

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, May 2, 2025
Time: 9:00 a.m. to 12:00 p.m.
Place: [Connect with Zoom](#)
Passcode: 136646 | Phone: 877-853-5257 (Toll Free)

- | | | | |
|------------|-----|---|--|
| 9:00 a.m. | 1. | Call meeting to order, declaration of quorum and introductions | Chair Kloster |
| 9:10 a.m. | 2. | <ul style="list-style-type: none">* Comments from the Chair and Committee Members<ul style="list-style-type: none">• Committee member updates around the Region (Chair Kloster & all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Anthony Cabadas)• Transit Minute (Ally Holmqvist)• FY 2025-26 Unified Planning Work Program (UPWP) Administrative amendment (John Mermin)• TransPort/Transportation System Management and Operations update (TSMO) (Caleb Winter)• Interstate Bridge Replacement Program MTIP Amendment Public Comment Period (Jean Senechal Biggs) | |
| 9:20 a.m. | 3. | Public communications on agenda items | |
| | 4. | <u>ACTION ITEMS</u> | |
| 9:25 a.m. | 4.1 | * Approval of TPAC minutes for April 4, 2024 | Chair Kloster |
| 9:30 a.m. | 4.2 | * MTIP Formal Amendment 25-5493 <u>RECOMMENDATION TO JPACT</u> | Ken Lobeck, Metro |
| 9:40 a.m. | 4.3 | * 82 nd Avenue Transit Project LPA <u>RECCOMENDATION TO JPACT</u> | Melissa Ashbaugh, Metro |
| 10:00 a.m. | 5.2 | 2028-30 Regional Flexible Fund Step 2 Allocation Package Options – Concepts Input – <i>To gather TPAC input on different concepts and themes to build Step 2 allocation package for discussion at June meeting</i> | Grace Cho, Metro |
| 10:30 a.m. | | <u>MEETING BREAK – 5 minutes</u> | |
| | 5. | <u>INFORMATION/DISCUSSION ITEMS</u> | |
| 10:35 a.m. | 5.1 | EPA Climate Pollution Reduction Grant: Carbon Reduction Strategies | Eliot Rose, Metro |
| 11:05 a.m. | 5.3 | Montgomery Park Streetcar LPA | Jason Nolin, Metro,
Shawn Canny, City of Portland |
| 11:35 a.m. | 5.4 | * Title VI Report | Molly Cooney-Mesker, Alfredo Haro, Metro |
| 12:00 p.m. | | ADJOURN | Chair Kloster |

*Material included in meeting notice packet

**Material presented at meeting

All materials will be available electronically post each meeting

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

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Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: April 24, 2025
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly
Submitted Amendments: May 2025 Report

BACKGROUND

The following pages contain the list of projects **during April 2025** submitted to complete a formal/full amendment, or administrative modification to the 2024-27 MTIP. A summary of the differences between formal/full amendments and administrative modifications is stated below.

Formal Amendments Approval Process:

Formal/Full MTIP Amendments require approvals from Metro JPACT& Council, ODOT-Salem, and final approval from FHWA/FTA before they can be added to the MTIP and STIP. After Metro Council approves the amendment bundle, final approval from FHWA and/or FTA can take 30 days or more from the Council approval date. This is due to the required review steps ODOT and FHWA/FTA must complete prior to the final approval for the amendment.

Administrative Modifications Approval Process:

Projects requiring only small administrative changes as approved by FHWA and FTA are completed via Administrative Modification bundles. Metro normally accomplishes one "Admin Mod" bundle per month. The approval process is far less complicated for Admin Mods. The list of allowable administrative changes is already approved by FHWA/FTA and are cited in the Approved Amendment Matrix. As long as the administrative changes fall within the approved categories and parameters, Metro has approval authority to make the change and provide the updated project in the MTIP immediately. Approval for inclusion into the STIP requires approval from the ODOT. Final approval into the STIP usually takes between 2-3 weeks to occur depending on the number of submitted admin mods in the approval queue.

MTIP FORMAL/FULL Amendments**April Regular Formal Amendment Bundle: AP25-09-APR**

2024-2027 Metropolitan Transportation Improvement Program Exhibit A to Resolution 25-5481				
April 2025 Formal Amendment Bundle Contents Amendment Type: Formal/Full Amendment #: AP25-09-APR Total Number of Projects: 3				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Adding New Projects to the 2024-2027 MTIP:				
(#1) ODOT Key # 23763 MTIP ID TBD <i>New Project</i>	ODOT	Portland Metro area 2024-2027 ADA Curb Ramps, Phase 6	Throughout the Metro MPA area at multiple locations including Portland, Lake Oswego, West Linn, Oregon City, Sherwood, Tigard, Tualatin, and outside of the MPA in Molalla, construct curb and ramps upgrades to meet compliance with the America Disabilities Act (ADA) standards and provide added safety for pedestrians	<u>ADD NEW PROJECT:</u> The formal amendment adds the construction funding to complete various ADA curb and ramp required upgrades. The preliminary engineering/design was completed as part of project Key 22978. Only the construction phase needs to be programmed. GARVEE bonds are identified as the source funding for the construction phase. The GARVEE bonds are being transferred from an ODOT non-MPO statewide project grouping bucket (PGB) in Key 23043. Attachment 1 to the staff report contains the Portland area approved site location list. Attachment 2 includes the OTC Staff Report providing additional project details.

Category: Amending Existing Projects in the 2024-2027 MTIP:

(#2) ODOT Key # 23042 MTIP ID 71383	ODOT PTD	Oregon Transportation Network - TriMet FFY27	ODOT PTD authorized State STBG supporting 5310 program areas that will upgrade transit services to the special needs, seniors, and other transit-dependent populations. Funds will be allocated to TriMet and flex transferred to FTA with an expected 5310 conversion code.	<u>ADD FUNDS:</u> The formal amendment increases the authorized federal funding for the project. The action is the direction by the ODOT PTD and approved by OTC during their March 2025 meeting. Reference Attachment 3 to the staff report for additional details. The awarded funding is intended for TriMet and will support their FTA Section 5310 program which supports transportation needs to elderly and disabled persons.
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Category: Amending Existing Projects in the 2024-2027 MTIP:

(#3) ODOT Key # 23015 MTIP ID 71381	ODOT PTD	Enhanced Mobility E&D (5310) - Tri County Area FY25	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	<u>CANCEL PROJECT:</u> The formal amendment cancels the project from the MTIP and STIP. The action is the direction by the ODOT Public Transportation Division and approved by OTC during their March 2025 meeting.
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Proposed Amendment Review and Approval Steps**April 2025 (AP25-09-APR) Formal Amendment estimated processing and approval timing**

Date	Action
Tuesday, April, 2025	Completed: Post amendment & begin 30-day notification/comment period. (Comment period is April 1, 2025, to April 30, 2025.)
Friday, April 4, 2025	Completed: Metro Transportation Policy Alternative Committee (TPAC) – Amendment overview, and approval recommendation provided to JPACT
Thursday, April 17, 2025	Completed: JPACT Meeting – Amendment approval consideration.
Thursday, May 8, 2025	Scheduled: Metro Council Meeting – Final Metro amendment approval request.
June, 2025	Pending: Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.

April 2025 ADMINISTRATIVE MODIFICATIONS

April 2025 Admin Mod #1, AM25-14-APR1

Key	Lead Agency	Name	Change
23581	Beaverton	Leading Pedestrian Intervals & Smart Detections - Beaverton Citywide	ADD PHASES: Reduce Other phase and add new PE + Construction phases per the TSS review and discussion with FHWA, the project can't proceed under just the "Other" phase.
23582	Clackamas County	Clackamas Countywide Traffic Signal Safety Upgrade	ADD PHASES: Cancel/Split Other phase and create PE + Construction phases with the Other phase funding. Per the TSS review and discussion with FHWA, the project can't proceed under just the "Other" phase.
21884	Multnomah County	Morrison St.: Morrison (Willamette River) Bridge (Portland)	COST DECREASE: Reduce Cons by \$4,570,198 as a result from lower construction bids
22773	ODOT	I-84: I-5 - Hood River	CANCEL PHASE Cancel ROW phase and shift funds to Construction
22133	Portland	N Willamette Blvd ATC: N Rosa Parks Ave – N Richmond Ave	ADVANCE PHASE Advance Construction phase from FFY 2026 to FFY 2025 enabling the construction phase to obligate before September 2025.

April 2025 Admin Mod #2, AM25-15-APR2

Key	Lead Agency	Name	Change
21608	ODOT	OR8 at Armco Ave, Main St and A&B Row	MINOR LIMIT CHANGES: Approved site locations within the project limits are updated (primarily at MP 14.2). The MTIP description is updated for the expanded Project Tracker capacity. There is no change in overall scope or funding
23524	Sherwood	Ice Age Drive: Oregon St-SW Dahlke Ln (Tonquin)	COST DECREASE: The cost decrease reduces the construction phase programming amount. The cost decrease results from lower construction bids submitted.
23182	TriMet	TriMet Preventive Maintenance Support (2025)	ADVANCE PHASE The Other phase is advanced forward to FFY 2025 to reflect the correct obligation year.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, April 25, 2025
To: TPAC and Interested Parties
From: Caleb Winter, Transportation System Management and Operations Program
Subject: Comment from the Chair: TransPort Subcommittee Update

The purpose of this memo is to share current news about TransPort.

Background

The regional Transportation System Management and Operations (TSMO) Program works with technology and operations to improve the safety, efficiency and reliability of the transportation system. The Program implements a ten-year adopted [TSMO Strategy](#) and convenes a Subcommittee of TPAC called [TransPort](#).

Transport Chair and Vice Chair Election

At the April 9, 2025 TransPort meeting, members nominated and elected a Chair and Vice Chair. Kate Freitag, PE, was re-elected for another three-year term as Chair and Bikram Raghubansh PE, PTOE, was reelected as Vice Chair for another one-year term. Kate is the ODOT Region 1 Traffic Engineer and she brings a wealth of experience to TransPort on both traffic operations, Intelligent Transportation Systems and safety. Bikram is the Intelligent Transportation System Supervising Engineer at the Portland Bureau of Transportation. On behalf of TransPort, we are pleased to have their energy and thoughtful approach on partnering to deploy technology and improve transportation operations in the region.

TSMO Strategy Implementation Update

Metro awarded the most recent RFFA TSMO project funding in April 2023. The resulting projects are investments in the digital infrastructure of the region, especially providing safer signalized intersections with pedestrian head starts and the capability to use cloud-based transit signal priority. These projects are in Beaverton, Gresham, Portland and throughout Clackamas County. Several projects will improve TSMO region-wide.

By fall 2025, staff will summarize all current and recently completed TSMO projects, connecting them to implementation of the 2021 TSMO Strategy actions (Chapter 5). The summary will also consider not-yet-implemented actions for discussion with TSMO Program partners.

Please reach out to the TSMO program any time by emailing TSMO@oregonmetro.gov and/or attending TransPort Subcommittee meetings every second Wednesday of the month. TransPort meetings are online or hybrid and everyone is welcome.

cc: Kate Freitag, TransPort Chair
Bikram Raghubansh, TransPort Vice Chair
Jean Senechal Biggs, Metro Resource Development Manager

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, April 4, 2025 | 9:00 a.m. to 12:00 p.m.
Place: Zoom

Members Attending

Tom Kloster, Chair
Dyami Valentine
Bill Beamer
Chris Ford
Gerik Kransky
Eric Hesse
Jasia Mosley
Jay Higgins
Jeff Owen
Judith Perez Keniston
Kate Lyman
Laurie Lebowsky-Young
Lewis Lem
Mike McCarthy
Sara Etter
Sarah Iannarone
Ashley Bryers
Will Farley

Alternates Attending

Dakota Meyer
Sarah Paulus
Glen Bolen
Gregg Snyder
Karen Buehrig

Members Excused

Allison Boyd
Indi Namkoong
Danielle Casey
Shauna Hanisch-Kirkbride
Katherine Kelly
Michael Sallis

Affiliate

Metro
Washington County
Community member at large
Oregon Department of Transportation
Oregon Department of Environmental Quality
City of Portland
Community member at large
City of Gresham and Cities of Multnomah County
Clackamas County
SW Washington Regional Transportation Council
TriMet
Washington State Department of Transportation
Port of Portland
City of Tualatin and Cities of Washington County
Oregon Walks
The Street Trust
Federal Highway Administration
City of Lake Oswego and Cities of Clackamas County

Affiliate

City of Troutdale and Cities of Multnomah County
Multnomah County
Oregon Department of Transportation
City of Hillsboro and Cities of Washington County
Clackamas County

Affiliate

Multnomah County
Verde
Federal Transit Administration
Washington Department of Ecology
City of Vancouver
Clark County

CALL TO ORDER, DECLARATION OF QUORUM AND INTRODUCTIONS

Chair Tom Kloster called the meeting to order at 9:00 a.m. A quorum of members present was declared.

COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

The following staff and committee member updates were made. Highlights included: Update on traffic fatalities from Anthony Cabadas noting that since the last meeting at least 11 people have died in a traffic crash. Transit Minute from Ally Holmqvist with updates about monthly transit ridership.

2028-30 Regional Flexible Fund – Public Comment (Grace Cho)

Grace shared with committee members that the public comment window for RFFA 2028-30 is open until the end of the month and that there will be an opportunity for public testimony before the decision makers at the 4/17 JPACT meeting.

2028-30 Regional Flexible Fund – Step 2 technical evaluation report (Grace Cho)

Grace noted that this full report will be complete by the end of May instead of April as originally planned.

Kim Ellis shared a link to the 2024 Climate Friendly Equitable Communities Report Survey with the request that committee members complete it by 4/18

PUBLIC COMMUNICATIONS ON AGENDA ITEMS

No comment was made.

MEETING MINUTES OF MARCH 7, 2024

Chair Kloster asked if there were any edits to the minutes as presented and Sarah Iannarone noted as an edit that she was an abstention to the March MTIP amendment

Chair Kloster asked the committee to approve the March 7, 2025, TPAC meeting minutes with that edit.

ACTION TAKEN: Hearing no objections to the minutes as edited and 3 abstentions, the minutes were approved.

MTIP FORMAL AMENDMENT 25-5481 FOR THE PURPOSE OF ADDING, AMENDING OR CANCELING THREE PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

Ken Lobeck, Metro, appeared before the committee to request approval recommendation to JPACT.

Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: April 2025 Report. The April 2025 MTIP Formal Amendment contains three projects. One is a new ODOT Americans with Disabilities Act (ADA) construction phase project and the other two are corrections to ODOT Public Transportation Division (PTD) prior programmed projects.

ACTION TAKEN: Eric Hesse moved, and Mike McCarthy seconded the motion to approve Resolution 25-5481. Hearing no objections, and 1 abstention from Sarah Iannarone the motion passed.

DRAFT FY 2025-26 UPWP

John Mermin, Metro, presented on the draft UPWP with the goal of TPAC committee members recommending a revised draft to JPACT as this new draft includes edits from our federal consultation. Those edits were mainly language changes to align with recent executive orders.

The presentation included background on what the UPWP is and is not, as well as an explanation of the UPWP process. John noted that the UPWP timeline is expedited to allow enough time for federal review.

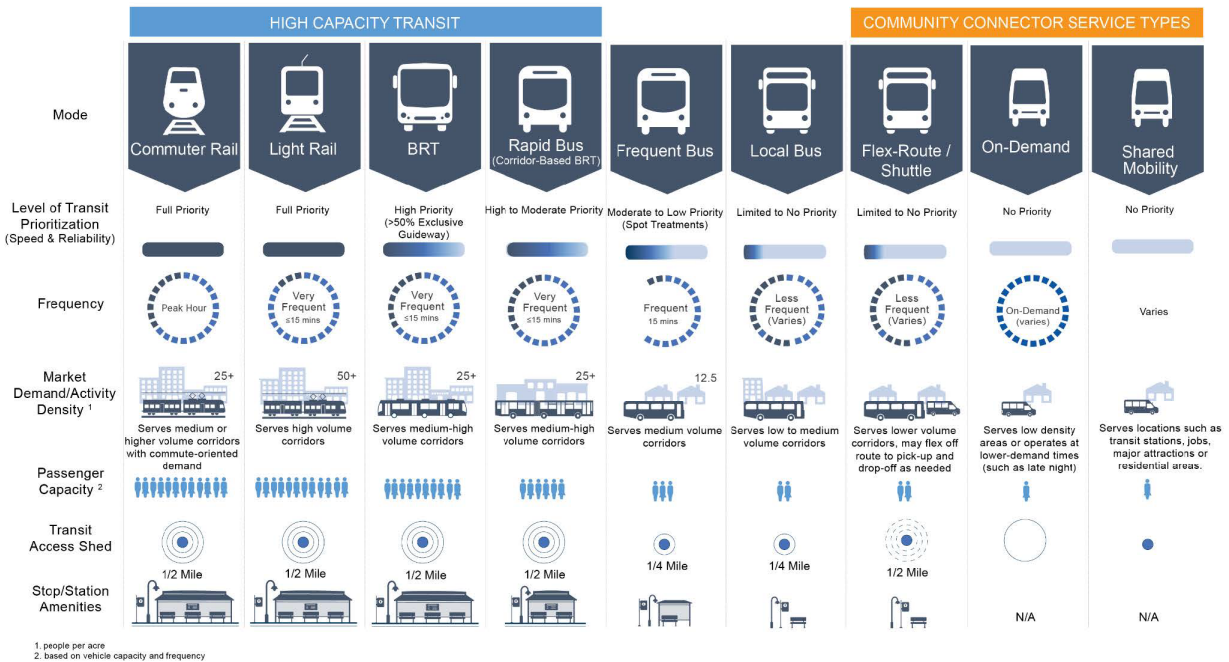
ACTION TAKEN: Jeff Owen moved, seconded by Will Farley to approve the 2025-26 UPWP
With no objections and no abstention, the **motion passed.**

COMMUNITY CONNECTOR TRANSIT STUDY: POLICY FRAMEWORK

Ally Holmqvist provided an update on the Community Connector Transit (CCT) Study to support discussion on: 1) the developing policy framework, 2) the proposed opportunity area and mobility hub assessment methodologies and 3) the planned engagement approach. Input will help shape the role that community connectors play in improving access to the regional transit network and mobility hubs play in creating comfortable, convenient connections within that network, guide how we identify areas of opportunity for both transit tools, and influence the approach for engaging community in this work that will inform the 2028 Regional Transportation Plan update. The team identified gaps and needs include in transit connectors, opportunities around each need area and started to identify solutions that could solve each gap.

Gap	Opportunities	Solutions
Mobility in low-density areas	<ul style="list-style-type: none">• <i>Increase access to fixed-route transit network</i>• <i>Test demand for transit in new geographic markets</i>• <i>Replace low-performing fixed-route service</i>• <i>Enhance service availability when fixed-route transit isn't efficient</i>	<ul style="list-style-type: none">• Flex route shuttle• On-demand microtransit
Access to jobs	<ul style="list-style-type: none">• <i>Connect to employment sites in low-density areas</i>• <i>Increase access to regional fixed-route transit networks</i>	<ul style="list-style-type: none">• Vanpool• On-demand microtransit• Flex route shuttle
Access to major recreation	<ul style="list-style-type: none">• <i>Connect to the fixed-route regional transit system</i>• <i>Increase outdoor access for people without cars</i>• <i>Target equity populations through public-private funding and CBO partnerships</i>	<ul style="list-style-type: none">• Fixed-route seasonal service• Volunteer-driven microtransit
Time-of-day mobility needs	<ul style="list-style-type: none">• <i>Leverage programs for transportation options</i>• <i>Provide a basic level of coverage in off-peak hours</i>• <i>Avoid eliminating fixed-route trips with poor ridership during hours with low demand/ridership</i>	<ul style="list-style-type: none">• On-demand service• TDM Programs

This information helped them understand how to use these tools.



