing progress towards the 2023 RTP goals.

The 2028-2030 RFFA Program Direction specified evaluation criteria derived from the 2023 RTP goals appropriate for application as part of the Step 2 allocation. The evaluation criteria are reflected in Table 1.

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.

Table 1. 2028-2030 RFFA Step 2 Evaluation Criteria

RTP Goal Area*	28-30 RFFA Evaluation Criteria
<p>Equitable Transportation – Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people who speak limited English, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.</p>	<ul style="list-style-type: none"> • Increased accessibility • Increased access to affordable travel options • Meets a transportation need identified by the community
<p>Safe System – Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.</p>	<ul style="list-style-type: none"> • Reduced fatal and serious injury crashes for all modes of travel
<p>Climate Action and Resilience – People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.</p>	<ul style="list-style-type: none"> • Reduced emissions from vehicles • Reduced drive alone trips • Reduces impacts/mitigates for weather events (e.g. flood, heat) • Increases stability of existing critical transportation infrastructure
<p>Mobility Options – People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming</p>	<ul style="list-style-type: none"> • Increased reliability • Increased travel and land use efficiency • Increased travel options • Reduced drive alone trips
<p>Thriving Economy – Centers, ports, industrial areas, employment areas, and other regional destinations are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.</p>	<ul style="list-style-type: none"> • Increased access to jobs • Increased access to centers • Increased access to industrial and transport facilities
<p>Design* - Supporting the implementation of livable streets and trails that advance the region towards the 2040 Growth Concept vision and regional transportation system vision.</p>	<ul style="list-style-type: none"> • Design clearly demonstrates prioritized values/objectives of the project appropriate to context and facility/design classification • Design implements 2040 Growth Concept • Design reflects outcomes of performance-based planning and design

*Indicates the evaluation criteria is not specifically a goal area identified by the 2023 Regional Transportation Plan.

In efforts to support the Step 2 competitive allocation process, Metro staff are working to define the draft performance measures and how these measures will be applied in the evaluation of Step 2 applications prior to opening the call for projects in September 2024. Table 2 outlines draft performance measures in consideration and identifies different ways of measurement. The evaluation performance measures look to balance data resource considerations for applicants, ability to measure at the project scale, guidance and directives from modal and regional planning documents, and recognizing the context of different land use environments for building transportation projects.

The evaluation performance measures start from those utilized in the 2025-2027 Regional Flexible Fund Allocation Step 2 evaluation. Additional performance measures are included to reflect the alignment of the 2023 RTP goal areas and modifications made to individual performance measures for RTP alignment, but also to address input provided by regional partners to address concerns on the evaluations from the previous cycle. The performance measures and methods of measurement remain draft and look to be finalized over the summer.

Table 2. 2028-2030 RFFA Step 2 – Evaluation Performance Measures and Methods for Measurement – DRAFT

2023 RTP Goal & 28-30 RFFA Evaluation Criteria	Draft Performance Measures for Consideration	Potential Ways of Measurement
RTP Goal: Equitable Transportation <ul style="list-style-type: none"> • Increased accessibility • Increased access to affordable travel options • Meets a transportation need identified by the community 	Project makes improvements in an Equity Focus Area (EFA)	Project is located in a regional equity focus area Equity focus area includes greater than regional average numbers of: people of color, households with lower-incomes, people who do not speak English well
	Improves access to community places for Black, Indigenous, and People of Color (BIPOC), and underserved communities	Closes active transportation gaps or substandard facilities along frequent transit lines and stations in EFAs Active transportation and/or regional trail network system completeness contribution in EFA Addresses active transportation gaps or substandard facilities in areas with higher than average Community Service accessibility score
	Makes active transportation improvements in area with poor community health outcomes	Project is in an area with below regional average life expectancy Project is in an area with higher than regional average diesel particulate matter concentration Project is in an area with higher than regional average level of air toxics
	Improves access to low and middle wage jobs	Project is in an area with an above regional average number of low and middle-wage jobs within 30 minutes (by all modes)

Table 2. 2028-2030 RFFA Step 2 – Evaluation Performance Measures and Methods for Measurement – DRAFT