Building from the emerging vision role for community connectors, the project team has developed approaches for identifying opportunity sites for both future community connectors and mobility hubs to update the transit network vision map with more solutions for local transit coverage. Identifying community connector opportunities involves answering three key questions:

- **Transit Access Gaps:** Where are there areas today that are not served by transit, but where people may need it to go?
- **Area Transit-supportiveness:** Within these unserved areas, what locations demonstrate demand for and/or the different transit-supportive ingredients part of success recipe?
- **Leveraging Opportunities:** Within these unserved areas, what do other resources tell us about existing or future markets for community connectors?

Current	Areas that address current and ongoing need for community connector services
Temporary	Areas that demonstrate current need for community connector services, but may become part of fixed-route networks in the future due to population growth, changes in land development, and planned fixed route transit service expansions
Future	Areas likely to address ongoing need for community connector service in the future due to anticipated changes in population growth, land use, and employment densities
No opportunity	Areas not suitable for community connector transit services

Chair Kloster asked the committee for any questions or comments about the project:

Committee members showed support for the project and all the work that went into it by Ally and the team.

Suggestions were made including:

- The consideration of rail-based options for dense town hubs
- Service to new and developing neighborhoods to develop good transit habits in new residents

Concerns were raised including:

- This project potentially setting unattainable expectations to community members about what will be realistically doable given current funding issues.
- Clarity about the exact areas under consideration
- Clarity around what Metro's role in this project and who sets the priorities and emphasizing that it is not Metro.
- Community understanding of how this project will be paid for, the potential economic benefits and how this project helps to build community resilience and stability.

5 MINUTE BREAK

2027-2030 MTIP PERFORMANCE MEASURES, APPROACH AND METHODS

Topics covered in Blake Perez's presentation include:

- 1. Purpose and Context Setting
Provide an overview and gather feedback on the proposed approach to evaluating the 2027-2030 Metropolitan Transportation Improvement Program (MTIP).
- Why is this important: Evaluation must demonstrate how the MTIP as a package of transportation investments:
 1. is consistent with the Regional Transportation Plan (RTP) by advancing the goals and outcomes identified in the adopted RTP
 2. makes progress towards achieving federal performance targets

- TPAC discussion: What types of additional analysis would TPAC members think would be beneficial to them and the MTIP process?

2. Performance Measures

2023 RTP Goals & Performance Measures

<u>Climate and Environment</u>	<u>Thriving Economy</u>	<u>Safe System</u>	<u>Equitable Transportation</u>
Greenhouse gas emission per capita (MOVES)	• Access to jobs (RTDM)	• Fatal and Serious crashes (GIS)	• Access to transit (RTDM)
Vehicle miles traveled per capita (MOVES)	• Access to industry and freight facilities (RTDM)		• Access to jobs (RTDM)
Criteria pollutant emissions (MOVES)	• Travel times (RTDM)		• System completion (GIS)
Air toxic emissions (MOVES)	• System completion – job centers (GIS)		• Serious crashes and equity (GIS)
		<u>Mobility Options</u>	
		• Access to options (Regional Travel Demand Model)	
		• System Completeness (GIS)	
		• Throughway Reliability (RTDM)	
		• Mode Share (RTDM)	
		• Multimodal travel times and access (RTDM)	
		• Access to jobs (TDM)	
		• System completion near transit (GIS)	

3. Evaluation Methods

- Analysis Geography including Equity Focus Areas and Sub-Regions
- Evaluation Tools including Regional Travel Demand Model (RTDM), Motor Vehicle Emissions Simulator (Moves5) and Geographic INFORMATION System (GIS).

4. Analysis Inputs including ODOT, SMART, TriMet and Metro.

5. Analysis Assumptions

Base Year 2020	• Includes the transportation investments built and open for service as of 2020. Same base year used in 2023 RTP.
No Build (2027)	• Assumes no additional transportation investments aside from projects confirmed completed or expected completion date prior to 2027.
No Build (2030)	• Assumes the current infrastructure we will have if there are no funds available, and the population keeps growing.
Build (2030)	• Reflects all the investments identified in the 2027-2030 MTIP.

6. Federal Performance Targets including Safety, Bridge and Pavement Condition, System Reliability,

Discussion and Questions

- ❖ Do TPAC members have a good understanding of the performance measures and evaluation tools?
- ❖ What feedback might TPAC members have about how this information is being used?
- ❖ What types of additional analysis would TPAC members think would be beneficial to them and the MTIP process?

Committee members raised questions about how much of the proposed work and methodology is to meet minimum federal guidelines and is any of it going above and beyond? Blake answered that they are meeting federal guidelines and state climate goals. They also asked if TPAC will get another look at this project before public review. Blake answered that TPAC will have three more looks at this project including their recommendation to JPACT all within the first three months of 2026.

TV HIGHWAY TRANSIT AND SAFETY PROJECT

Kate Hawkins presented on Tualatin Valley Highway and Safety Project as it moves from the planning phase to design.

Her presentation included: Project Overview, Locally Preferred Alternative and Next steps.

Project location is TV Highway between Beaverton and Forest Grove replacing TriMet's line 57. Line 57 is being addressed because of safety, ridership, rider experience and travel times.

Project benefits:

- Safety and Accessibility
- Improved rider experience
- Service Enhancements

Funding strategy: Local & Regional Partners \$100M, Federal Small Starts \$150M, State \$50M

Next steps:

Project next steps

- **Spring 2025**
 - LPA approval by local jurisdictions, approval by the TriMet Board, endorsement by JPACT and Metro Council
 - Local jurisdiction IGA approvals to commit Project Development funds
- **Summer 2025**
 - Legislative session determines state contribution
 - Apply for admission to Project Development

Committee members were asked if they or their JPACT member need any additional information before staff return for a recommendation on the LPA in June.

This project and presentation received lots of support and appreciation from committee members. It was noted that this project benefits 4 Washington County cities and that Washington County TPAC member and JPACT member fully support it.

Committee members had questions about a section of area between Hillsboro and Cornelius that exists outside of Metro's jurisdictional Boundary and if there are any anticipated hiccups or special care needed. Dave Aulwes, TriMet, responded that there are no urban developments being proposed outside of the UGB.

ADJOURN

There being no further business, Chair Kloster adjourned the meeting at 11:00 a.m.

Respectfully submitted,
Dorian Campbell, TPAC Recorder

Attachments to the Public Record, TPAC meeting, April 4, 2025

	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
*	Agenda	3/07/25	03/07/25 TPAC Meeting Agenda	040425-1
*	Document	2/28/25	TPAC Work program	040425-2
	Memo	3/26/25	To: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead TPAC MTIP Monthly Submitted Amendments: April 2025 Report	040425-3
	March Meeting Minutes	3/7/25	TPAC Meeting Minutes	040425-4
	Draft Resolution	4/4/25	Resolution No. 25-5481 For the purpose of adding, amending, or canceling three projects to the 2024-27 MTIP to meet federal project delivery requirements	040425-5
	Memo	3/28/25	To: TPAC and interested parties From: John Mermin, Senior Transportation Planner 2025-26 Draft Unified Planning Work Program (UPWP)	040425-6
	Memo	3/28/25	To: TPAC From: Ally Holmqvist, Senior Transportation Planner Community Connector Transit Study: Vision and Policy Framework	040425-7
	Memo	4/4/25	To: TPAC and Interested Parties From: Blake Peres, Associate Transportation Planner, Jean Senechal Biggs, Resource Development Manager 2027-2030 MTIP Performance Evaluation Approach and Methods	040425-8
	Presentation	4/4/25	TV Highway Steering Committee Recommendations	040425-9

* Included in meeting notice packet

**Distributed after meeting notice packet or presented at meeting

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF ADDING OR
CANCELING TWO PROJECTS TO THE
2024-27 MTIP TO MEET FEDERAL
PROJECT DELIVERY REQUIREMENTS**

) RESOLUTION NO. 25-5493
)
) Introduced by: Chief Operating
) Officer Marissa Madrigal in
) concurrence with Council President
) Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the USDOT MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, Metro's prior approval of Resolution 24-5414 includes dedicating \$3 million of the \$13.6 million Redistribution funds for the 2028-30 Regional Flexible Funds Allocation Step 2 project awards to support project development and required scoping actions; and

WHEREAS, a prior federal fund exchange between SMART and TriMet resulted in invalidating SMART's FTA 5310 project funding in Key 22196 which now requires the project to be canceled from the MTIP and STIP; and

WHEREAS, the programming updates to the two projects are stated in Exhibit A to this resolution; and

WHEREAS, on May 2, 2025, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on May 15, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add or cancel the two projects as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this ____ day of _____ 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
May 2025, Formal/Full MTIP Amendment Summary
Formal Amendment #: MY25-10-MAY

The May 2025 MTIP Formal Amendment contains two projects. One is Metro's new 2028-30 Regional Flexible Funds Allocation (RFFA) post award project development/scoping assistance project. The second is an older SMART FTA 5310 project that is being canceled from the MTIP. A summary of the projects is shown below:

Key TBD (New Project) - 2028-30 RFFA Step 2 Awarded Project Development Scoping (Metro): This new project has prior Metro approved funding (\$3 million Surface Transportation Block Grant (STBG) plus match) from approved Resolution 24-5414. The funding will provide technical assistance to awarded Metro 2028-30 RFFA Step 2 projects to complete project development scoping actions to meet ODOT's Technical Scoping Sheet (TSS) requirements.

Key 23015 (Existing Project) - SMART Senior and Disabled Program (2024): During the development of the 2024-27 MTIP and STIP, SMART and TriMet complete a fund exchange of FTA 5307 and 5310 funds. Updates were made in the 2024-27 MTIP and STIP for the impacted projects except for Key 23015. As a result of the fund exchange, Key 23015 is an invalid project and does not have any approved FTA 5310 funds. The project slipped through the initial transition amendment. During the mid-year project review, ODOT and Metro identified the error. The project is being canceled to complete the prior fund exchange transaction.

Exhibit A Table (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 May Formal MTIP Amendment.

2024-2027 Metropolitan Transportation Improvement Program				
Exhibit A to Resolution 25-5493				
May 2025 Formal Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: MY25-10-MAY				
Total Number of Projects: 2				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Adding New Projects to the 2024-2027 MTIP:				
(#1) ODOT Key # New MTIP ID TBD <i>New Project</i>	Metro	2028-30 RFFA Step 2 Awarded Project Development Scoping	The approved funding will provide technical assistance to awarded Metro 2028-30 RFFA Step 2 projects to complete project development scoping actions supporting ODOT's Technical Scoping Sheet (TSS) requirements, (e.g. descriptions, limits, costs estimates, and delivery timing), enabling the project IGAs to be properly developed ensuring Preliminary Engineering is not delayed.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new project development/scoping project to the MTIP. Metro has already approved the STBG funding for the project as part of Resolution 24-5414. The STBG funding originates from the \$13.6 million Redistribution bonus Metro was allocated
Category: Amending Existing Projects in the 2024-2027 MTIP:				
(#3) ODOT Key # 22196 MTIP ID 71136	SMART	SMART Senior and Disabled Program (2024)	Provides overall ADA & paratransit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.	<u>CANCEL PROJECT:</u> The formal amendment cancels the project from the MTIP and STIP. SMART and TriMet completed a fund exchange during the development of the 2024-27 MTIP. The project should have been canceled as part of the Transition amendment. The corrective action is now occurring.

Proposed Amendment Review and Approval Steps	
May 2025 (AP25-09-APR) Formal Amendment estimated processing and approval timing	
Date	Action
Tuesday, April 29, 2025	Post amendment & begin 30-day notification/comment period. (Comment period is April 29, 2025, to May 28, 2025.)
Friday, May 2, 2025	Metro Transportation Policy Alternative Committee (TPAC) – Amendment overview, and seeking an approval recommendation to JPACT
Thursday, May 15 2025	JPACT Meeting – Amendment approval consideration.
Thursday, June 5, 2025	Metro Council Meeting – Final Metro amendment approval request.
Early July, 2025	Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment

ADD NEW PROJECT

Add new (project development)
planning project

Project #1**Project Details Summary**

ODOT Key #	New - TBD	RFFA ID:	N/A	RTP ID:	11103	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		MA25-10-MAY		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The formal amendment adds the new metro approved planning project to support awarded RFFA Step 2 projects complete required project development/scoping activities.

Project Name:

2028-30 RFFA Step 2 Awarded Project Development Scoping

Lead Agency:	Metro	Applicant:	Metro	Administrator:	ODOT
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No

Short Description:

Provide technical assistance to awarded Metro 2028-30 Regional Flexible Funds Allocation (RFFA) Step 2 projects to complete project development scoping actions supporting ODOT's Technical Scoping Sheet (TSS) requirements, (e.g. descriptions, limits, costs estimates, and delivery timing), enabling the project IGAs to be properly developed ensuring Preliminary Engineering is not delayed.

MTIP Detailed Description (Internal Metro use only):

Provide technical assistance to Metro 2028-30 RFFA Step 2 awarded agency projects to complete various project scoping actions such further project scope activity definitions, clearly defined project limits, development of accurate cost estimates, and appropriate delivery schedule timing ensuring the proper completion of the TSS occurs enabling IGAs/SPAs to be developed without delays and to help ensure PE can start on time. Applies only to full new RFFA 2028--30 RFFA Step 2 awarded projects that will begin Preliminary Engineering during or around FFY 2028. (Approval reference is Resolution 24-5414).

STIP Description:

TBD

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Planning ODOT Work Type:	Planning - Other TBD							Planning	
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG	Y230	2026	\$ 3,000,000						\$ 3,000,000
									\$ -
Federal Totals:			\$ 3,000,000		\$ -	\$ -		\$ -	\$ 3,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2026	\$ 343,363						\$ 343,363
									\$ -
Local Totals:			\$ 343,363	\$ -	\$ -	\$ -		\$ -	\$ 343,363
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 3,343,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,343,363
Total Estimated Project Cost									\$ 3,343,363
Total Cost in Year of Expenditure:									\$ 3,343,363

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 3,343,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,343,363
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 343,363	\$ -	\$ -	\$ -		\$ -	\$ 343,363
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 343,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 343,363
Total	\$ 3,343,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,343,363
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Fed Aid ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:	Based on the assumption PE will start during FFY 2028.						
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding?							
2. Does the amendment include changes or updates to the project funding? Yes.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the May 10, 2024 CDS awards guidance memo.							
4. Level of funding approval? Oregon Legislature approval.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	0	No activity.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Planning and Technical Studies
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	RTP ID - 11103: Regional MPO Activities for 2023-2030
RTP Project Description:	Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.

Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure? No.	
2. Is the project identified on the Congestion Management Process (CMP) plan? No.	
3. Is the project included as part of the approved: UPWP? No. While a planning project, it is considered outside of the standard UPWP Primary Agreement list of approved projects. The project functions as stand-alone project develop type project.	
3a. If yes, is an amendment required to the UPWP? No.	
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.	
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Metro led, stand-alone project.	
4. Applicable RTP Goals: Not Applicable. Generally, the project develop scoping work supports Metro goals and strategies based on the new awarded RFFA Step 2 projects and their classification against the RTP goals and strategies.	
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.	

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.	
2. What are the start and end dates for the comment period? Estimated to be Tuesday, April 29, 2025 to Wednesday, May 28, 2025	
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.	
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.	
5. Did the project amendment result in a significant number of comments? Comments are not expected.	
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.	

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	N/A	Not Applicable	Not Applicable

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
	N/A							

Added notes:

Early project development assistance: \$3 Million for project development assistance needed to adequately complete the Technical Scoping Sheet (TSS) and Environmental Prospectus (EP) for all 2028-30 RFFA projects recommended for funding. The TSS and EP are documents that must be completed for all federal aid projects before instigating the Preliminary Engineering phase of a project. Not having enough support and project information to complete these activities has been a major source of project delay.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
CANCEL PROJECT
 Cancel Project from MTIP

Project #2

CANCEL PROJECT

Project Details Summary

ODOT Key #	22196	RFFA ID:	N/A	RTP ID:	12097	RTP Approval Date:	11/30/2023
MTIP ID:	71136	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	N/A now
MTIP Amendment ID:		MY25-10-MAY		STIP Amendment ID:	24-27-2540		

Summary of Amendment Changes Occurring:

The formal amendment cancels the project from the 2024-27 MTIP. SMART completed a fund exchange with TriMet during the development of the 2024-27 MTIP. The 5310 funds were exchanged with TriMet for other FTA funds. As a result, Key 22196 is not a valid project for SMART. The project should have been canceled as part of the Transition amendment, but was missed. Through this amendment, the correction is being completed to the MTIP and STIP.

Project Name:	SMART Senior and Disabled Program (2024)						
Lead Agency:	SMART	Applicant:	SMART	Administrator:	FTA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

Provides overall ADA & paratransit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.

MTIP Detailed Description (Internal Metro use only):

FTA formula Section program funds supporting ADA & paratransit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville

STIP Description:

Services and facility improvements for elderly and disabled customers.

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Transit ODOT Work Type:	Transit Vehicles TRANST			Capital - Vehicle Operations				Transit	
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
5310	5310	2025		—				— 26,000	\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025		—				— 6,500	\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ 6,500	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	— 32,500	— 32,500
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	N/A	The project is not short programmed. The project is being canceled from the MTIP and STIP.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (32,500)	\$ (32,500)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	0.00%	0.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						N/A	Aid ID
Federal Funds Obligated:						↓	TrAMS ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:			N/A
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Not now	If yes, expected FTA conversion code:			Not Applicable	

Fiscal Constraint Consistency Review							
1. What is the source of funding? Originally FTA formula 5310 appropriation under the UZA formula							
2. Does the amendment include changes or updates to the project funding? Yes. The funding has been exchanged with TriMet leading to a null project.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via SMART confirmation.							
4. Level of funding approval? Lead agency approval.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1, NEW	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	September 2023	Last MTIP Amend Num	SP23-01-SEP
Last Amendment Action	DECREASE FUNDING: Based on the updated UZA apportionment and the fund trade with TriMet, the FFY 2023 5310 funding for this project is being decreased.						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	RTP ID - 12097: SMART Service, Operations and Maintenance: 2023-2030
RTP Project Description:	Operations of transit services, such as drivers, security, facilities and rolling stock maintenance.

Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure?	No.
2. Is the project identified on the Congestion Management Process (CMP) plan?	No.
3. Is the project included as part of the approved: UPWP?	No. Not applicable.
3a. If yes, is an amendment required to the UPWP?	No.
3b. Can the project MTIP amendment proceed before the UPWP amendment?	Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)?	Not applicable
4. Applicable RTP Goals:	Not applicable now
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment?	No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment?	Yes.
2. What are the start and end dates for the comment period?	Estimated to be Tuesday, April 29 , 2025 to Wednesday, May 28, 2025
3. Was the comment period completed consistent with the Metro Public Participation Plan?	Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments?	Yes.
5. Did the project amendment result in a significant number of comments?	Comments are not expected
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office?	No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
5310	Federal funds from FTA intended to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities

Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	5310	Enhanced Mobility of Seniors & Individuals with Disabilities Grant Program (formula) 80/20 Capital, 50/50 is operating, 100/00 Program Administration	0.00%	0.00	80.00%	0.00	0.00%	0.00	20.00%	0.00
OT Totals			0.00%	0.00		0.00		0.00		0.00
Grand Totals				0.00		0.00		0.00		0.00

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
	N/A							

Added notes:

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: April 22, 2025
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: May 2025 MTIP Formal Amendment & Resolution 25-5493 Approval Request – MY25-10-MAY

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING OR CANCELING TWO PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The May 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains two projects. One is a new Metro project development/scoping project that will support the 2028-30 Regional Flexible Funds Allocation (RFFA) awarded projects complete required project development/scoping actions to ensure the ODOT Technical Scoping Sheet is Properly completed. As a new project an ODOT key number has not been assigned to the project presently. The second project involves a SMART FTA 5310 funded project (Key 22196) which requires cancelation from the MTIP and STIP. SMART and TriMet completed a fund exchange during development of the 2024-27 MTIP. The fund exchange invalidated Key 22196's funding. The project now needs to be removed from the MTIP and STIP as a result.

What is the requested action?

Staff is providing TPAC their official notification and requests an approval recommendation to JPACT to complete all required MTIP programming actions for the two projects within Resolution 25-5493.

The following page provides a more detailed summary of the required changes for the new project.

Project Number: 1	Key Number: New TBD	Status: Add New Project
Project Name:	2028-30 RFFA Step 2 Awarded Project Development Scoping	
Lead Agency:	Metro	
Description:	Provide technical assistance to Metro 2028-30 RFFA Step 2 awarded agency projects to complete various project scoping actions such further project scope activity definitions, clearly defined project limits, development of accurate cost estimates, and appropriate delivery schedule timing ensuring the proper completion of the TSS occurs enabling IGAs/SPAs to be developed without delays and to help ensure PE can start on time	
Funding Summary:	\$3 million of prior approved Metro allocated federal Surface Transportation Block Grant (STBG) has been committed to the project. The funding originates from the \$13.6 million of FFY 2025 Redistribution Funds allocated to Metro. \$3 million of STBG was reserved for the RFFA post award scoping activity. With required 10.27% match, the project programming totals \$3,343,363.	
Amendment Action:	The formal amendment adds the new RFFA Step 2 post award technical support project to the MTIP and STIP.	
Added Notes:	<p>Per approved Resolution 24-5414, the purpose of the funding will provide:</p> <p>“Early project development assistance: \$3 Million for project development assistance needed to adequately complete the Technical Scoping Sheet (TSS) and Environmental Prospectus (EP) for all 2028-30 RFFA projects recommended for funding. The TSS and EP are documents that must be completed for all federal aid projects before instigating the Preliminary Engineering phase of a project. Not having enough support and project information to complete these activities has been a major source of project delay.”</p> <p>One attachment is included with the staff report related to this project:</p> <ul style="list-style-type: none"> • Attachment 1: Metro Approved Resolution 24-5414 	

Project Number: 2	Key Number: 22196	Status: Existing Project
Project Name:	SMART Senior and Disabled Program (2024)	
Lead Agency:	SMART	
Description:	FTA formula Section program funds supporting ADA & paratransit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville	
Funding Summary:	The project contains \$26,000 of FTA 5310 federal funds plus match. The current programming totals \$32,500.	
Amendment Action:	The formal amendment cancels K22196 from the MTIP and STIP	

Added Notes:	SMART and TriMet complete a FTA 5307 and 5310 fund swap during the development of the 2024-27 MTIP and STIP. As a result of the fund exchange, Key 22196 was an invalid project and should have been canceled as part of the Transition amendment. However, it missed. Metro and ODOT are correcting this error.
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METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the May 2025 Formal MTIP amendment (MY25-10-MAY) will include the following actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.
- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.

- Successfully completes the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	April 25, 2025
• Initiate the required public notification/comment process.....	April 29, 2025
• TPAC approval recommendation to JPACT.....	May 2, 2025
• JPACT approval and recommendation to Council.....	May 15, 2025
• Completion of public notification/comment process.....	May 28, 2025
• Metro Council approval.....	June 5, 2025

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps. The below timeline is an estimation only and assume no changes to the proposed JPACT or Council meeting dates occur:

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	June 11, 2025
• USDOT clarification and final amendment approval.....	Early to mid-July 2025
Note: This amendment includes transit scope elements with eventual oversight from FTA. As a result, FTA is required to provide an amendment approval with the final amendment approval from FHWA.	

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added or canceled to the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:**
 - a. The Metro budget will now reflect the prior approved programming commitment of \$3 million dollars of federal STBG-U to support the RFFA Step 2 project awards project development and scoping actions.

- b. Metro prior approval for the \$3 million STBG federal funds has occurred as part of approved Resolution 24-5414. This was part of the total \$13.6 million Redistribution funding bonus allocation from ODOT to Metro.
- c. There is no budget impact to Metro from the cancelation of Key 22196. The federal funds are FTA formula-based funds appropriated to TriMet and SMART.

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests an approval recommendation to JPACT to complete all required MTIP programming actions for the two projects within Resolution 25-5493.

One Attachment is Included: Resolution 24-5414 Redistribution Funding

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DIRECTNG THE)	RESOLUTION NO. 24-5414
ALLOCATION OF \$13.6 MILLION OF)	
FEDERAL TRANSPORTATION)	Introduced by Chief Operating Officer
REDISTRIBUTION FUNDS TO PROJECTS AND)	Marissa Madrigal in concurrence with
PROGRAMS)	Council President Lynn Peterson
)	

WHEREAS, Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per Code of Federal Regulations Title 23, Section 450.324 to allocate certain federal surface transportation funding to projects and programs in the metropolitan region; and

WHEREAS, the Oregon Department of Transportation (ODOT) on occasion applies for and receives federal redistribution funds; and

WHEREAS, ODOT makes available a portion of the redistribution funds ODOT receives to MPOs that have met performance targets for contractually obligating the federal surface transportation funds the MPOs allocate; and

WHEREAS, Metro has successfully met its recent obligation targets and has received federal redistribution funds from ODOT; and

WHEREAS, the amount of funds received are more than previously forecasted to be received and are immediately available; and

WHEREAS, the federal redistribution funds allocated by JPACT and the Metro Council will be programmed in the Metropolitan Transportation Improvement Program (MTIP) or the Unified Planning Work Program (UPWP); and

WHEREAS, TPAC recommended direction for the allocation of federal redistribution funds as described in Exhibit A to Resolution 24-5414 to JPACT for approval, and JPACT, in their June 20, 2024 meeting approved TPAC’s recommendation; now therefore,

BE IT RESOLVED that the Metro Council adopt the direction for the allocation of federal redistribution funds as described in Exhibit A.

ADOPTED by the Metro Council this 11th day of July 2024.



Duncan Hwang, Deputy Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 214-5414, FOR THE PURPOSE OF DIRECTING THE ALLOCATION OF \$13.6 MILLION OF FEDERAL TRANSPORTATION REDISTRIBUTION FUNDS TO PROJECTS AND PROGRAMS

Date: June 21, 2024
Department: Planning, Development, and Research
Meeting Date: July 11, 2024

Prepared by: Ted Leybold,
Ted.Leybold@oregonmetro.gov

Presenter(s): Ted Leybold,
Length: 20 minutes

ISSUE STATEMENT

As a reward for meeting our Metropolitan Planning Organization (MPO) transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

This resolution directs the allocation of these funds to transportation projects and program activities.

ACTION REQUESTED

Adopt Resolution No. 24-5414.

IDENTIFIED POLICY OUTCOMES

The region's policy for priority of investments in the transportation system is identified in the Metro Council adopted Regional Transportation Plan. Resolution No. 24-5414 directs the investment of federal redistribution funds in the region's transportation system in a manner to advance the five RTP goal areas: Equitable Transportation, Safe System, Climate Action and Resilience, Mobility Options, and Thriving Economy.

POLICY QUESTION(S)

This direction on the allocation of federal redistribution funds is an opportunity to advance the region's priority transportation investment goals as identified above, and to ensure the region remains eligible to receive future federal redistribution funds through investments that help the region continue to meet targets for obligating existing federal transportation funds on schedule.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

At the May 7, 2024, Metro Council work session, Council received an update on the regional discussion occurring with TPAC and JPACT on direction for the allocation of federal redistribution funds.

In that work session, Metro staff briefed Council on the proposed options and received general feedback in support to move forward with the allocation direction of:

- advance the region's priority goals as defined in the Regional Transportation Plan (RTP)

- ensure the region continues to meet our obligation targets to
 - remain eligible for future additional redistribution funds,
 - to avoid funding penalties for not meeting our obligation targets
- be able to obligate these funds quickly as they are currently available

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The funding allocation provided in Exhibit A to Resolution 24-5414 is recommended by TPAC, JPACT as best implementing the allocation direction described above. It was also reviewed and supported by Metro Council at the May 7th Council work session.

1. **Known Opposition:** None known at this time.
2. **Policy Development Stakeholders:** Input has been received during briefings with Metro Councilors, TPAC and JPACT. By request, Metro staff also briefed and gathered input at county transportation coordinating committees. The RFFA program direction supports and implements the 2023 RTP goals, which were determined through an extensive public process undertaken throughout the development of the Plan.
3. **Legal Antecedents:** Implements the 2023 RTP adopted on November 30, 2023 by Metro Council Ordinance 23-1496.
4. **Anticipated Effects:** Adoption of this resolution directs the allocation of \$13.6 million of federal transportation redistribution funds to projects and programs in the region.
5. **Financial Implications:** There may be a small, required match of 10.27% for a portion of the \$250,000 allocation for data management and project tracking systems. The Planning, Development, & Research Department will provide that from existing local funds over the course of one to three years.

BACKGROUND

As a reward for meeting the Metro area's Metropolitan Planning Organization (MPO) federal transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

To help the region meet its funding obligation targets, several initiatives have been undertaken in recent years improve on-time local project delivery. These efforts have contributed to the region's initial success in meeting our obligation targets and qualifying for the additional redistribution funding. These efforts include:

- better project monitoring and active management of project development progress
- an updated approach to programming of funds for local projects that emphasize local agency demonstration of readiness to proceed
- a more rigorous application question and assessment process for candidate projects regarding risks to project readiness
- improved reporting tools on project progress

It will be necessary to continue to utilize and refine these initial efforts and to instigate new efforts to achieve a sound project delivery pipeline and continue to qualify for additional redistribution

funding. Meeting the federal funding obligation target schedule also keeps the region from being subject to funding penalties against existing federal transportation funds.

JPACT, at its meeting on June 20, 2024, unanimously recommended adoption of Resolution 24-5414.

Exhibit A to Metro Resolution No. 24-5414

Direction for the Allocation of Federal Redistribution Funds

Background: As a reward for meeting the Metro area's Metropolitan Planning Organization (MPO) federal transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

To help the region meet its funding obligation targets, several initiatives have been undertaken in recent years improve on-time local project delivery. These efforts have contributed to the region's initial success in meeting our obligation targets and qualifying for the additional redistribution funding. These efforts include:

- better project monitoring and active management of project development progress
- an updated approach to programming of funds for local projects that emphasize local agency demonstration of readiness to proceed
- a more rigorous application question and assessment process for candidate projects regarding risks to project readiness
- improved reporting tools on project progress

It will be necessary to continue to utilize and refine these initial efforts and to instigate new efforts to achieve a sound project delivery pipeline and continue to qualify for additional redistribution funding.

Funding Allocation Direction: The funding program direction is to invest these funds to:

- advance the region's priority goals as defined in the Regional Transportation Plan (RTP)
- ensure the region continues to meet our obligation targets to
 - remain eligible for future additional redistribution funds
 - not subject the region to funding penalties for not meeting our obligation targets
- be able to obligate these funds quickly as they are currently available

Allocation of federal redistribution funding: Following is how \$13.6 million of federal redistribution funds are to be allocated to meet the allocation direction described above.

Supplemental funding to current capital projects: \$10 Million to address higher than normal inflationary impacts to projects from the 2019-24 RFFA funding cycles that have not yet completed construction delivery contracts for implementation. Metro staff will identify eligible projects and then request project lead agencies to nominate a funding proposal. Metro will evaluate the requests to factors attributable to inflation or changes outside agency control (e.g., changes in ODOT administrative practices or in regulations), for whether the additional funding will or is part of a funding strategy that will close the gap of revenues to project costs, and whether the project would be ready to obligate its funding on an updated schedule. With this information, staff will recommend an allocation package for TPAC consideration and recommendation to JPACT and the Metro Council. In addition to project funding need, the existing RFFA program direction will guide the staff recommendation package. This includes providing the redistribution funding to projects throughout the region.

This portion of the allocation meets the Funding Allocation Direction by advancing projects that have already been evaluated and prioritized as investments that advance the RTP goals. It will also help resolve a significant risk to meeting the region's obligation targets in the future: the unexpected high levels of inflation that impacted projects during the time between their project award and project implementation.

Early project development assistance: \$3 Million for project development assistance needed to adequately complete the Technical Scoping Sheet (TSS) and Environmental Prospectus (EP) for all 2028-30 RFFA projects recommended for funding. The TSS and EP are documents that must be completed for all federal aid projects before instigating the Preliminary Engineering phase of a project. Not having enough support and project information to complete these activities has been a major source of project delay.

Staff anticipates utilizing these funds for approximately 10 to 12 RFFA Step 2 capital projects awarded funding for project completion. A portion of the funds is proposed to be utilized by ODOT technical staff to assist with completion of the TSS and EP. All funds remaining after budgeted ODOT support costs would be made available proportionately to the awarded projects. Depending on ODOT costs and the number of funded projects, it is anticipated somewhere between \$150,000 to \$250,000 per project will be made available.

Immediately following RFFA awards, Metro and ODOT staff would work with local project management staff to determine an appropriate scope of work and budget necessary to adequately complete the TSS and EP. Adequate scope means completing tasks that will provide for a project to enter Preliminary Engineering (PE) with a refined cost estimate, project scope description, and schedule that has a high level of confidence for implementation and contingency plans for known risk factors. The findings of the project risk assessments completed during the RFFA project evaluation process will be used as a starting point for identification of the scope of work for this early project development assistance for each project. Timeframe for this initial project development work would occur by federal fiscal year 2026.

To continue to incentivize well prepared applications that have completed sufficient project development work, funds not needed to do additional project development work to complete the TSS and EP are proposed to be made available to such projects as additional contingency funds. These contingency funds can be programmed in a future project phase to address unidentified risks or for additional project elements that would advance priority RFFA goals. Awarded RFFA funds remaining after project completion return to the regional funding pool for distribution in the next allocation process.

New tools and assistance: The following tools and assistance will increase the ability of local agencies to complete applications for funding that are better prepared to be implemented on time and on budget, and for Metro to better prepare and manage the programming of funds to realistic and accurate obligation schedules. The tools and assistance elements and anticipated budget include:

\$225,000 for on-call consultant technical assistance in completing project applications as resources for consultant services allow. Metro staff will work with a consultant service provider to aid applicant agencies to reduce agency barriers to applying for Regional Flexible Funds and to improve the accuracy of candidate project scope descriptions and estimates of project costs and implementation timelines.

\$125,000 for project delivery risk assessment of applications for upcoming 2028-30 RFFA process.

\$250,000 for improvements to data management systems to track project development and progress toward obligation and implementation.

82nd Avenue Transit Project

Public Engagement Summary

January 2025

Introduction

This document provides an overview of public engagement efforts for the 82nd Avenue transit project. Throughout the project, corridor residents, businesses, and organizations have participated in focus groups, workshops, and surveys, helping to guide the project toward a Locally Preferred Alternative (LPA). This summary outlines the preferences and concerns expressed by the public.

List of Public Engagement Activities

Starting in spring 2023, Metro and TriMet staff offered several opportunities for community members to learn about and provide input on the 82nd Avenue transit project. Many of these events were co-hosted with the Portland Bureau of Transportation (PBOT) as part of their Building a Better 82nd Avenue project to allow community members to provide input on both projects and clarify the scope and purpose of each project.

The table below outlines public engagement activities and efforts conducted for the 82nd Avenue transit project between spring 2023 and winter 2025.

Activity/Dates/Location	Description
<u>Building a Better 82nd Ave Online Open House</u> August 1, 2022 – October 31, 2022	A virtual open house hosted by PBOT on the Building a Better 82 nd Avenue project website. The open house featured an online survey where participants could provide feedback about the project. The survey included a few questions about transit service in the corridor.
<u>Tabling - FX2 Grand Opening</u> September 17, 2022 – Portland Community College (PCC) SE Campus	Metro staff shared information about the 82 nd Avenue transit project at the FX2 Grand Opening and distributed one-page factsheets about the project. Please see Attachment A for the project factsheet.

Activity/Dates/Location	Description
<p><u>Online Open House</u> April 18, 2023, to May 31, 2023 – 82ndave.info</p>	<p>A virtual open house hosted by Metro, TriMet, and PBOT. By visiting 82ndave.info, the public could learn about and share feedback on the 82nd Avenue Transit Project and PBOT's Building a Better 82nd Avenue project.</p> <p>Open house participants were encouraged to participate in three separate surveys: a transit project survey, a roadway and street improvements survey, and a comment map survey which allowed them to provide location-specific feedback on proposed bus station locations.</p> <p>Please see Attachment B for a full summary.</p>
<p><u>Building a Better 82nd Avenue CAG Presentation</u> March 22, 2023 – Hybrid: PCC SE Campus & Zoom</p>	<p>Project staff provided an overview of the transit project to the Building a Better 82nd Avenue Community Advisory Committee.</p> <p>Please see Attachment C for the presentation slides.</p>
<p><u>Spring 2023 Focus Groups</u></p> <ul style="list-style-type: none"> • People Experiencing Homelessness March 29, 2023 – In person at JOIN PDX • Business Owners on 82nd Avenue April 19, 2023 – In person at CORE • Clackamas County Residents April 19, 2023 – Virtual over Zoom • Chinese Community April 26, 2023 – Virtual over Zoom • Vietnamese Community May 3, 2023 – Virtual over Zoom • People Living with Disabilities May 3, 2023 – Virtual over Zoom • Latinx Community May 4, 2023 – Virtual over Zoom • Transit Users/BIPOC Community May 5, 2023 – Virtual over Zoom 	<p>Metro, TriMet, and PBOT staff hosted a series of focus groups to gather community input on participants' experiences on 82nd Avenue and the improvements they wished to see along the corridor. The Chinese, Vietnamese, and Latinx focus groups were conducted in Simplified Chinese, Vietnamese, and Spanish, respectively.</p> <p>Participants were asked about their travel habits in the corridor, their sense of safety on streets, bikeways, bus stations, and a series of transit-related questions.</p> <p>Please see Attachment B for a summary of the focus groups. Attachment D contains the complete list of questions posed to participants.</p>

Activity/Dates/Location	Description
<u>Clackamas County LEDIC Presentation</u> April 25, 2023 – Virtual over Zoom	Project staff provided an overview of the transit project to the Leaders for Equity, Diversity, and Inclusion Council (LEDIC). Please see Attachment C for the presentation slides.
<u>C4 Metro Subcommittee Presentation</u> April 19, 2023 – Virtual over Zoom	Project staff provided an overview of the transit project to the Clackamas County Coordinating Committee (C4). Please see Attachment C for the presentation slides.
<u>82nd Avenue Coalition Presentation</u> May 4, 2023 – PCC SE Campus	Project staff provided an overview of the transit project and asked coalition members for input on proposed station locations. The coalition raised questions about stop spacing, safety improvements, and the northern terminus. Please see Attachment C for the presentation slides.
<u>Cully Association of Neighbors Presentation</u> May 16, 2023 – Hybrid: Alder Commons & Zoom	Project staff provided an overview of the transit project and asked committee members for input on proposed station locations and the north terminus options. Committee members raised questions about the line 72 split and the northern terminus options. Please see Attachment C for the presentation slides.
<u>Bus Riders Unite!</u> June 15, 2023 – Hybrid: Street Trust HUB & Zoom	Project staff provided an overview of the transit project to Bus Riders Unite!