2023 RTP Goal & 28-30 RFFA Evaluation Criteria	Draft Performance Measures for Consideration	Potential Ways of Measurement
	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	Description of the barrier and disparity being addressed Project increases or improves travel options in areas with lower than regional average vehicle access
	Improves access in area with high lack of access to vehicle/high housing + transportation burden	Improves access to travel options (or provides a new travel option) in an area with below regional averages in housing and transportation costs.
	Demonstrated transportation project was/is identified by community as a priority	Description of how public input informed the project’s prioritization to seek out funding opportunities. (Subject review)
RTP Goal: Safe System <ul style="list-style-type: none"> Reduced fatal and serious injury crashes for all modes of travel 	Project location is designated as a priority for safety improvements	Project is identified and documented as a priority through a state, regional or local process. Project addresses a specific area with a high level of fatalities or serious injury crashes.
	Scope of project is to address a known safety issue and uses proven safety countermeasures or higher quality design	Project is identified and documented as a safety project in a regional or local TSP or TSAP Identification safety issues to be addressed with proven safety countermeasures called out in the scope/description of project

Table 2. 2028-2030 RFFA Step 2 – Evaluation Performance Measures and Methods for Measurement – DRAFT

2023 RTP Goal & 28-30 RFFA Evaluation Criteria	Draft Performance Measures for Consideration	Potential Ways of Measurement
	Project area has a high number of crashes (all levels of severity)	Project addresses safety issue and mitigates for potential traffic congestion occurred through incident management in an area identified as a high crash location
	Fills (completely, partially) an active transportation or trails network gap	Project addresses a network gap Graded scoring based on completely or partially filling the gap
	Project addresses active transportation safety within a walk-zone of a school	Project contains elements that improve active transportation access within 1 mile of a K-12 school. Graded scoring based in proximity to school
RTP Goal: Climate Action and Resilience <ul style="list-style-type: none"> • Reduced emissions from vehicles • Reduced drive alone trips • Reduces impacts/mitigates for weather events (e.g. flood, heat) • Increases stability of existing critical transportation infrastructure 	Provides/increases transit option, biking/walking (Climate Smart Strategy rating = 5 stars)	Project adds or improves an identified connection to transit Project improves transit operations (stop or intersection enhancement)
	Provides/increases active transportation (e.g. walking, bicycling) (Climate Smart Strategy rating = 3 stars)	Project adds active transportation infrastructure Project addresses an active transportation network gap or substandard facility
	Improves system management via technology (TSMO) (Climate Smart Strategy rating = 2 stars)	Project is on a prioritized TSMO strategy corridor Project includes specific TSMO elements in scope that substantially improves efficiency and safety for all modes of travel.
	Improves/adds street connectivity (Climate Smart Strategy rating = 1 star)	Project encourages local and collector streets circulation to minimize local traffic on regional arterial streets. Project included on regional bicycle/pedestrian networks.

Table 2. 2028-2030 RFFA Step 2 – Evaluation Performance Measures and Methods for Measurement – DRAFT

2023 RTP Goal & 28-30 RFFA Evaluation Criteria	Draft Performance Measures for Consideration	Potential Ways of Measurement
	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	Method of measurement TBD
	In/supports development patterns of a designated 2040 priority Land Use center or corridor	Project is located in a designated priority 2040 land use area. Project elements support the development pattern of the designated priority 2040 land use.
	Addresses environmental hazard (e.g. stormwater runoff/wetness index, tree canopy)	Project is located in an area with high environmental hazard potential AND project elements include mitigation strategies for environmental hazard (e.g. street trees and canopy elements in area with high index for urban heat island)
	Addresses an Emergency Transportation Route	Project is on an Emergency Transportation Route AND project scope elements look to reinforce infrastructure or add mobility options
	Decreases impervious surface	Project scope includes elements to manage stormwater runoff Project scope looks to maintain or decrease impervious surfaces by integrating innovative surface water management strategies
	Increases tree canopy	Project includes scope elements to increase tree canopy. Project is located in an area with lower tree canopy coverage
RTP Goal: Mobility Options • Increased reliability	Increases reliability and efficiency for all travel modes	Project makes all travel modes more reliable and efficient (e.g. complete streets design)

Table 2. 2028-2030 RFFA Step 2 – Evaluation Performance Measures and Methods for Measurement – DRAFT

2023 RTP Goal & 28-30 RFFA Evaluation Criteria	Draft Performance Measures for Consideration	Potential Ways of Measurement
<ul style="list-style-type: none"> • Increased travel and land use efficiency • Increased travel options • Reduced drive alone trips 	Improves transit reliability	Project elements includes infrastructure or technology strategies which increases transit reliability Project addresses an identified transit delay location in the transit network
	Increases reliability by removing a barrier on regional freight system	Project description of freight barrier and solution provided AND project scope elements reflect implementation of solution
	Improves/adds street connectivity	Project increases motor vehicle route options near congested road facilities AND provides shorter trips for people walking, bicycle, and/or accessing transit. Project provides an alternative walking or bicycling route to a high injury corridor.
	Provides/increases transportation option	Project fills a gap or addresses a deficiency/substandard facility in the regional transit, bicycle, or active transportation network.
RTP Goal: Thriving Economy <ul style="list-style-type: none"> • Increased access to jobs • Increased access to centers • Increased access to industrial and transport facilities 	Supports/increases industrial/commercial developability (see Economic Value Atlas)	Project improves access to a tract/area with the number of developable acres that is greater than the regional average.
	In/supports development patterns of a designated 2040 priority Land Use center or corridor	Project is located in a designated priority 2040 land use area. Project elements support the development pattern of the designated priority 2040 land use.

Table 2. 2028-2030 RFFA Step 2 – Evaluation Performance Measures and Methods for Measurement – DRAFT

2023 RTP Goal & 28-30 RFFA Evaluation Criteria	Draft Performance Measures for Consideration	Potential Ways of Measurement
	Provides/increases access to Target Industries (see Economic Value Atlas)	Project improves access to a tract with a number of target industries that is greater than the regional average
	Increases multimodal mobility and access to industrial and transport facilities	Project is on the regional freight network Project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection) Project scope fills a gap or address substandard active transportation and/or access to transit infrastructure on a regional freight facility
	Increases access to jobs	Project is in an area with an above regional average number of jobs within 30 minutes (by all modes)
<p>Design</p> <ul style="list-style-type: none"> • Design clearly demonstrates prioritized values/objectives of the project appropriate to context and facility/design classification • Design implements 2040 Growth Concept • Design reflects outcomes of performance-based planning and design 	In/supports future desired development of a designated 2040 priority Land Use center or corridor	Project is located in a designated priority 2040 land use area. Project elements support the development pattern of the designated priority 2040 land use.
	Design elements prioritize pedestrian and bicycle access, mobility and safety and other functions based on the project facility’s designated design classification	Design elements prioritize the functions appropriate for the design classification (see Table 6, prioritizing functions by regional design classification)

Table 2. 2028-2030 RFFA Step 2 – Evaluation Performance Measures and Methods for Measurement – DRAFT

2023 RTP Goal & 28-30 RFFA Evaluation Criteria	Draft Performance Measures for Consideration	Potential Ways of Measurement
	<p>Project design represents the best possible improvement in project area, based on functional and design classification and contextual constraints.</p>	<p>Project design approach and elements are context sensitive and respond to identified constraints (geographic, right-of-way, financial, etc.) to achieve desired outcomes Design elements prioritize the functions appropriate for the design classification (see tables in Chapter 6, prioritizing functions by regional design classification).</p>

DRAFT

Next Steps/Upcoming Activities

The following table outlines a few upcoming Regional Flexible Fund Allocation activities for Step 2. The table is not comprehensive. A more detailed schedule for Step 2 is anticipated for TPAC in July.

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

Activity	Date	Where
Next steps and schedule for Step 2	July 12	TPAC meeting
Step 2 pre-application window	August 2024 (TBD)	N/A
Project delivery training series – continued	August 14	TPAC workshop
Step 2 – candidate proposals workshop – application, criteria, and application tool <ul style="list-style-type: none"> • May get split into two workshops 	September 2024 (TBD)	Proposer’s workshop
Designing Livable Streets and Trails	September 2024 (TBD)	Design workshop
Step 2 call for projects opens	September 6, 2024	TPAC meeting
Step 2 call for projects closes	November 15, 2024	N/A

Question for TPAC

- 1) What clarifications are needed for regional partners on the draft performance measures and/or possible methods of measurement in effort to support the development of Steo 2 candidate proposals?