Activity/Dates/Location	Description
<p><u>82nd Avenue District Workshops</u></p> <ul style="list-style-type: none"> • Northern: Cully, Sumner, Roseway, Madison South June 27, 2023 – McDaniel HS • Central: Madison South, Montavilla, South Tabor, Powellhurst-Gilbert July 20, 2023 – APANO • Southern: South Tabor, Powellhurst-Gilbert, Foster-Powell, Mt. Scott-Arleta, Lents, Brentwood-Darlington July 29, 2023 – CORE • Clackamas County¹ August 4, 2023 – Clackamas Town Center Transit Center 	<p>Metro and TriMet collaborated with PBOT to co-host a series of workshops along the 82nd Avenue corridor.</p> <p>Project staff shared information and solicited community input about the proposed transit investments in the corridor, potential station locations for the transit project, and the four northern terminus options.</p> <p>Spanish, Cantonese, Vietnamese, Russian, and American Sign Language interpreters were present at each workshop.</p> <p>Please see Attachment B for a summary of the workshops.</p>
<p><u>82nd Avenue Community Conversations</u></p> <ul style="list-style-type: none"> • Cully, Sumner, Roseway, South Madison June 12, 2023 – The Grotto August 8, 2023 – Dharma Rain Zen Center • Montavilla, Jade District, South Tabor June 20 & July 10, 2023 – PCC SE Campus • Foster-Powell, Lents, Mt. Scott Arleta, Powellhurst-Gilbert June 15, 2023 – Woodmere Elementary July 25, 2023 – Asian Health Service Center • Clackamas County July 26, 2023 – Clackamas Community College 	<p>The 82nd Avenue Coalition hosted a series of community dialogues about community needs and desires in the corridor. Metro and TriMet staff supported these events and provided additional information about the 82nd Avenue transit project.</p> <p>The events were held in different neighborhoods along the 82nd Avenue corridor. Childcare and translation services were available at each event.</p>

¹ No community members attended the event. As a result, Unite Oregon/Metro reassessed strategies to support future community engagement events in Clackamas County.

Activity/Dates/Location	Description
<p><u>Sunnyside West Mt. Scott CPO Presentation</u> August 7, 2023 – Virtual over Zoom</p>	<p>Project staff provided an overview of the transit project and asked the Community Planning Organization (CPO) members for feedback on the proposed station locations and northern terminus options.</p> <p>Please see Attachment C for the presentation slides.</p>
<p><u>Living Cully Partners & Allies</u> October 11, 2023 – Virtual over Zoom</p>	<p>Project staff provided an overview of the transit project and asked attendees about their transit needs and vision for the Killingsworth/Cully area.</p> <p>Please see Attachment E for the presentation slides.</p>
<p><u>Northern Terminus Focus Groups</u></p> <ul style="list-style-type: none"> • Cully Neighborhood November 1, 2023 – In person at Las Adelitas • Parkrose Neighborhood October 30, 2023 – In person at Parkrose HS • Parkrose - Vietnamese & Spanish Speakers November 2 - 13, 2023 – In person 	<p>Metro and TriMet held two focus groups to share information and gather community input on the northern terminus options.</p> <p>The Cully focus group was co-hosted with Verde. In response to low attendance at the Parkrose focus group, additional one-on-one conversations were organized with Vietnamese and Spanish-speaking residents of Parkrose. These individual meetings were conducted in Vietnamese and Spanish.</p> <p>Attendees received \$25 gift cards for their participation. Childcare and translation services were available at each event.</p> <p>Please see Attachment F for a summary of the Cully group and Attachment G for a summary of the Parkrose group.</p>
<p><u>PDX Employer Online Survey</u> December 7, 2023, to January 18, 2024</p>	<p>Project staff contacted employers and businesses at PDX to participate in an online survey about their employees' travel behavior and transit needs.</p> <p>Please see Attachment H for a summary of the survey results. The complete list of survey questions can be found in Attachment I.</p>
<p><u>Cascade Station Business Survey</u> December 14, 2023 – In person</p>	<p>Metro staff conducted in-person surveys with 14 businesses at Cascade Station.</p> <p>The complete list of survey questions can be found in Attachment J.</p>

Activity/Dates/Location	Description
<p><u>PDX Employee Survey</u> January 5 - 18, 2024</p>	<p>Project staff reached out to PDX employees via email and flypdx.com/employees to participate in an online survey about their travel behavior and transit needs.</p> <p>Please see Attachment H for a summary of the survey results.</p>
<p><u>Project outreach conducted by TriMet:</u></p> <ul style="list-style-type: none"> • NAYA Presentation January 5, 2024 – NAYA Family Center • Meeting with McDaniel High School Principal December 2023 • SE Uplift Neighborhood Coalition LUTC Presentation February 2024 • Unite Oregon Clackamas County Outreach Meeting Winter 2023-2024 – Virtual over Zoom • Overlook Neighborhood Association Presentation March 11, 2024 – Hybrid: Beach Elementary & Zoom 	<p>During winter 2024, TriMet staff conducted several outreach efforts to gather input on the 82nd Avenue transit project.</p> <p>Staff met with the Native American Youth and Family Center (NAYA), McDaniel High School’s Principal, the SE Uplift Neighborhood Land Use & Transportation Committee (LUTC), Unite Oregon’s Clackamas County Community Organizer, and the Overlook Neighborhood Association.</p>
<p><u>Living Cully Partners & Allies</u> May 15, 2024 – In person at Alder Commons</p>	<p>Project staff presented an overview of the transit project to the group.</p>
<p><u>Cully Association of Neighbors</u> May 21, 2024 – Hybrid: Grace Presbyterian Church & Zoom</p>	<p>Project staff provided an overview of the transit project and asked attendees about their transit needs and vision for the Killingsworth/Cully area.</p> <p>Community members were supportive of a terminus in the Cully neighborhood. They also raised questions about the Line 72 line split and transit access for McDaniel High School students.</p>

Activity/Dates/Location	Description
<p><u>North Clackamas Chamber of Commerce</u> June 3, 2024 – N. Clackamas Chamber of Commerce</p>	<p>Project staff presented an overview of the transit project and invited questions from the chamber.</p> <p>The chamber raised questions about potential changes to Line 72 and how these adjustments might help workers and customers reach their business on time. Several members noted that faster, more reliable transit would benefit their businesses.</p> <p>The chamber also raised questions about the level of priority transit would receive. Staff clarified that the exact level of priority (business and transit (BAT) lanes) had not yet been finalized, however it would be implemented at key locations rather than continuously along the corridor.</p>
<p><u>Meeting with Clackamas Town Center Manager</u> June 6, 2024 – Virtual over Zoom</p>	<p>Project staff met with the Clackamas Town Center general manager to present an overview of the transit project.</p> <p>The manager was supportive of the project and raised questions about maintenance.</p>
<p><u>Northwest Regional Reentry Center</u> June 6, 2024 – NW Regional Reentry Center</p>	<p>Project staff presented an overview of the transit project. The Center staff highlighted the importance of better transit connections to the Center, stating that such connections would greatly benefit residents.</p>
<p><u>Portland Freight Committee</u> June 6, 2024 – Virtual over Zoom</p>	<p>Project staff presented an overview of the transit project to the committee. The committee was supportive of the project. They also raised questions about bike lanes along the corridor.</p>
<p><u>Portland Bicycle and Pedestrian Advisory Committees</u> June 11, 2024 – In person at the Portland Building</p>	<p>Project staff presented an overview of the transit project to the committee. The committee expressed support for the project, especially for the proposed bus station improvements.</p> <p>They raised questions about pedestrian safety near bus stations and emphasized the importance of providing seating for senior riders and individuals with mobility challenges. Additionally, the committee wished to see improved bike connections to 82nd Avenue and nearby neighborhoods and greenways.</p>

Activity/Dates/Location	Description
<u>TriMet Committee on Accessible Transportation</u> June 12, 2024 – Virtual	Project staff presented an overview of the transit project to the Committee on Accessible Transportation (CAT).
<u>Cully Terminus Evaluation Group (CTEG)</u> July 1, 2024 to October 7, 2024 (five meetings) – In person at Grace Presbyterian Church or Isaka Shamsud-Din Center for ReEngagement	<p>Between July and October 2024, project staff worked with eight members of the Cully community to explore feasible designs for a terminus near NE Killingsworth St and Cully Blvd. They identified optimal locations for transit facilities and explored how to best connect the terminus to the Cully Neighborhood and ensure the terminus aligns with community’s vision for Cully.</p> <p>Throughout the process, the group emphasized the need for pedestrian safety facilities at the terminus. They also expressed concerns about loss of on-street parking and potential increases in traffic volumes.</p> <p>At the final meeting, all members voted in favor of an on-street Cully terminus design.</p>
<u>Cully Community Conversation</u> September 30, 2024 – Las Adelitas	<p>Project staff provided an overview of the transit project and potential designs for a Cully northern terminus. The event was set up in an open house format. Staff asked attendees about their transit needs and vision for the northern terminus.</p> <p>Approximately 60 people attended the community conversation. Attendees were supportive of a terminus in the Cully Neighborhood. Spanish and Somali translators were available to assist participants.</p>
<u>Living Cully Partners & Allies</u> October 16, 2024	Project staff presented an overview of the transit project to the group.
<u>Pizza in the Park Tabling</u> October 19, 2024 – Luuwit View Park	<p>Metro staff shared information about the 82nd Avenue transit project and distributed one-page factsheets about the project.</p> <p>Please see Attachment K for the project factsheet.</p>
<u>Multnomah County Public Health Advisory Board</u> October 22, 2024 – Virtual over Zoom	Project staff presented an overview of the transit project to the board. The board asked about the type of renewable energy the new buses for the project would use. They also expressed interest in staying informed on the project.

Activity/Dates/Location	Description
<u>Historic Parkrose / Parkrose Neighborhood Association</u> November 13, 2024 – In person at Historic Parkrose	Project staff presented an overview of the transit project to the neighborhood association and shared they staff will be recommending the Cully neighborhood as the northern terminus. Members expressed desire for increased safety and security at stations and on buses. They also called for pedestrian safety improvements in their neighborhoods.
<u>Sumner Association of Neighbors</u> November 19, 2024 – Virtual over Zoom	Project staff presented an overview of the transit project to the neighborhood association. Members sought clarification on the future of Line 72 if the Cully terminus or the Parkrose terminus was selected. They highlighted the need for safety improvements on 82 nd Avenue and Sandy Boulevard. Some members also expressed interest in writing a letter of support for the Cully terminus.
<u>Cully Association of Neighbors: Transportation and Land Use Committee</u> November 19, 2024 – In person at Las Adelitas	Project staff presented an overview of the transit project to the Committee.
<u>Clackamas County: Pedestrian-Bicycle Advisory Committee</u> December 3, 2024 – Virtual over Zoom	Project staff presented an overview of the transit project to the Committee. The Committee did not provide comments or ask questions.
<u>Clackamas County: Traffic and Safety Commission (TSC)</u> December 4, 2024 – Virtual over Zoom	<p>Project staff presented an overview of the transit project to the Commission.</p> <p>The commission asked if the 82nd Avenue Transit Project Community Advisory Commission had spots reserved for Clackamas County residents. They also expressed interest in staying updated on the project and suggested sharing information through the Southgate Community Planning Organization (CPO).</p>

Community members were notified about these public engagement opportunities through various channels, including:

- Metro email newsletters
- Metro and TriMet social media pages
- Portland's Building a Better 82nd Avenue email list
- Direct outreach by JLA Public Involvement

List of Attachments

- A. 82nd Avenue Transit Project Factsheet (2022)
- B. 82nd Avenue Spring & Summer 2023 Outreach Summary
- C. 82nd Avenue Transit Project Outreach Presentation (Spring 2023)
- D. 82nd Avenue Focus Group Questions
- E. 82nd Avenue Transit Project Outreach Presentation (Living Cully)
- F. 82nd Avenue Transit Project Cully Focus Group Report
- G. 82nd Avenue Transit Project Parkrose Focus Group Report
- H. 82nd Avenue Transit Project PDX & Cascade Station Survey Summaries
- I. 82nd Avenue Transit Project PDX Employer Survey Questions
- J. 82nd Avenue Transit Project Cascade Station Business Survey Questions
- K. 82nd Avenue Transit Project Factsheet (2023)



82nd Avenue Transit Project

Designing great bus service, Clackamas Town Center to Northeast Portland

Planning is underway to improve safe access and transit travel time while connecting people to essential jobs, education facilities, shopping and community services.

Big improvements are coming to 82nd Avenue. Over the next three years, the Portland Bureau of Transportation's Building a Better 82nd project will construct critical safety and maintenance repairs, including more street lighting, new and upgraded crossings, smoother pavement, improved curbs ramps and upgraded traffic signals. A larger Civic Corridor Investment Strategy – focused on seven miles from Northeast Killingsworth Street to Southeast Clatsop Street – will prioritize longer-term improvements.

The Oregon Department of Transportation is also planning key improvements along 82nd Avenue, south of Portland in Clackamas County.



FX service on Division Street. Partners are working to bring FX to 82nd Avenue along with other improvements.

82nd Avenue Transit Project Steering Committee

Metro
TriMet
City of Portland
ODOT
Multnomah
County
Clackamas County
Port of Portland
82nd Avenue
Business Alliance
Clackamas
Resource Center
Oregon Walks

FX: Upgrade and replacement for Line 72 on 82nd Avenue

Along with these investments, partners from Clackamas County to Portland are working together to explore a transit investment that would replace the existing Line 72 bus on 82nd Avenue with TriMet FX™ – the agency's new Frequent Express service.

FX will bring faster, more reliable transit service with new stations along 82nd Avenue, making it easier, safer and more comfortable for people to get around.

The bus currently serving 82nd Avenue – TriMet's Line 72 – has the highest ridership of any bus line in greater Portland. Though it carries more people than the MAX Orange or Yellow or lines, it shares the road with automobiles, freight and local deliveries.

The current buses are often crowded and get stuck in traffic. Many of the stops are spaced too closely for efficiency, and they lack amenities like shelters, lighting and digital displays featuring real-time arrival information.



Why FX™ for 82nd Avenue?

- Safer ways for people to get to the bus with better crosswalks, sidewalks, and street lighting.
- More seating and space with longer buses (room for 60% more riders) and easier loading for wheelchairs and strollers.
- More doors make it easier and quicker for people to get on and off, improving bus trip speed and reliability.
- Dedicated lanes and signal priority to get buses around car traffic.
- Bus stations with shelters, seating, lighting and real-time bus arrival information.

Planning process

Metro and TriMet are leading the planning process for the 82nd Avenue FX service. Upgrading to FX would require federal funding for full design and construction. This first step to qualify for federal grants is for partners to determine a route and general station locations.

Partners are exploring potential station locations between Clackamas Town Center and a yet-to-be determined turnaround point north of Sandy Boulevard.

This could also mean changes to the part of Line 72 that currently serves Killingsworth Street and other destinations to the west. Riders whose trips include both the 82nd and Killingsworth portions of today's Line 72 would need to transfer between the new FX line and bus service for Killingsworth.

The Killingsworth line would have at least the same level of service as today. Future public discussions will help decide how best to serve and provide good connections for riders.

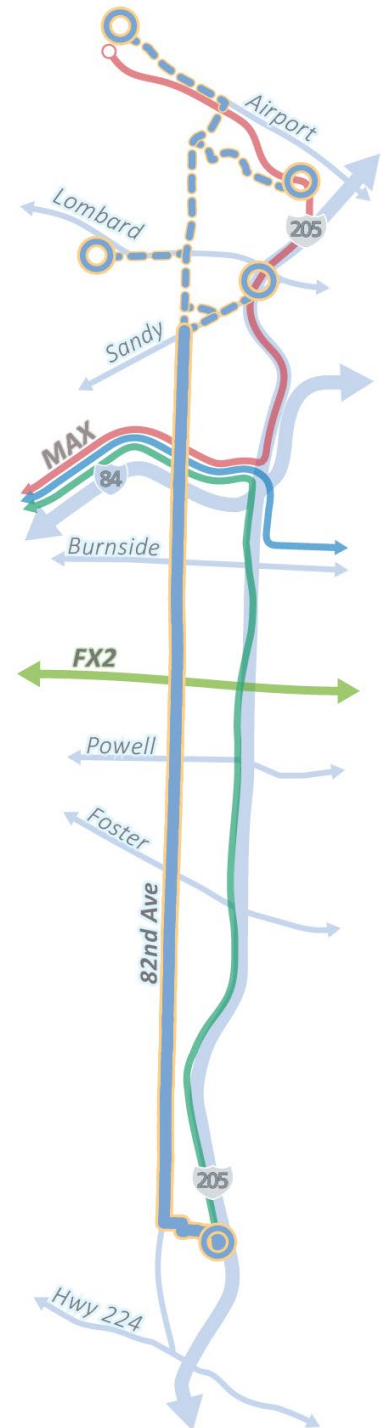
The project's steering committee – made up of elected officials, agency leaders and community representatives – is expected to select the route, station areas and northern turnaround point in the fall or winter of 2023. If supported by all partners this winter, Metro and TriMet will apply for federal funding to continue design and community engagement.

Construction could begin as early as 2027, and FX service could start running on 82nd Avenue as early as 2029.

What do you think?

Visit oregonmetro.gov/82ndtransit to learn more about FX service and give your thoughts on potential station locations.

Partners are analyzing data about current and future ridership and will bring that information and potential options for the northern turnaround to the community to ask for input this fall.



82ND AVENUE TRANSPORTATION INVESTMENT PROGRAM: SPRING AND SUMMER 2023 OUTREACH SUMMARY

**BUILDING A BETTER 82ND AVENUE INVESTMENT
PROGRAM (PBOT)**

82ND AVENUE TRANSIT PROJECT (METRO/TRIMET)

Prepared for



Metro



Prepared by

JLA Public Involvement, Inc.
123 NE Third Avenue, Suite 201
Portland, OR 97213

Date

August 17, 2023

INTRODUCTION

Between March and August 2023, Portland Bureau of Transportation, Metro, and TriMet shared information and solicited feedback about the improvement projects coming to 82nd Avenue, which include the Building a Better 82nd Program (PBOT) and the 82nd Avenue Transit Project (Metro/TriMet).

A variety of outreach activities occurred during the six months to ensure that community members could share their thoughts with the technical team. All the activities are explained in detail below, along with a summary of the comments that were collected at that time. Complete comments are included in the Appendices. Outreach included:

- A Community Advisory Group for Building a Better 82nd.
- Virtual and in-person Focus Groups in Chinese/普通话, Latinx/Español, Vietnamese/Tiếng Việt, BIPOC communities and unhoused individuals (English).
- Online open house and business access survey (asynchronous virtual engagement in English, in Chinese/普通话, Latinx/Español, Vietnamese/Tiếng Việt, and Russian/Русский).
- Geographically focused, in-person workshops held in English (with Chinese/普通话, Latinx/Español, Vietnamese/Tiếng Việt, Russian/Русский, and American Sign Language/ASL translators at each event).
- Canvassing businesses along the corridor, along with follow up phone calls.
- Presenting and attending existing neighborhood, business, or other community meetings.

Common themes gathered through these activities included:

Safety	<ul style="list-style-type: none">• Vehicles travel too fast along 82nd Avenue; need more enforcement.• Narrowing or reducing lanes, as well as left turn access, were concerns.• Crime, prostitution, and illegal racing were concerns.• Interest in safe routes to schools and for elderly residents.
Streetscape, Trees, Sidewalks	<ul style="list-style-type: none">• Want wider sidewalks free of debris. Many proposed increasing numbers of available trash cans and noted concerns for streetscape maintenance.• Strong desire for trees, whether in the sidewalk area or in center medians, but people wanted to make sure the city properly maintained them.• Art, community murals, and placemaking were popular.• Many attendees wanted parklets or plazas, with community events.
Transit	<ul style="list-style-type: none">• Want faster, more reliable, and safer buses, interested or excited about the FX line.• Many people favored a PDX terminus, especially if it goes later than other services. A few felt Cully made the most sense.• Shelters and trees at bus stops, as well as safe crossings at stops.
Bikes	<ul style="list-style-type: none">• Want safe, protected bike lanes, signaled crossings, and greenway roadways to be fixed since it's so dangerous to ride on 82nd.