SCOPING FOR LOCAL AGENCY FEDERAL- AID PROJECTS

Metro, Transportation Policy Advisory Committee
June 12, 2024

Justin Bernt, Program Manager
Statewide Scoping & ODOT Delivered Local Agency Program

Objectives: Planning for successful federal-aid project delivery

- Identify the elements needed to define the project description, location/limits, budget, and delivery schedule for a federally funded project.
- Understand how the adequacy of scoping impacts federal transportation project delivery processes.
- Provide tips to local agencies on how to complete needed scoping actions and communicate this in the RFFA application.

Project Scoping: When and where to start

- Keep a needs list of projects
 - List scope, schedule and budget as able
 - List when the project is needed or planned to be completed
- Reference current transportation system plans
 - If it's not in a TSP, contact the LPA planning department
 - Contact ODOT regional planning
- Scoping occurs prior to award of the funding, not after
 - STIP projects are expected to be delivered for what they are initially programmed for, when a change occurs, reasoning is needed to do so.

Project Development or Planning?

- Development
 - Singular project
 - Alternatives analysis to determine preferred alternative
 - Develop refined project estimate
 - Develop project up to 30% conceptual design
 - Already in Transportation system plan
- True PLANNING
 - Transportation System plans
 - Large area studies to look to improve an area, that is non-project specific

General scoping

- Scope
 - What is it
 - Why is the project needed
 - Who is in support of said project
- Schedule
 - When can the project be done
 - Are there schedule constraints to the project or funding program
 - Does the project have to be done by a certain time
- Budget
 - Must define costs for all parties involved
 - Must define costs for each STIP phase





SCOPE

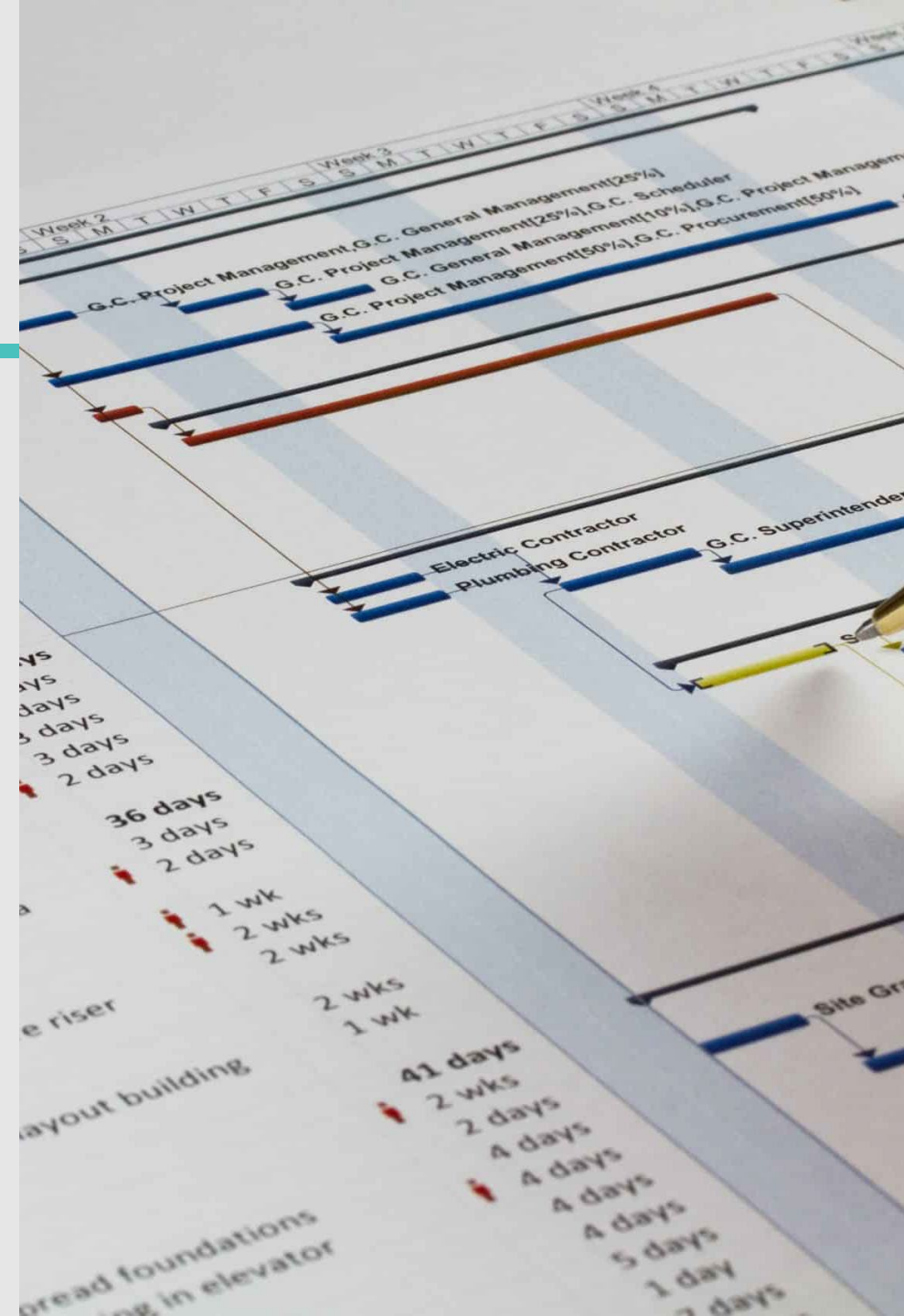
- What is the problem to be solved
 - Be specific, what is the problem statement
 - What is in the TSP
- What is the proposed solution
 - What needs to be built
 - Where will it be built
 - **BE SPECIFIC AS POSSIBLE**

Scope

- Problem
 - Issues with transit
 - Issues with access to public or private facilities
 - Issues with transportation needs being accessible or not meeting current or future needs
 - Specific locations and requirements to be listed in problem statement
 - Specific scope per location
 - Freight issues
- Solution(s)
 - ADA components
 - Paving
 - Bridge work
 - Likely bid items
 - Road closures or access restrictions
 - What bid items are likely to be needed and in what rough quantities?
 - **WHAT WILL BE BUILT AND WHERE?**

Schedules

- Obligating each phase in the STIP
- When will the project start and end
 - Planning (alternatives analysis, study, investigation work)
 - Preliminary Engineering (design, engineering reports, NEPA process, prep for ROW obligation)
 - ROW (Right of way acquisition)
 - Utility relocation
 - Construction (ad/bid/award and construction work)
 - Other (ITS work, goods/trades/services contracts, etc.)

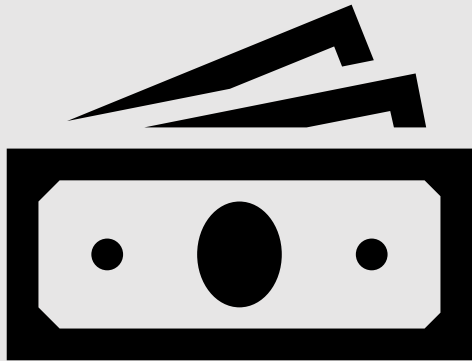


Schedule: Considerations

- STIP/TIP programming
- Intergovernmental agreements (ODOT est. 6-9 months)
- Contracting timelines (A&E, Goods/Trades/Services, and construction)
- Design time, PE (minimum 1 year, recommend 2 years)
- ROW (est. 18 months acquisition or more, 3-6 months for prep)
- Utility relocation, agreements, coordination with utilities (6 months for prep,)

ESTIMATING

- By STIP phase
 - PL
 - PE
 - ROW
 - UT
 - OT
 - CN



- Must address all funding
- Must be fully funded
 - There are caveats.....
- Must address all entities likely to charge the project (including ODOT)
- Take into account inflation
- Take into account FHWA, State, and ODOT process!