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SPRING OUTREACH SUMMARY

Community members were invited to share how they travel to or through 82nd Avenue, their experience on the road, and their preferred improvement priorities. The team conducted targeted outreach to underrepresented groups



and business owners who could be impacted by upcoming construction and roadway changes.

Feedback through this outreach period was used by the technical team to inform the elements of improvement in selected areas, confirm the priority areas and items, and guide the transit improvement plan. Between March and June, the project team **connected with over 1,000 people** through:

- Four (4) Community Advisory Group meetings (PBOT), with eighteen (18) community members; open to the general community.
- Ten (10) Steering Committee meetings (Metro/TriMet) with elected officials and community members; open to the general community.
- Eight (8) focus groups (95 attendees).
- Business and property owners whose access could be impacted by upcoming improvement work (around 218).
- Eleven (11) organized group briefings, including tabling at community events and presenting to Neighborhood Associations.
- Online Open House and interactive map (280 through the Building a Better 82nd survey, 550 took the 82nd Avenue Transit survey, 209 through the business access survey, and 67 people shared their thoughts on the interactive transit map).

Community members learned about the activities through:

- Weekly project email updates.
- A mailer to properties within two blocks of 82nd Avenue within the City of Portland.
- Canvassing businesses along 82nd Avenue within the City of Portland.
- Promotional materials at transit stations and bus stops that included a QR code to the project website from North Portland to Clackamas Town Center.
- Cross promotional information sharing with community partners (82nd Avenue Coalition).
- PBOT, Metro, and TriMet social media accounts.

Community Advisory Group and Steering Committee

Community Advisory Group

The Community Advisory Group (CAG) for Building a Better 82nd conducted four (4) meetings during this outreach period. The meetings were open to the general community and received around twelve



(12) public attendees during this period. Committee members are residents in the project area and/or active in the community. Several are also part of local advocacy or community-based organizations, such as:

- Street Trust
- Asian Pacific American Network Oregon (APANO)
- Montavilla News
- 82nd Avenue Business Association

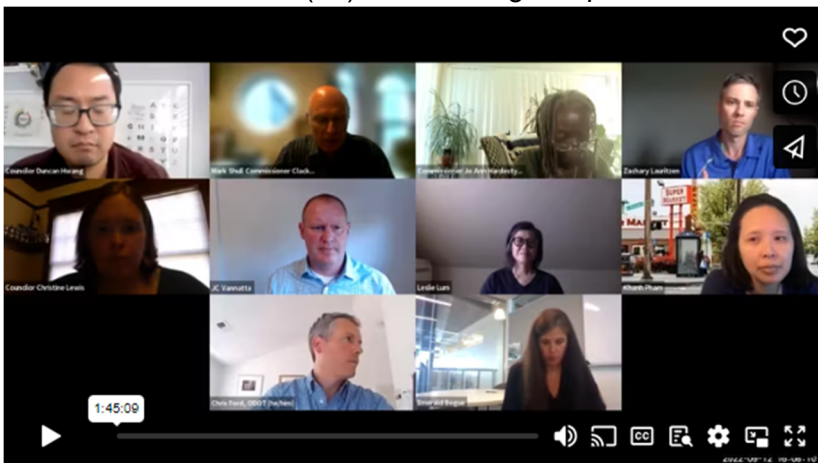
The CAG played an essential role in providing feedback, helping solicit and engage the broader 82nd Avenue community, as well as shaping the final plan recommendations. Through this outreach period, the CAG helped the project team verify the existing conditions, finalize the project goals and objectives, and provided feedback on the summer district workshop activities. The meeting materials and summaries are shared at

www.portland.gov/transportation/planning/82nd-avenue/advisory/community-advisory-group

Steering Committee

Metro Council established a steering committee in June 2022 to ensure the 82nd Avenue Transit Project develops a transit design that has community support and can be implemented.

The 82nd Avenue Steering Committee is charged with recommending an alternative for high-capacity transit in the 82nd Avenue corridor and met ten (10) times during this phase of the project. The committee is comprised of community members and leaders or elected officials from Clackamas County, Metro, Multnomah County, City of Portland, Port of Portland, Washington County, and four community-based organizations.



Focus Groups

In April and May of 2023, project staff held virtual and in-person Focus Groups with community members who have a connection to 82nd Avenue. Focus groups were held in Chinese/普通话, Latinx/Español, Vietnamese/Tiếng Việt, and with BIPOC communities and unhoused individuals (English).

- JOIN PDX: March 29, 2023, 4:00-5:30 p.m. (Houseless)
- Collective Oregon Eateries (CORE): April 19, 2023, 2:00-3:30 p.m. (Business Owners)
- Zoom: April 19, 2023, 5:30-7:00 p.m. (Clackamas County Transit Users)
- Zoom: April 26, 2023, 5:30-7:00 p.m. (Chinese)
- Zoom: May 3, 2023, 5:30-6:45 p.m. (People Living With Disabilities)
- Zoom: May 3, 2023, 5:30-7:00 p.m. (Vietnamese)
- Zoom: May 4, 2023, 5:30-7:00 p.m. (Latina/o/x)
- Zoom: May 5, 2023, 5:30-7:00 p.m. (BIPOC)

Key Takeaways

Focus group participants shared broad input around their experience along 82nd Avenue and their priorities moving forward. For each group's summary and demographics see [Appendix A](#).

- **Safety/Security**
 - General safety along 82nd Avenue.
 - Well-designed pedestrian crossings.
 - Adequate lighting along the corridor, and at bus stops and crossings. More lighting near businesses that are open late.
 - Traffic enforcement.
 - Security/police presence along 82nd Avenue, especially at night.
 - Traffic and crime prevention/response.
 - Safety enforcement within buses and MAX.
 - Safety for business patrons, employees, and owners.
 - Education about traffic safety; programming, signage
 - Fewer trees because they cause blind spots and hazard zones.
 - Flashing lights at pedestrian crossings and bus stops at night.
 - Slower speed zones.
- **Transit Improvements**
 - Seats and shelter at bus stops.
 - More spacious buses.
 - Training and support for public transportation workers to interact respectfully with commuters.
 - Reliability of bus service.
 - More bus stops.
 - Fewer bus stops as they cause congestion.

- Transit improvements for business patrons, employees, and owners.
- Dedicated bus lane.
- Adding bus ID numbers to each stop.
- Clean transit stops and buses/MAX.
- **Road Infrastructure**
 - Challenges presented by medians that block turns for business patrons in cars.
 - Fix potholes/repave road.
- **Accessibility**
 - Sidewalk improvements: more spacious, accessible for people using wheelchairs or other mobility devices, especially close to businesses.
 - Improved curb ramps.
 - Parking space dedicated to delivery vehicles for businesses.
 - Wheelchair accessibility at bus stops.
 - More restrooms.
 - Fix broken ticket machines.

Business Outreach

PBOT and the consultant staff contacted or canvassed **218 individual businesses** in the project area. As a result, PBOT staff held **20 one-on-one meetings** with individual businesses owners or operators by the end of June 2023 to discuss access needs and answer any technical questions.

Themes from the meetings:

- Support for safety improvements.
- Need for more services and resources from the City and County to address houselessness and camping impacts, crime (such as theft and graffiti), and traffic violations.
- Concerns about construction impacts. Specifically, business owners and managers near SE Division Avenue experience lower customer traffic since construction began on SE Division in 2021. Concerned that the trend will continue with construction on 82nd Avenue.
- Concerns about how medians will impact business access and consumer experience and choice.
- A few business owners expressed frustration and said they may have to move due to business impacts.

Group Briefings

PBOT, Metro, and TriMet also participated in **11 meetings with organized groups**, including neighborhood and business associations, and city advisory committees. These included:

- Montavilla Neighborhood Association

- Jade District
- 82nd Avenue Transition Roundtable
- Safe Routes to School walk with Marysville Elementary parents
- Joint Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC)
- Freight Advisory Committee
- Roseway Neighborhood Association
- Annual 82nd Business Association
- Powellhurst Gilbert Neighborhood Association

Themes from the meetings:

- Support for safety improvements.
- Need for more services and resources from the City and County to address houselessness and camping impacts, crime (such as theft and graffiti), and traffic violations.

Online Open House

Between April 18 and May 31, 2023, PBOT, Metro, and TriMet held an online open house with the purpose of showing potential safety, maintenance, and transit improvements for the 82nd Avenue corridor, and gathering community feedback on project goals and needs of area.

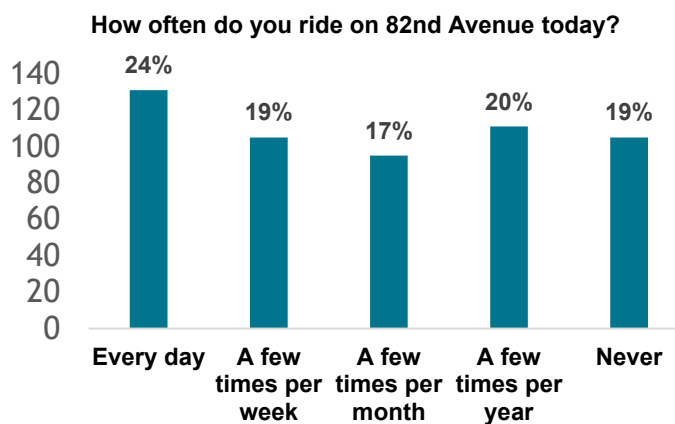
Transit Questions

Over **550 people** responded to the transit portion of the survey. Most people use transit along 82nd Avenue every day (**24%**), and 19% shared that they rode a few times per week or stated that they never use transit on 82nd Avenue.

Respondents felt equally split about what was important to them for the FX line. **59%** stated they wanted better stations and faster, more reliable stops, and another **59%** felt that better stations and faster, more reliable service was equally important as having more stops and less frequent walking.

Other themes included:

- Most felt neutral about easy transfers.
- Shorter walks to community services was very important, as well as connecting people to jobs and services.
- Respondents had mixed reactions about the importance of the number of people who use the stops being a priority in choosing FX stops.



- Safety on foot or by wheels and accessibility was extremely important.

Please see [Appendix B](#) for full responses.

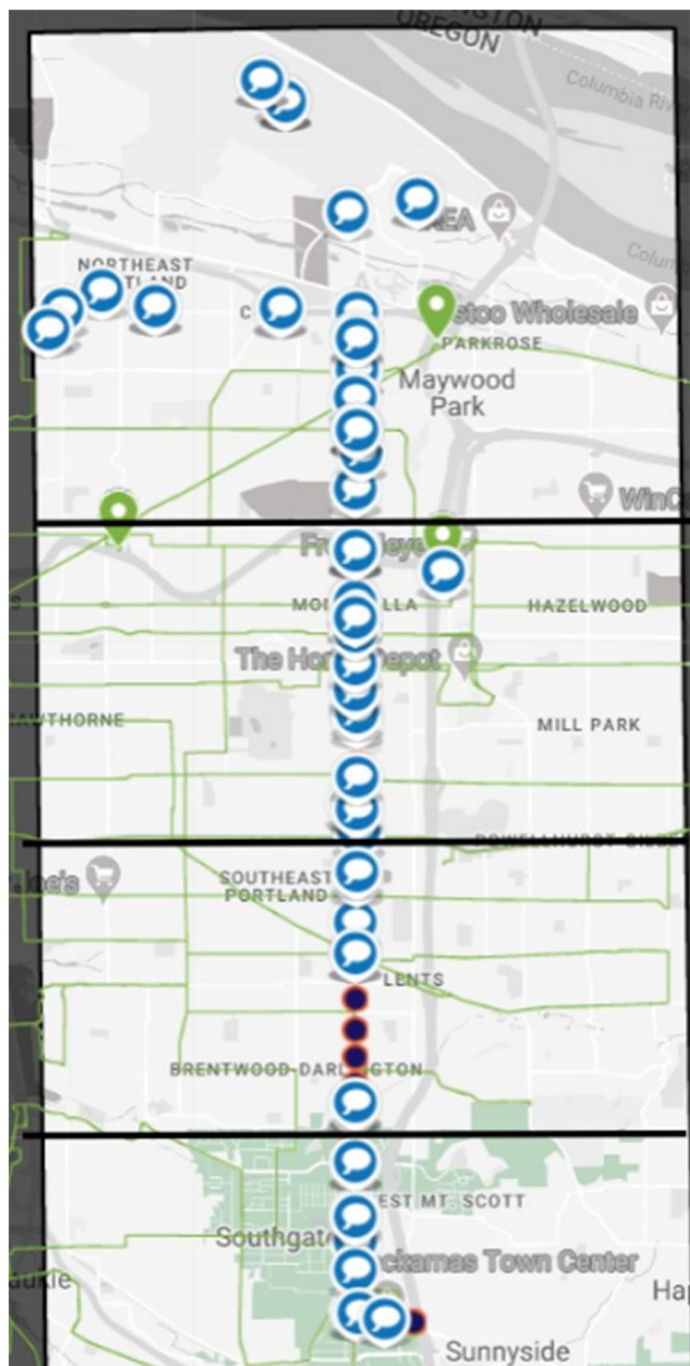
Transit Comment Map

69 participants shared location-specific feedback on the proposed station locations using the interactive virtual map. The proposed station locations were along 82nd Avenue, going from Portland International Airport to Clackamas County. For comment sorting, the comments collected on this comment map are divided into four areas: North, Center, South and Clackamas County, as indicated on the map on the right. The full list of comments is included in [Appendix C](#).

NORTH: Portland International Airport to Madison South Neighborhood (NE Tillamook Street and 82nd Avenue)

29 responses on the following themes:

- Turnaround Point/Terminus
 - Portland International Airport (6)
 - Cascadia Station (3); one suggestion a mini-transit center with Red Line.
 - Do not support Killingsworth in the Cully area (2)
 - Loop route between the Portland International Airport and the Cascade Station (1)
- Between NE Killingsworth and NE Prescott (5)
 - Move from Prescott to Webster would discourage riders because of safety concerns from criminal activity at nearby motel (1)
 - Prescott, Alberta, and Killingsworth good because spread out and provides connection at commercial nodes (1)
 - Do not remove the stop on NE 80th and Prescott (1) support the removal of this stop (1)
- Between NE Beech Street and NE Fremont Street
 - Supported Fremont station (3)
 - Would encourage their use of transit service, especially if the turnaround point is located at Portland International Airport or the Cascade Station (1)



- Stops on Killingsworth in the Concordia area.
 - Unreliability of the bus and need for bus stop upgrades (3)
 - These stops meet all their needs and are essential for their daily travels (2)
- 82nd Ave and Prescott Street
 - Essential stop as it serves as a transfer point (2)

CENTER: Montavilla Neighborhood (NE Halsey Street) to Powellhurst-Gilbert (SE Powell Boulevard)

23 responses on the following themes:

- I-84 and NE 82nd Avenue
 - Could be developed as a park-and-ride location for commuters (1)
 - Significant roadway and infrastructure improvements are needed (3)
- NE Glisan Street and NE 82nd Avenue
 - Close to the community center and connectivity to bus Line 19, which serves a major hospital and medical center that offers physical therapy services (1)
 - Need for roadway improvements, tree canopies and safe crossings (2)
- E Burnside Street and NE 82nd Avenue
 - Support for the new stop (2)
- SE Woodward Street and SE 82nd Avenue
 - Coordinate non-car infrastructure improvements and new stations (2)
 - Convenient between Fubon and WinCo Shopping Centers (1)
- Between SE Yamhill Street and SE Taylor Street
 - Need traffic signal on SE 82nd and Yamhill be re-evaluated (1)
 - Place a stop between Washington and Mill, noting that Main or Taylor would also make the most sense (1)
- On NE Davis Street and NE 82nd Avenue
 - Support the removal of the stop in front of Vestal at Davis (2); this is the only safe route to school and there are no safe crossings in the Glisan area (1)

SOUTH: Southeast Portland Neighborhood (SE Powell Boulevard) to Darlington (OR 213)

Eight (8) responses on the following themes:

- SE Foster Road and 82nd Avenue
 - Lack of shade and the need for tree canopies to accompany the new station (2)
- Eastport Plaza (between Cascade Highway and SE Boise Street)
 - Support for this station location (2)
- SE Crystal Springs Boulevard and SE 82nd Avenue
 - Support this location close to Cartlandia Food Car Pod and Springwater Trail for a safer bike-transit connection (2)

CLACKAMAS COUNTY: Darlington Neighborhood (SE Clatsop Street) to Clackamas Town Center

9 responses on the following themes:

- SE King Road and NE 82nd Avenue
- 1 comment was received on this location, it suggested that this station could be developed as a transfer station for Line 33 and Line 71. It also noted the infrastructure improvement needed for the current stop.
- Station WinCo on SE 82nd Avenue
- 1 comment was received on this location, noting the need for more stations in Clackamas due to the larger block lengths in the area. They suggested that there should be an additional station between Causey and Boyer/Monroe.
- Proposed station locations to be refined.
- Clackamas Town Center
- 3 comments were shared in this area. 2 comments supported adding a stop on or along Monterrey. 1 comment suggested a station closer to the mall, as it would be more convenient to access medical service providers or commercial hot spots.
- Other Locations
- SE Johnson Creek Boulevard and SE 82nd Avenue.
- 2 comments noted a need for a stop at this intersection.
- Walmart (10000 SE 82nd Avenue, Happy Valley, OR).
- 2 comments were received on this location. 1 noted that the placement of this current station should be updated to the south of Otty Road. The other comment suggested a station be added here, citing the convenience due to its proximity to Walmart.

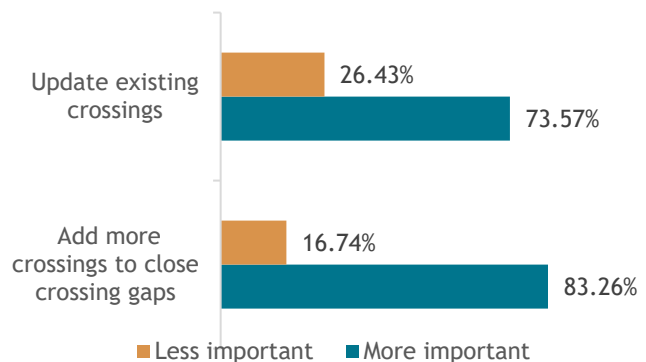
Building A Better 82nd Questions

Between April 18 and May 31, 2023, approximately **286 people** participated in the online open house survey. The survey asked questions on people's priorities for the 82nd Avenue pedestrian realm, bike network, and traffic along the corridor. Please see [Appendix D](#) for open comment responses.

Pedestrian Realm

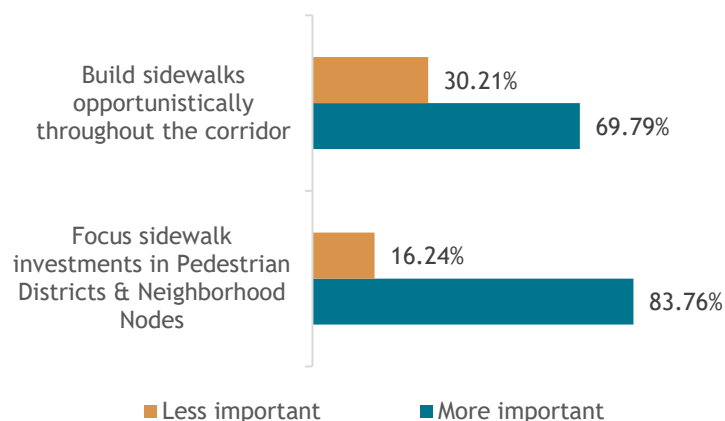
How should PBOT prioritize pedestrian crossing improvements on 82nd Avenue?
(255 responses)

- **83% of responses** - Add more crossings to close crossing gaps.
- **74% of responses** - Update existing crossings.