ESTIMATING

- What should LPA know
 - General improvement cost
 - Sidewalk ~ “A” to “B” \$100k
 - ADA curb ramps ~ \$1.3m for 20 ramps
 - High level inflation applied across the board for latest the project will be completed
- More DETAILS!
 - Detailed bid items
 - Detailed quantities
 - Inflation applied to when the work will occur (each STIP phase)



Local Public Agency Federal Aid Project Scoping Checklist

(ODOT Form [734-5293](#))

- Recommended resource to assist identify project scope, schedule, budget risk
- Anything you can't answer?
 - IT'S A RISK
- Anything you don't know?
 - IT'S A RISK
- Document what you can with what is known
- Document risks, what is known
 - Don't know what you don't know

Local Agency Technical Scope Sheet

(ODOT Form 734-5151)

Required prior to
agreement with
ODOT after award



LOCAL AGENCY TECHNICAL SCOPE SHEET Part 1 of 2: Project Request

FORM OVERVIEW

Sections 1-4 of this form replace Prospectus Part 1.

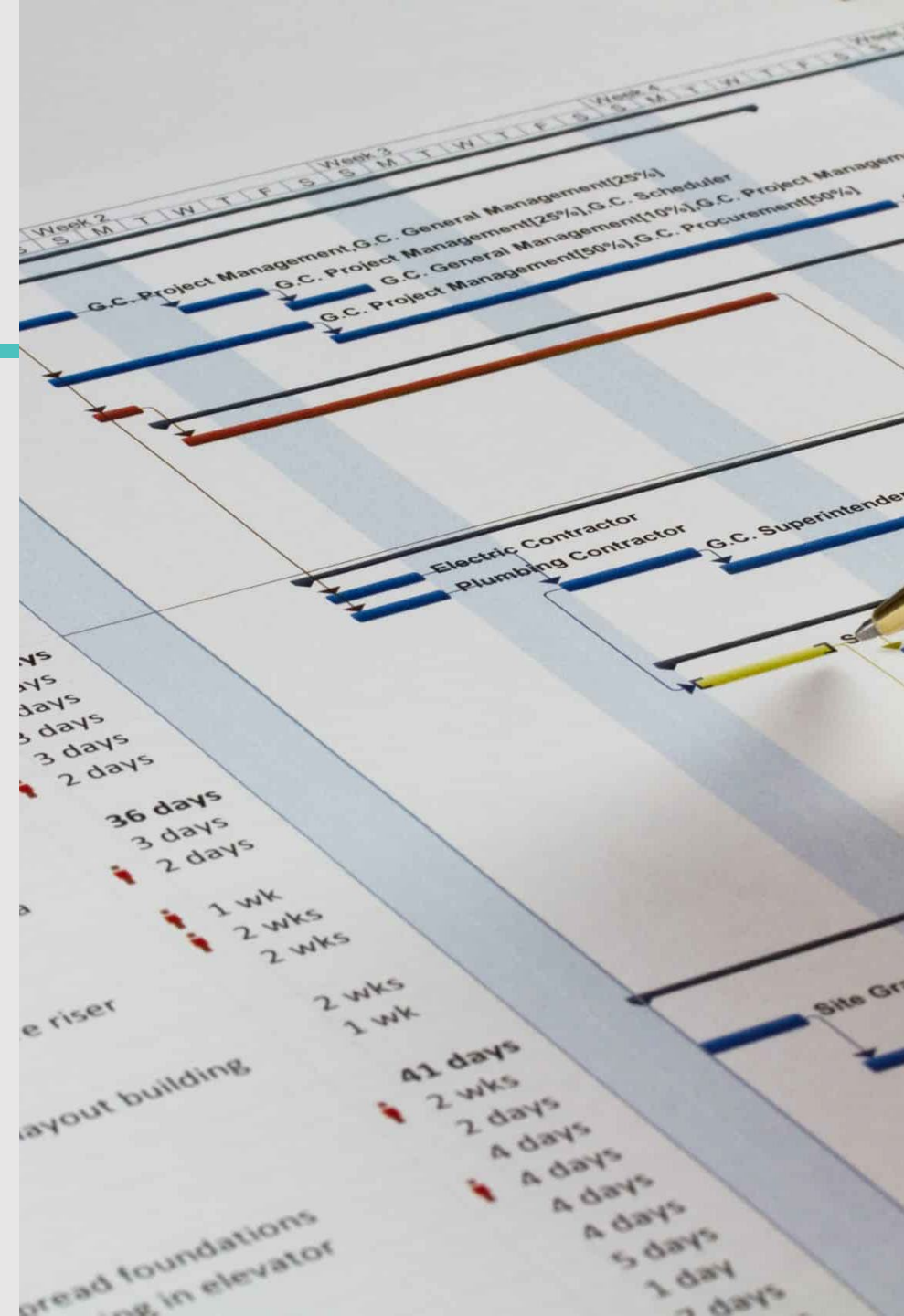
KEY NUMBER		JURISDICTION		1	
PROJECT STIP NAME					
ROAD/STREET NAME				BRIDGE NO.	CITY
HIGHWAY NUMBER		HIGHWAY NAME		MPO	UGB
ROUTE NUMBER				NHS	HPMS
FC		APPLICANT (IF OTHER THAN STATE)		US REP	OR SEN
OR REP		REGION		DISTRICT	
FROM MP		TO MP		URBAN/RURAL	
COST ESTIMATES (X \$1,000)		PROJECT COMPONENTS		RIGHT OF WAY	
Preliminary Engineering				Files (number)	
Right of Way				Acres (number)	
Utility Reimbursement				Acquisitions (number)	
Planning				Easements (number)	
Other				RELOCATIONS	
CONSTRUCTION		PROJECT CATEGORIES		Business (number)	
Roadway		Environmental Classification (1,2,3,PCE)		Residential (number)	
Structures		Design Category		ACCESS CONTROL	
Signals		Work Classification		CURRENT	PROPOSED
Temp. Protect.		Primary STIP Work Type			
Constr. Contingencies				ADMINISTRATOR	
Constr. Engineering					
Detour				CONSTRUCTED BY	
Other				<input type="checkbox"/> Contract	<input type="checkbox"/> County Force
Total CE and Construction				<input type="checkbox"/> State Force	<input type="checkbox"/> City Force
Total Estimate				<input type="checkbox"/> Other: _____	
Recommended bid date (Quarter-Year): _____					

RISK MANAGEMENT

- What isn't known isn't known, must have a contingency, and a plan on how to make the project whole
- What is known, but can't be detailed or estimated
 - Make it known as a risk
 - Associate a cost (estimated, guess)
 - Associate a schedule delay (estimated, guess)
 - This includes potential opportunities
 - Combining projects
 - Potential opportunities in design, or construction
- Potential consequences of not meeting delivery timelines and accountability

Delivery methods

- ODOT Delivered Local Agency Program
 - ODOT delivers
- Local Agency Certification Program
 - Local Agency Delivers



Preferred Practices

- Engage engineering staff or hire a consultant
- Contact other local agencies, and ODOT contacts
- Look at comparable project costs
- available ODOT's templates and resources if applicable
- Have a contingency
- Include inflation
- Project will take longer and cost more, FHWA/ODOT Process
- Try to mitigate risk
- Use reasonable timeframes

ODOT Tools & Resources

ODOT Planning & Technical Guidance:

<https://www.oregon.gov/odot/Planning/Pages/default.aspx>

- **ODOT Business Case**
- Scoping manual
- Estimation Manual
- [AASTHOWare Estimation](#)
- ODLAP manual



MORE RESOURCES

Local Government Page: Funding Programs,
Guidance, Certification & Engagement

<https://www.oregon.gov/ODOT/LocalGov/Pages/index.aspx>

- [Forms Library](#)
 - Local Public Agency Federal Aid Project Scoping Checklist
 - Local Agency Technical Scope Sheet
- [ODOT Statewide Transportation Improvement Program](#)
- [Local Agency Guidelines for Certified LPAs](#)
- [Local Agency Certification Status](#)
- [Training Opportunities](#) (See Federal-aid Essentials)
- [Committees & Contacts](#)

CONTACTS

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Local Agency Certification Program

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