How should PBOT approach building new, wider sidewalks on 82nd Avenue? (256 responses)

- **84% of responses** - Focus on sidewalk investments in Pedestrian Districts and Neighborhood Nodes.
- **70% of responses** - Build more sidewalks throughout the corridor when possible.



Themes from open-ended comments

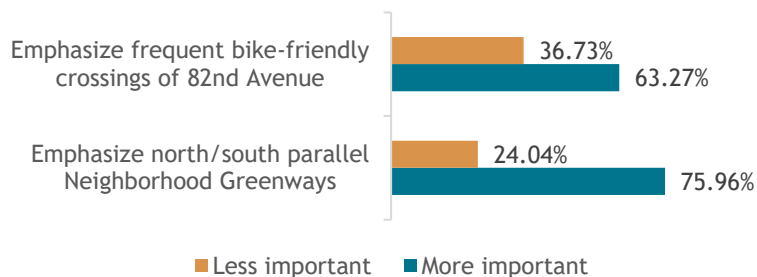
(141 responses)

- Safety improvements such as lighting, speed enforcement and traffic calming, longer crossing signals.
- Cleaner, accessible sidewalks or barriers between sidewalks and cars.
- Rapid flashing pedestrian beacons.
- More native tree cover.
- Crime enforcement.
- Maintain business delivery access.

Bike Network

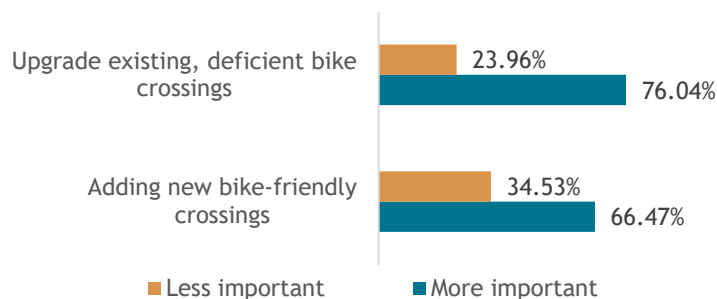
Should PBOT emphasize north/south parallel Neighborhood Greenways OR Bike-Friendly crossings of 82nd Avenue? (250 responses)

- **76% of responses** - Emphasize north/south parallel Neighborhood Greenways.
- **63% of responses** - Emphasize frequent bike-friendly crossings of 82nd Avenue.



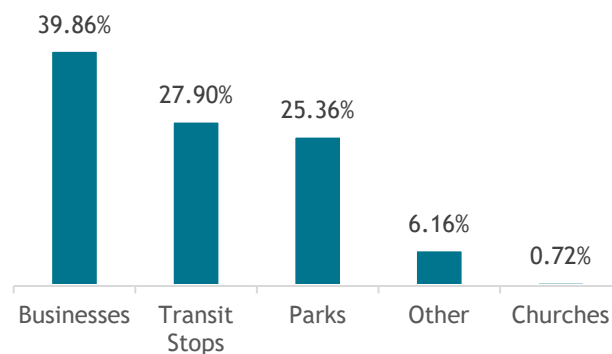
How should we prioritize bike crossing improvements on 82nd Avenue? (252 responses)

- **66% of responses** - Adding new bike-friendly crossings.
- **76% of responses** - Upgrade existing, deficient bike crossings.



If you had to choose one destination type for improved bike access, what would you choose? (276 responses)

- 40% of responses – Businesses
- 28% of responses - Transit Stops
- 25% of responses – Parks
- 0.72% of responses – Churches
- 6.16% of responses – Other including: schools (including higher education)



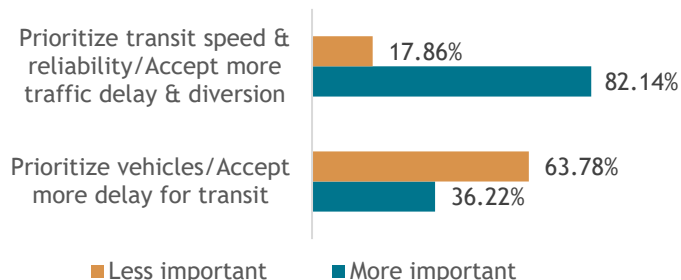
Themes from open-ended comments (112 responses)

- Desire for both N/S network AND safe crossings.
- Pavement and infrastructure maintenance.
- Eye-level wayfinding.
- Crossing sensors in busier bike crossings.
- Separation or protection from traffic.
- Focus on other things - no bike lanes on 82nd Avenue.

Traffic

With limited space and competing priorities how should we prioritize space on 82nd Avenue? (276 responses)

- 64% of responses - LESS important to prioritize vehicles, accept more delay for transit
- 82% of responses - Prioritize transit speed and reliability, accept more traffic delay & diversion



Themes from open-ended comments (117 responses)

- Speed and safety enforcement; traffic calming measures.
- Prioritize pedestrians, transit, and bikes.
- Road maintenance – fix potholes, clean up trash.
- Negative impacts on car-reliant communities and small businesses.
- Creating more traffic due to a road diet.
- Concerns about medians.

Demographic Questions

At the end of the online open house, participants were invited to answer optional demographic data so that the project team could better understand who they were reaching. **265 participants** chose to provide demographic data. *It should be noted that 40% of online open house participants chose not to answer the optional demographics questions.* Please see [Appendix E](#) for full demographic data.

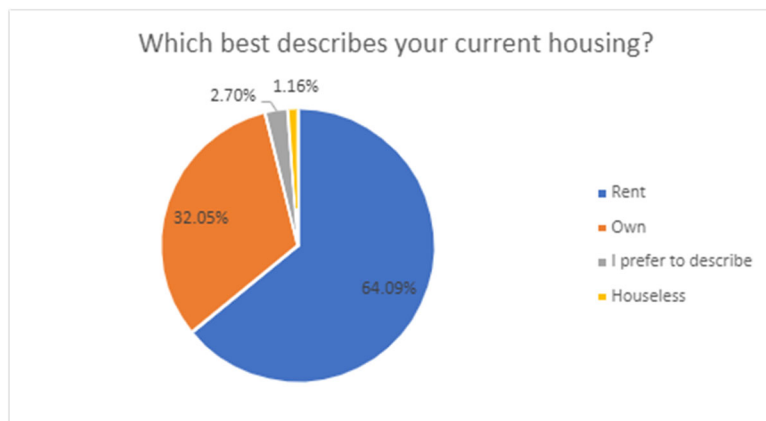
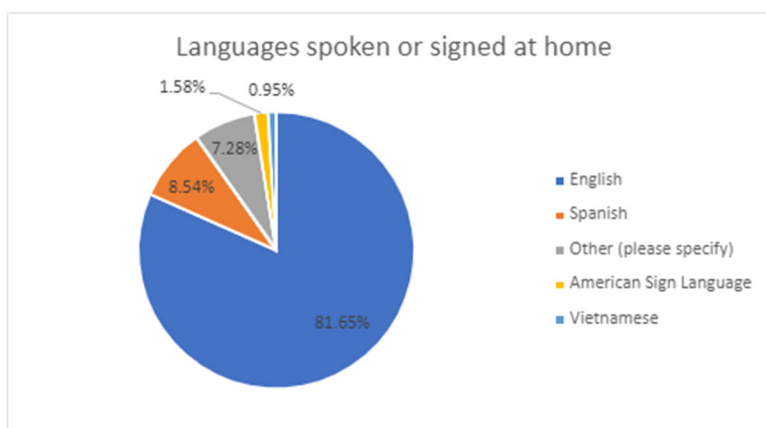
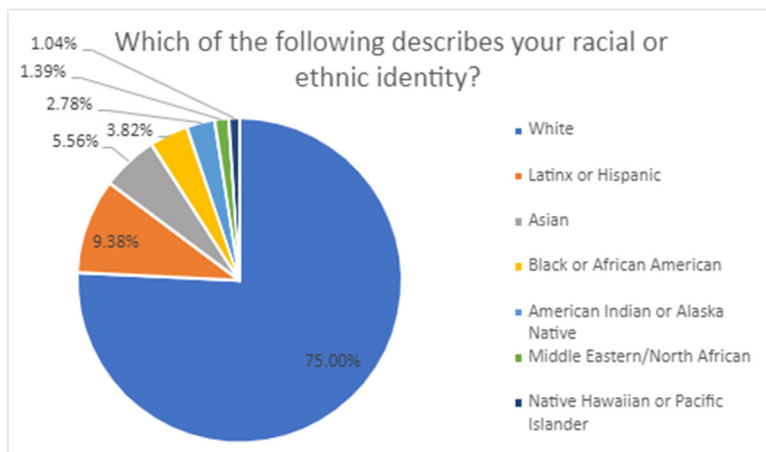
Participants were **overwhelmingly white (75%)**. Most spoke English at home (82%), followed by Spanish (9%).

Most survey respondents **rent** their homes (**64%**) and 32% are homeowners.

ZIP codes included:

- 97206 (41 responses)
- 97266 (40 responses)
- 97220 (34 responses)
- 97213 (32 responses)
- 97216 (20 responses)
- 97215 (20 responses)

22% identified with having a disability.



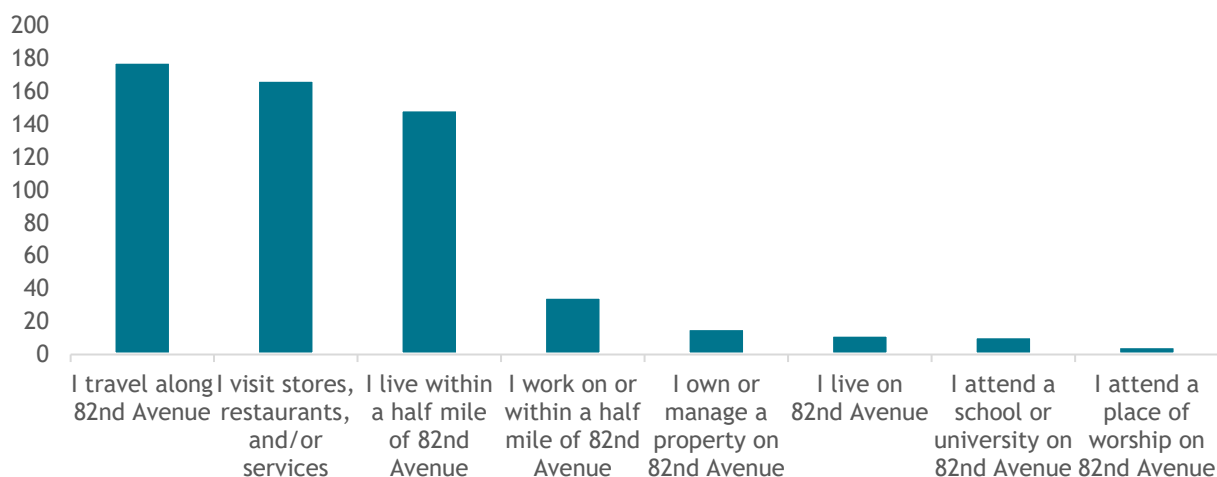
Business Access Survey

The 82nd Avenue Critical Fixes: Major Maintenance Survey asked business and property owners on 82nd Avenue questions to better understand access needs and concerns during roadway work. The survey received **209 completed English responses and one (1) response in Spanish**. However, only **thirteen (13) self-identified as an owner or manager of a business or property** on 82nd Avenue. Of those who identified as a business owner or

manager, eight (8) were white, three (3) were Asian, one person wrote in “American”, and one person chose not to respond. *It should be noted that many respondents used the open comment portion of the survey to voice their opinions about the project, instead of the online open house.*

Below is the summary of feedback from selected questions, please see [Appendix F](#) for the full set of data. *Some questions received more responses than others.*

- **Are there any general comments or feedback you’d like to share with the project team?**
 - Most supported the improvements, especially those to make the street more walkable and safer.
 - Many expressed excitement for increased green spaces and tree canopies.
 - Some were concerned about restricted left turn access, especially to businesses or residences.
 - Some supported improved transit services and infrastructure.
 - Other themes include suggestions for bike infrastructure improvements and suggestions for non-transportation-focused improvements, such as safety and illegal activity enforcement.
- **Tell us about the role 82nd Avenue plays in your life today. What types of activities do you do? (check all that apply)**



SUMMER OUTREACH SUMMARY

PBOT, TriMet, and Metro hosted four workshops intended to foster discussions with the community regarding future infrastructure and transit improvements for 82nd Avenue by building on comments collected in the spring. In July and August, the project team **connected with over 240 people** through:

- Steering Committee meetings (Metro/TriMet) with elected officials and community members; open to the general community. See the spring outreach section for more information about the committee.
- One (1) Community Advisory Group meetings (PBOT), with eighteen (18) community members; open to the general community. See the spring outreach section for more information about the group.
- Organized group briefings, including tabling at community events and presenting to Neighborhood Associations.
- Four (4) geographically focused, in-person workshops (40 north, 52 central, 75 south, and 50 Clackamas County).



Community members were informed about the activities through:

- Weekly project email updates.
- Canvassing businesses and residences near the workshop locations within the City of Portland. Flyers in English included information in Chinese/普通话, Latinx/Español, Vietnamese/Tiếng Việt, and Russian/Русский.
- Chinese/普通话, Latinx/Español, Vietnamese/Tiếng Việt, and Russian/Русский flyers that were shared with the spring focus group participants and other community members via email and social media.
- Promotional materials at transit stations and bus stops that included a QR code to the project website from North Portland to Clackamas Town Center.
- Cross promotional information sharing with community partners (82nd Avenue Coalition).
- Agency social media accounts.

Group Briefings

PBOT, Metro, and TriMet also participated in **meetings with organized groups**, including neighborhood and business associations, and city advisory committees. These included:

- Montavilla Neighborhood Association
- Jade District
- 82nd Avenue Transition Roundtable

- Safe Routes to School walk with Marysville Elementary parents
- Joint Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC)
- Freight Advisory Committee
- Roseway Neighborhood Association
- Annual 82nd Business Association
- Powellhurst Gilbert Neighborhood Association

Themes from the meetings:

- Support for safety improvements.
- Need for more services and resources from the City and County to address houselessness and camping impacts, crime (such as theft and graffiti), and traffic violations.

Geographic Workshops

Each workshop had the same format, where attendees moved through each section of the workshop, learning about and commenting on potential improvements on 82nd Avenue. Attendees wrote comments about their top priorities on post-it notes, comment cards and directly on maps, while staff members were available to field any questions and explain improvements in more detail. The in-person workshops were held in English (with Chinese/普通话, Latinx/Español, Vietnamese/Tiếng Việt, Russian/Русский, and American Sign Language/ASL translators at each event).

North Workshop – Cully, Sumner, Roseway, Madison South

On June 17, 2023, at McDaniel High School (in the north section of 82nd Avenue) **approximately 40 people attended the workshop**. Attendees moved through each section of the workshop, learning about and commenting on potential improvements in the northern section of 82nd Avenue.

Partners from Urban Forestry, the 82nd Avenue Coalition, the Bureau of Planning and Sustainability, Prosper Portland, and PBOT Maintenance and Operations were also available to talk to attendees and answer any questions.



Themes and Takeaways

Overall, attendees were excited to see future improvements to 82nd Avenue. [Appendix G](#) includes the full set of comments that were collected.

- | | |
|--------------------|--|
| Safety | <ul style="list-style-type: none">• People felt that vehicles travel too fast and unsafely along 82nd Avenue and wanted to see more enforcement.• There were many safety concerns regarding crime, prostitution, and illegal racing.• Several people wanted to ensure that the area surrounding Vestal School was made safer and that families could easily access transit.• There were a few concerns about reducing lanes on 82nd Avenue. |
| Streetscape | <ul style="list-style-type: none">• Trees were extremely popular, but people wanted to make sure the city properly maintained them.• Pop-up events and art/murals would help foster community at several locations along the corridor. |
| Transit | <ul style="list-style-type: none">• People wanted safer, more frequent transit service and wanted a line that goes to the airport.• Many people were interested or excited about the FX line. |
| Bikes | <ul style="list-style-type: none">• Attendees wanted safer crossings for bike routes, and a focus on fixing greenways east of 82nd Avenue. |

Central Workshop – Madison South, South Tabor, Montavilla, Powellhurst-Gilbert

On July 20, 2023, at Asian Pacific American Network of Oregon (APANO), in the central section of 82nd Avenue, **about 52 people attended the workshop.**

Partners from the Bureau of Planning and Sustainability and PBOT Maintenance and Operations were also available to talk to attendees and answer any questions or explain improvements in more detail.



Themes and Takeaways

Attendees really appreciated the opportunity to come and speak with representatives, as well as voice their opinions. The event was attended by many people in the bike community, as well as young people, and seniors. [Appendix H](#) includes the full set of comments that were collected.

- | | |
|---------------|--|
| Safety | <ul style="list-style-type: none">• Reducing vehicle speed and traffic calming, as well as enforcement.• Safer crossings and pedestrian priority. |
|---------------|--|

Streetscape

- Many people wanted wider sidewalks free of debris.
- Almost everyone loves trees, whether in the sidewalk area, ROW, or in center medians.
- Art or community murals and placemaking were popular.
- Many attendees wanted parklets or plazas, with community events.
- Trash and litter clean up, and more trash cans.

Transit

- Many people are in favor of a PDX terminus, especially if it goes later than other services. A few felt Cully made the most sense.
- Overall, folks want faster, more reliable, and safer buses.
- Shelters and trees at bus stops, as well as safe crossings at stops.
- Many people mentioned wanting closer bus stops, especially for seniors and people with disabilities.

Bikes

- Respondents wanted safe, protected bike lanes, signaled crossings, and greenway roadways to be fixed.
- A few people mentioned wanting better bike signals for drivers making right turns. There are often no bicyclists, and they must wait, leading to frustration or illegal right turns.
- There were many location specific improvements.

South Workshop – South Tabor, Powellhurst-Gilbert, Foster-Powell, Mt. Scott-Arleta, Lents, Brentwood-Darlington Workshop

On July 29, 2023, at CORE (in the south section of 82nd Avenue) about **75 people attended the workshop**.

A staff member from the Bureau of Planning and Sustainability was also available to talk to attendees and answer any questions.



Themes and Takeaways

Overall, attendees were excited to see future improvements to 82nd Avenue. They shared their experience travelling up and down 82nd Avenue and provided suggestions and feedback on areas for improvements. [Appendix I](#) includes the full set of comments that were collected.

Safety

- Many attendees shared safety concerns, mostly regarding speeds on 82nd Ave. Narrowing lanes and capacity of 82nd Avenue, as well as left turn access were also concerns.

Streetscape

- Most people were in favor of more tree installations to protect stations from the heat and to provide traffic slowing mitigation. Many proposed increasing numbers of available trash cans and noted concerns for streetscape maintenance.

Transit	<ul style="list-style-type: none">• Most are in support of the transit improvements, especially for better stop infrastructure and improvement on bus reliability. Some shared suggestions for improving connectivity and reliability.
Bikes	<ul style="list-style-type: none">• Protected bike lanes were mentioned by many attendees. People are mixed on if bike lanes should be added but improving current biking infrastructure was supported by most. Many mentioned adding a side street bike lane as an alternative. People felt biking on 82nd Avenue is dangerous.

Clackamas County Transit Workshop – Clackamas Town Center Transit Center

On August 4, 2023, TriMet and Metro hosted a workshop at Clackamas Town Center Transit Center, the southern terminus of Line 72. **Approximately 50 people attended the event.** Several displays were placed under the tents. Attendees moved through the displays which showed the proposed station locations and transit improvements. The displays include:



- A full map of the proposed station locations along 82nd Avenue
- Station Siting
- A Top Priority: Higher Quality Bus Service

Attendees were invited to share their thoughts on the comment cards, through the prioritization activity or to write it down on the flipchart. Staff members were available to field any questions and explain improvements in more detail. Project flyer was offered in English, Spanish, Chinese, Russian and Vietnamese. Most attendees chose to have direct conversation with staff members, staff members used the flipchart to make notes of the conversation. [Appendix J](#) includes the full set of comments that were collected.

Themes and Takeaways

Overall, attendees were excited to see future bus improvements to 82nd Avenue.

- Most were supportive of the proposed transit improvements such as signal prioritization, bus dedicated lanes, FX-2, and bus shelters.
- Most supported consolidating stations along 82nd Avenue, but some expressed concerns surrounding accessibility with increased station spacings.

Spring and Summer 2023 Outreach Summary

- Some were supportive of the airport as the northern terminus and some expressed support for Cully as a terminus, stating that it is a more equitable location.
- Several attendees highlighted safety on the bus and at bus stops as a high priority, encouraging better and more safety measures.

Other comments were about transit experience on other bus lines, feedback on roadway improvements such as shorter crossing distances, pedestrian crosswalks and sidewalks, and concerns surrounding funding and funding distribution.

82nd Avenue Transit Project



TRI  MET



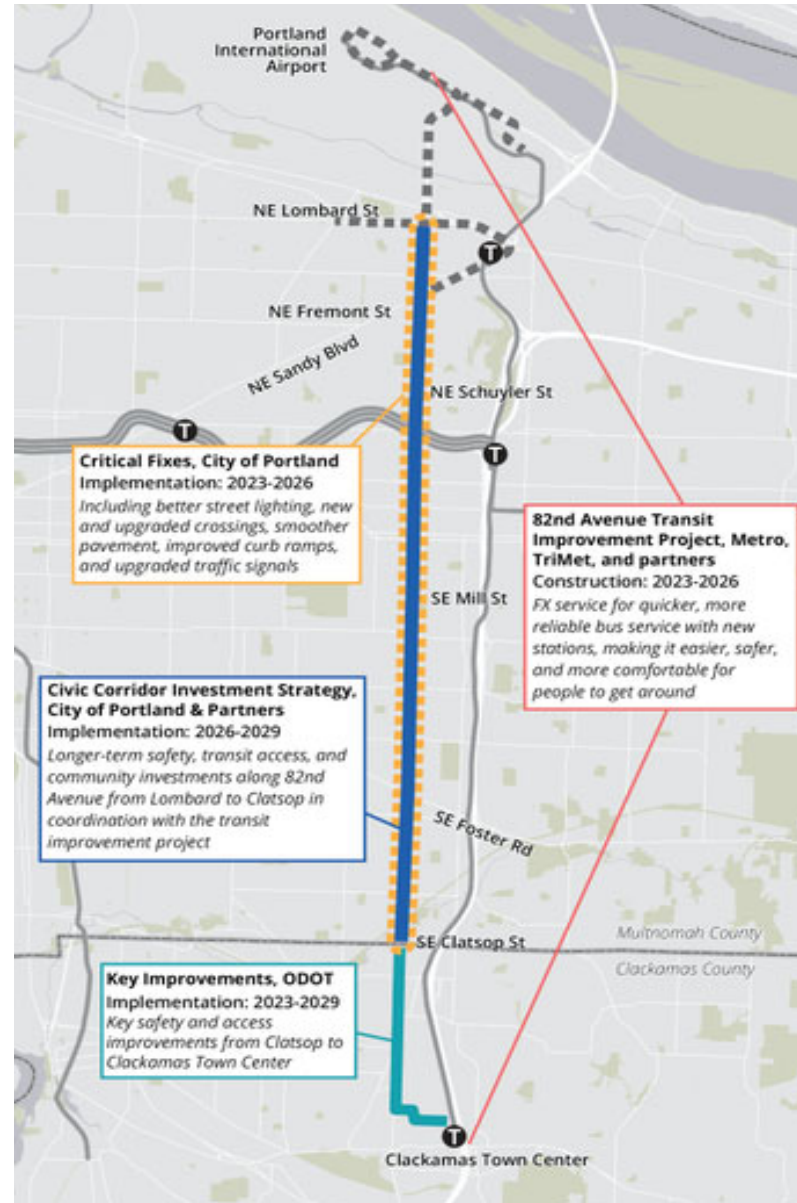


Why invest in transit here?

- **Transit speed and reliability:** faster trips with buses arriving on time.
- **Constrained corridor:** serve the high travel demand in a constrained corridor
- **Safety:** safe access to transit and bus stop amenities in a high injury corridor
- **Transit-dependent communities:** safe, accessible, efficient, and reliable transit service to meet the needs of communities who rely on transit
- **Climate change:** public transit is a primary tool to reduce greenhouse gas emissions in our region



82nd Avenue Transit Project & Building a Better 82nd



The Line 72 Today

- Highest ridership bus line in the region, carrying more riders than the MAX Yellow or Orange lines
- Connects to over 20 other bus lines, MAX Blue, Green and Red Lines, and key destinations along 82nd Avenue
- Highest passenger travel delay of any line on the system
- Bus stops are spaced too close together and do not meet current TriMet standards
- Most bus stops lack shelters, seating, crosswalks, lighting, and real-time information



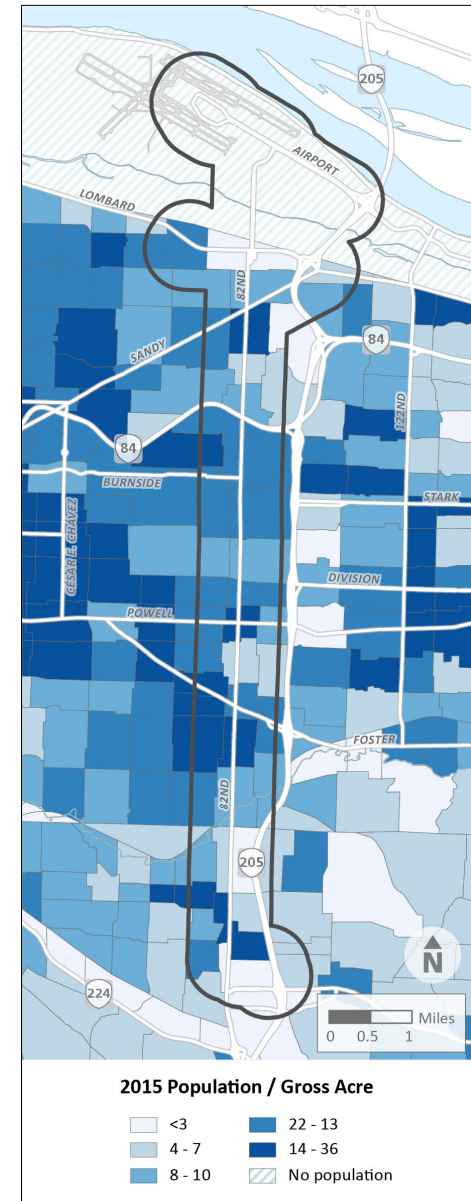
Need to serve the communities that rely on transit along 82nd Avenue now and in the future

Population and employment in the corridor is high and growing

- Nearly 70,000 people (4% of the region)
- Between 47,000 – 62,000 jobs (5-7% for the region)
- Anticipated to grow at substantially and faster than the region

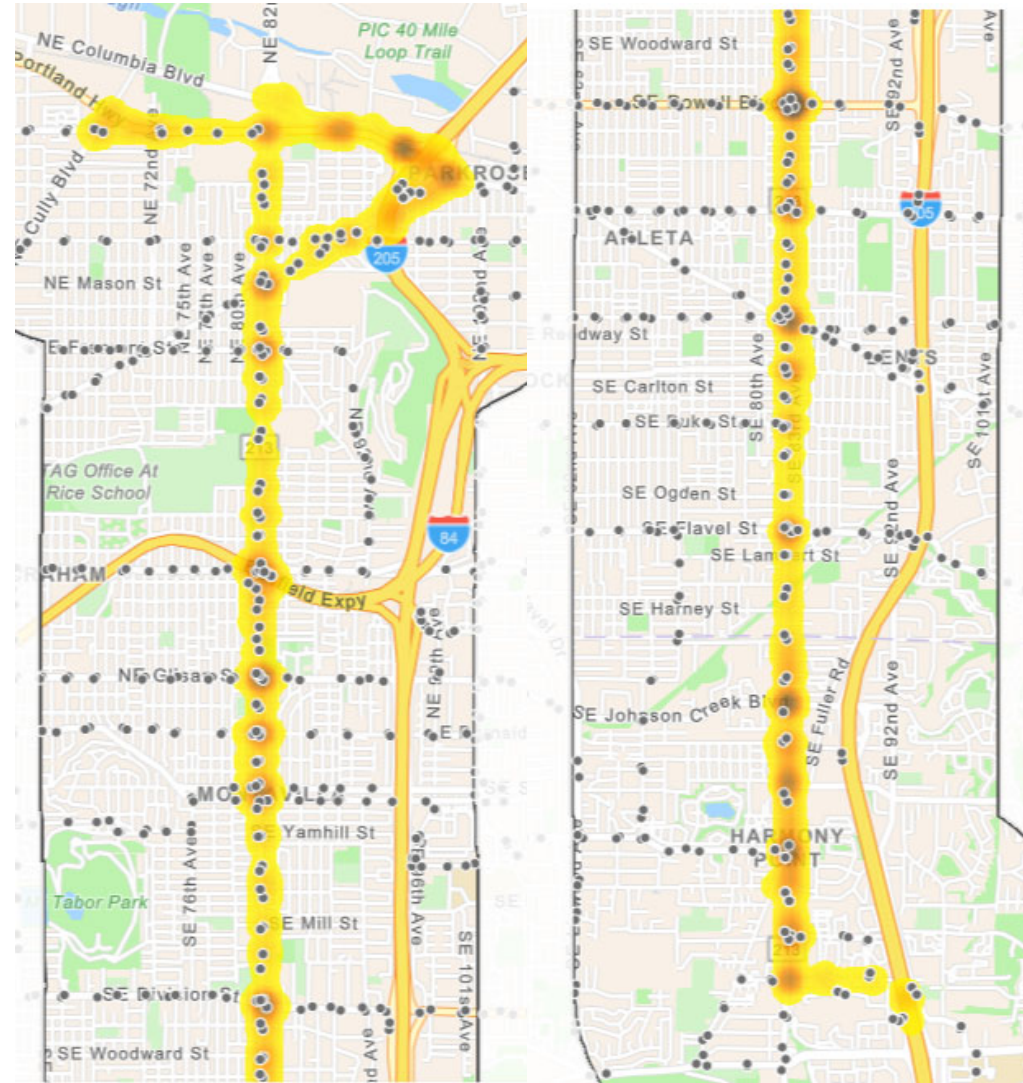
The corridor includes populations that are more likely to rely on transit than the general population

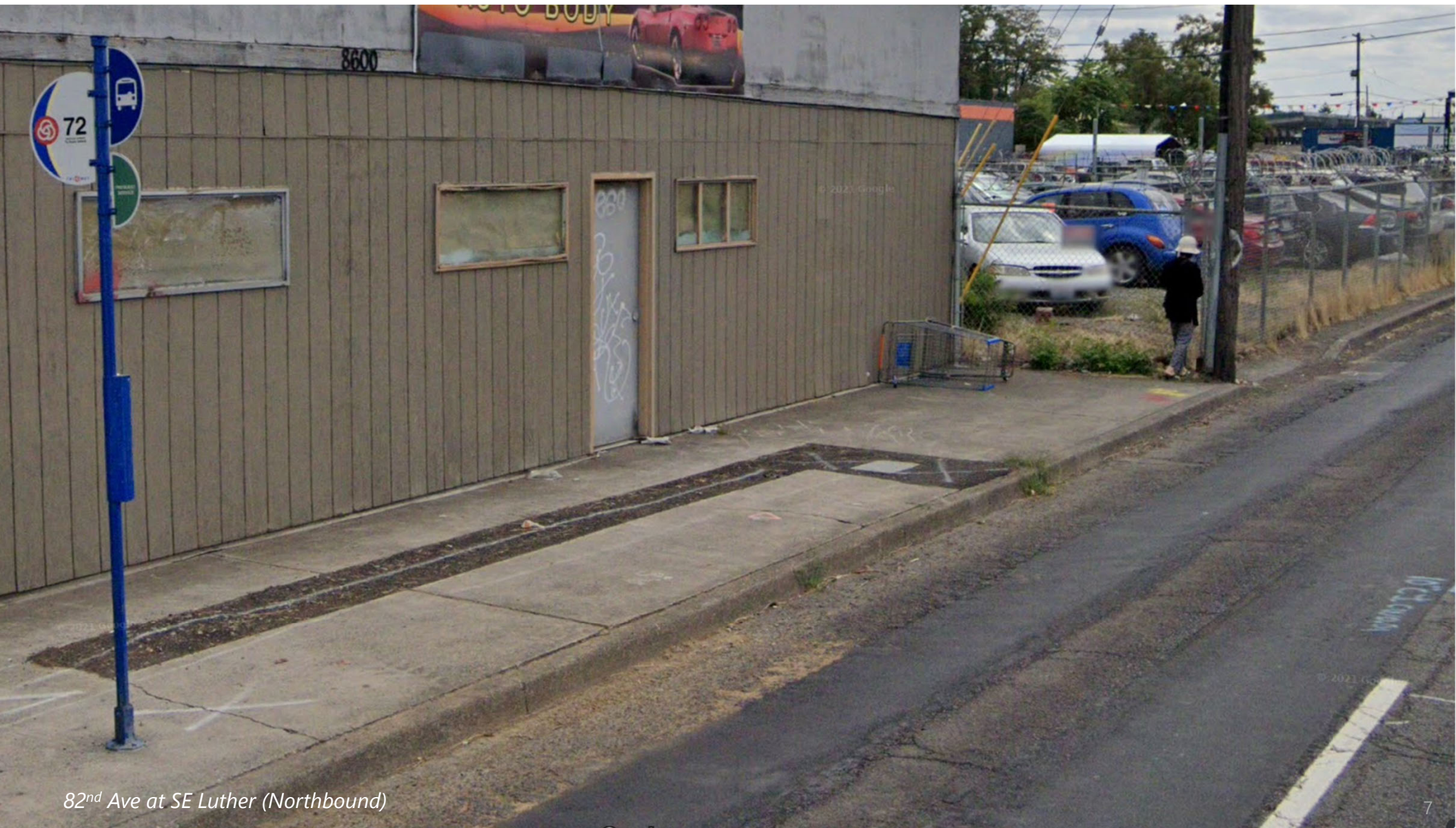
- Equity Focus Areas (BIPOC, Low Income, and Limited English Proficiency)
- Persons with a disability
- Zero car households
- Certain housing populations



Safety

- 82nd Ave is one of the **highest crash and highest injury corridors** in the region
- **Crashes occur near bus stops**
- **Safe pedestrian access** to transit is important
- 8 pedestrian or bike fatalities (2015-2020)
- Sidewalk and lighting quality vary
- **Crossing improvements** planned by PBOT and ODOT will improve safe access to existing stops, but **some gaps will remain**





82nd Ave at SE Luther (Northbound)

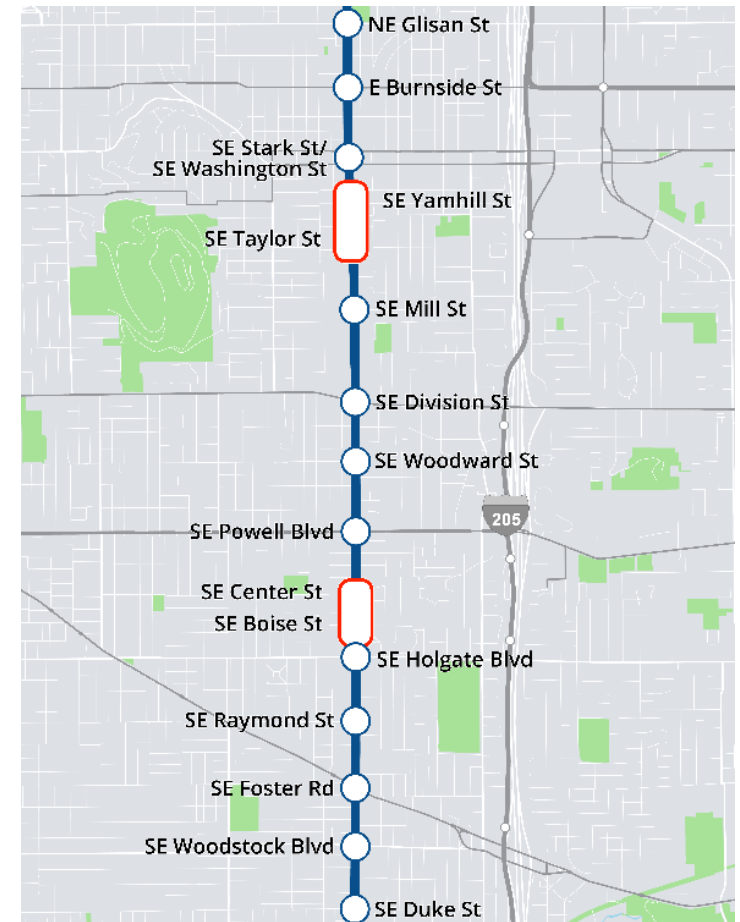
FX™ — TriMet's new Frequent Express

- Improvements to pedestrian access and lighting
- More seating and space with longer buses (room for 60% more riders).
- More doors make it easier and quicker for people to get on and off, improving bus trip speed and reliability.
- Dedicated lanes and signal priority to get buses around car traffic.
- Bus stations with shelters, seating, lighting and real-time bus arrival information.



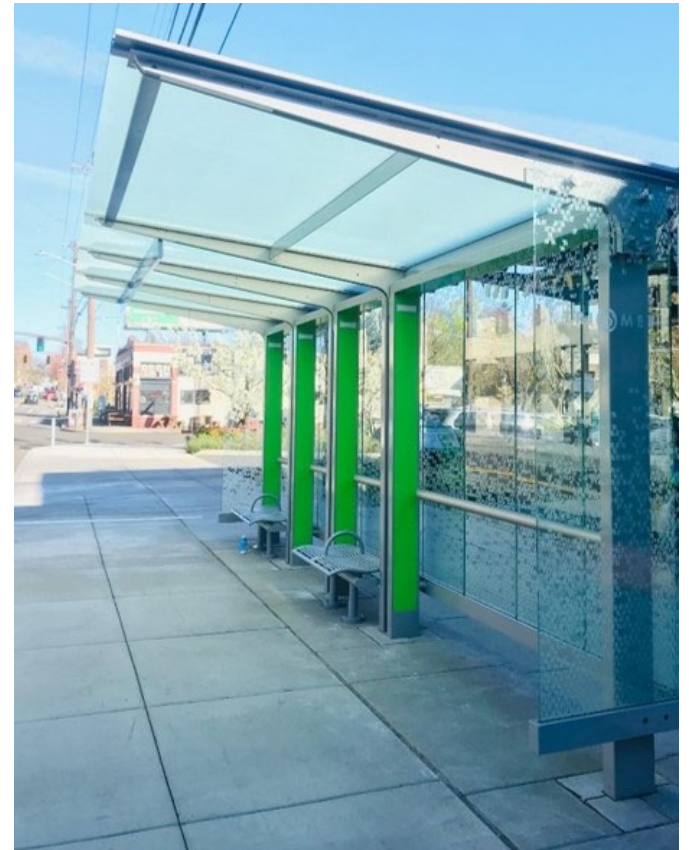
Proposed Station Locations

- Invest in better amenities where people want to go
- Consolidation of close proximity & low ridership stops to improve trip speed and reliability
- **Most people will access transit where they do now or very nearby.**
 - About 72% of rides will be in the same general location
 - About 90% of rides would have a station within 500 feet of the current stop (about two and a half blocks or just under two minutes)
- **Process ongoing – further refinement of station locations**



How will station locations be evaluated?

- Near important destinations and community services –*where are people going now*
- Easy transfers to other transit lines
- Number of people using the stop
- Safely getting there by foot or wheels
- Connection to jobs and services for people who depend on transit
- Easy access for people with disabilities





Route and Northern Turnaround

- The new FX line would use the same route as today's Line 72 between Clackamas Town Center and Sandy Boulevard
- Partners are exploring four options for the bus to turn around at the northern end of the line:
 - Portland International Airport
 - Cascade Station
 - Cully Neighborhood
 - Parkrose Transit Center

How will turnaround options be evaluated?

- Fit with local community plans and needs of property owners
- Access to jobs and important destinations
- Connections to other bus and MAX lines
- Safe and convenient walking and rolling access
- Ability to serve people who rely on transit
- Make it easier for more people to ride transit
- Consistent with cost efficiency goals

We will seek community feedback on turnaround options and the station locations this summer.



What's next?

- Spring 2023
 - Project Awareness
 - Technical Analysis
 - Community input on proposed station locations
- Summer 2023
 - Community input on route alignment and northern turnaround options
 - Community input on refined station locations
- Late 2023: recommendation on route, alignment, and station locations. Continued community engagement





PBOT
PORTLAND BUREAU OF TRANSPORTATION

TRI MET



Metro

Questions?



82nd Ave Investment Project: Focus Group Questions

Your connection to 82nd Ave

1. What parts of 82nd Avenue do you use the most? (for example, Southeast/Northeast)
2. What are the different ways you get around 82nd Avenue? (for example, walk or roll/bike/drive/bus/max)
3. In a few words tell us...
 - What do you like about 82nd Avenue?
 - What don't you like about 82nd Avenue?

Sense of transportation safety features

4. Which areas of 82nd Avenue...
 - Do you feel most safe, and why?
 - Do you feel least safe, and why?
5. Which of the following do you think would make 82nd Avenue feel safer?
 - More crosswalks
 - Improved sidewalks and curb ramps
 - Slower vehicle speeds
 - More lighting

- More visible transit stops with lighting, seats, and shelters
- Improved bike connections near 82nd Avenue
- Improved access for people biking along 82nd Avenue
- Improved street signs
- More trees and landscaping

Transit related questions

6. For those that use public transit (bus/MAX), what do you like about it?

Additional ideas for improvement

7. Which would you like to see more of near bus stops along 82nd Ave?
8. Beyond transportation, what would you like to see more of along 82nd Avenue?
9. Is there anything that hasn't been asked that you'd like to talk about with the group?

Participant Demographics

1. Do you live and/or work within a few blocks of 82nd Avenue?
2. What is the mode of transportation you use most to get around?
3. Which county do you live in?

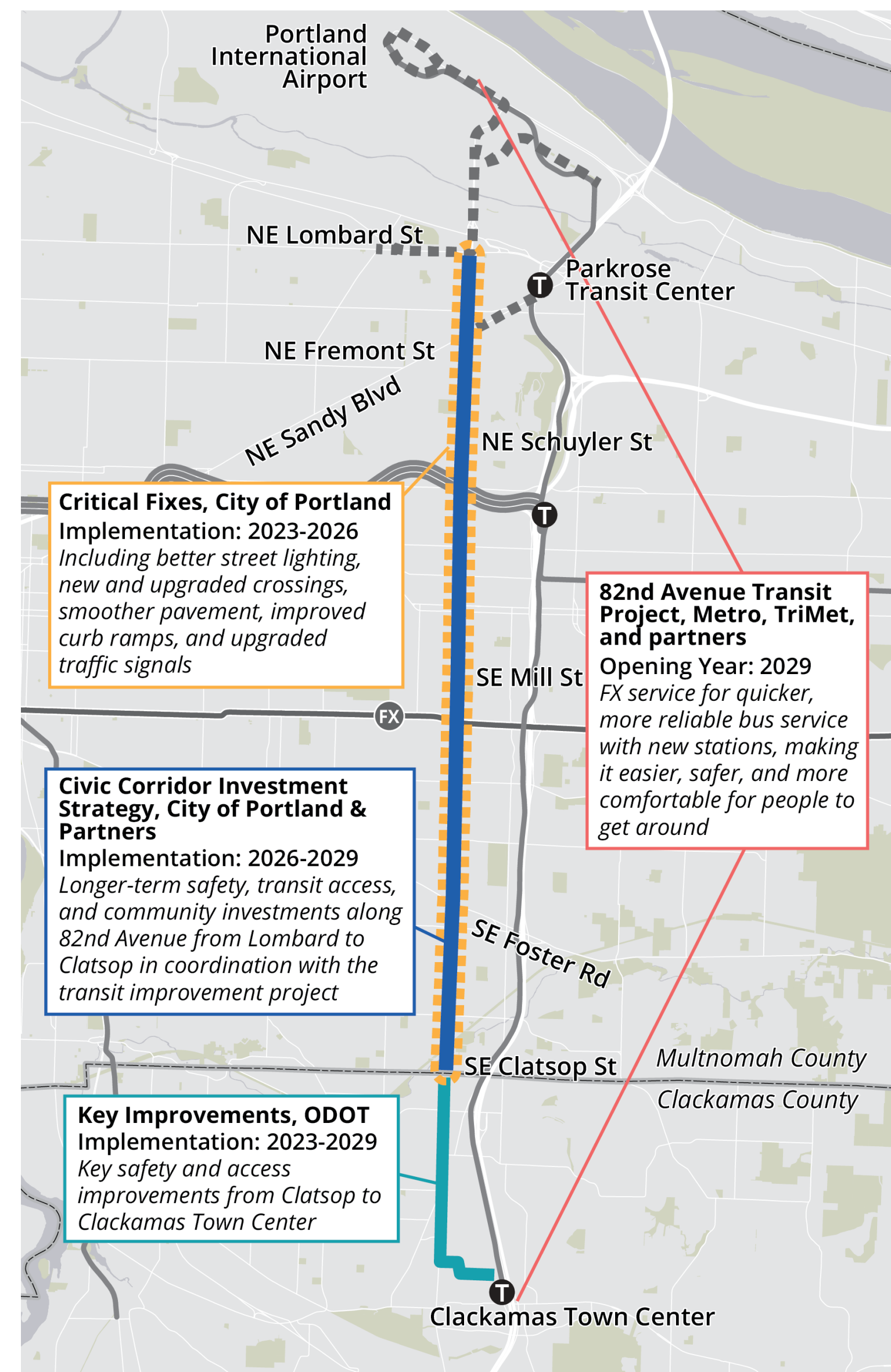
82nd Avenue Transit Project

Living Cully Partners
October 11, 2023



Elizabeth Mros-O'Hara, Metro
Michael Kiser, TriMet





The Line 72 Today

- Highest ridership bus line in the region, carrying more riders than the MAX Yellow or Orange lines
- Connects to over 20 other bus lines, MAX Blue, Green and Red Lines, and key destinations along 82nd Avenue
- Highest passenger travel delay of any line on the system
- Bus stops are spaced too close together and do not meet current TriMet standards
- Most bus stops lack shelters, seating, crosswalks, lighting, and real-time information





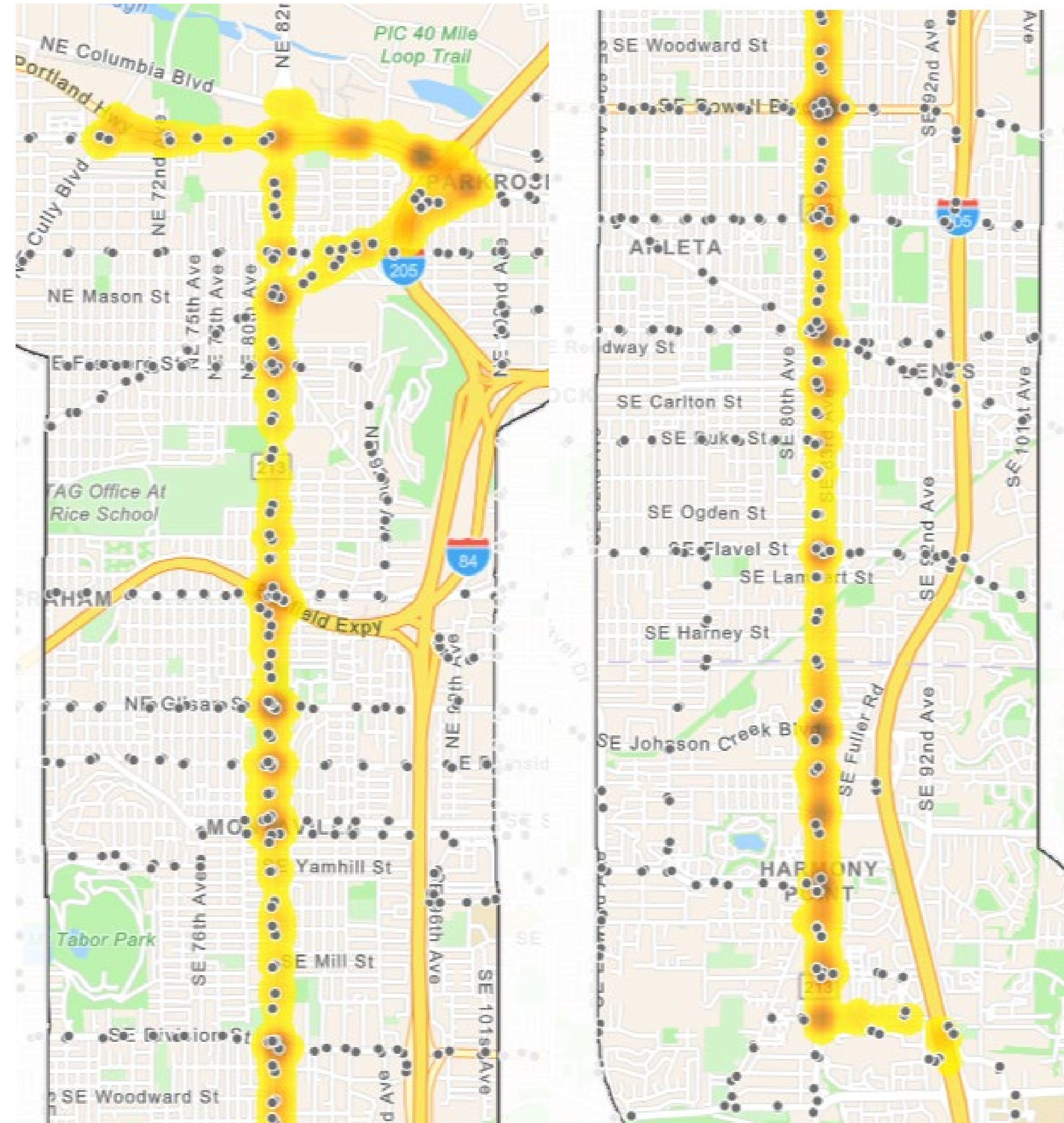
Why invest in frequent service transit here?

- **Transit speed and reliability:** faster trips with buses arriving on time.
- **Constrained corridor:** serve the high travel demand in a constrained corridor
- **Safety:** safe access to transit and bus stop amenities in a high injury corridor
- **Transit-dependent communities:** safe, accessible, efficient, and reliable transit service to meet the needs of communities who rely on transit
- **Climate:** public transit is a primary tool to reduce greenhouse gas emissions in our region



Safety

- 82nd Ave is one of the **highest crash and highest injury corridors** in the region
- **Crashes occur near bus stops**
- **Safe pedestrian access to transit is important**
- 8 pedestrian or bike fatalities (2015-2020)
- Sidewalk and lighting quality vary
- **Crossing improvements** planned by PBOT and ODOT will improve safe access to existing stops, but **some gaps will remain**





TriMet's new Frequent Express

- Improvements to pedestrian access and lighting
- More seating and space with longer buses (room for 60% more riders).
- More doors make it easier and quicker for people to get on and off, improving bus trip speed and reliability.
- Dedicated lanes and signal priority to get buses around car traffic.
- Bus stations with shelters, seating, lighting and real-time bus arrival information.



Proposed Station Locations

- This project would consolidate today's closely spaced stops into higher quality stations.
- Invest in better amenities at stations
- Placing stations where people want to go
- **Most people will access transit where they do now or very nearby.**





Route and Northern Turnaround

Partners are exploring four options for the bus to turn around at the northern end of the line:

- Portland International Airport
- Cascade Station
- Cully Neighborhood
- Parkrose Transit Center

Community feedback will help guide decision making on turnaround options and the station locations.



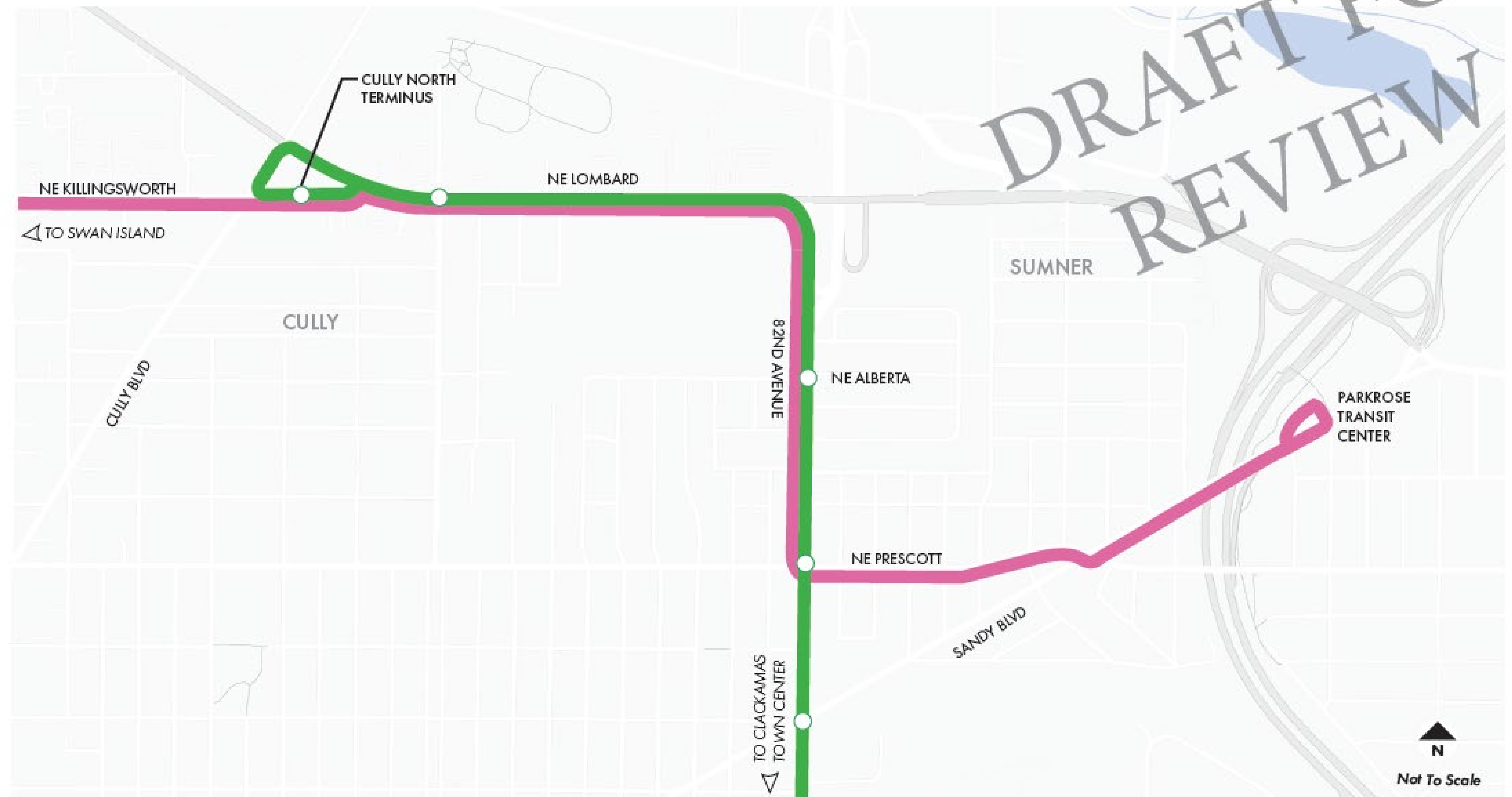
How will turnaround options be evaluated?

- Fit with local community plans and needs
- Access to jobs and important destinations
- Connections to other bus and MAX lines
- Safe and convenient walking and rolling access
- Ability to serve people who rely on transit
- Make it easier for more people to ride transit
- Consistent with cost efficiency goals





82nd FX North Terminus & Routing - Cully Option



82nd Bus Rapid Transit FX (Proposed)

82nd Bus Rapid Transit FX Station (Proposed)

Line 72 (Proposed)

DRAFT FOR
REVIEW

LAS
ADELITAS


NE CULLY BLVD

NE LOMBARD

Midblock
Crossing
(Existing)

NE KILLINGSWORTH

 FX Route (82nd Avenue)

 Future Shared-Use Path

Not To Scale





What's next?

- **Fall 2023**
 - Continued analysis and community engagement
 - Focus groups and stakeholder conversations on northern terminus
- **Winter 2023/2024**
 - Present terminus evaluation findings and community
 - Northern terminus staff recommendation
- **Spring 2024:**
 - Steering Committee vote on route, alignment, and station locations
 - Continued community engagement



Discussion

- What questions do you have?
- How does transit fit into your values and priorities?
- What is the vision for a future main street at Killingsworth & Cully Triangle?
- How would bus parking mesh with community aspirations?
- Who else should we talk to?

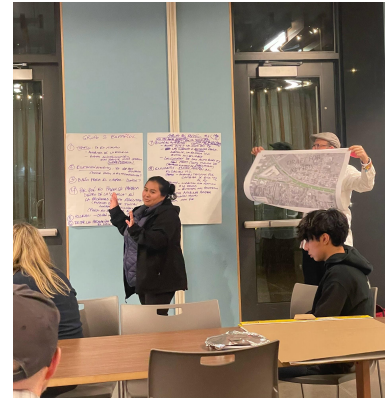


Questions?

oregonmetro.gov/82ndtransit



**Metro Prospective Terminus Locations - Cully
Verde / Latinx Community**



Meeting Date: Wednesday, November 1, 2023

Time: 5:30 - 7:30 PM

Location: Las Adelitas Community Event Space (6735 NE Killingsworth St, Portland, OR 97218)

Participants: 33 (31 Spanish speakers, 2 Somali speakers), most affiliated with Hacienda CDC and Verde.



Metro Prospective Terminus Locations - Cully Verde / Latinx Community



Summary:

- Need more security / cameras at stops + on buses
- Best ways to connect to Cully Community are social media (FB) + organizations like Verde
- QR codes at bus stops or on bus
- Whole table favors a Cully terminus especially so students don't have to transfer
- Consolidating some of the bus stops makes sense

- #1 PAGE 2
- o Violent people - How can TriMet deal with them on the bus?
 - o Drunk people
 - o More security presence?
 - o Early morning 5am bus is scary. No security @ that time of day.
 - o High school students overwhelm buses. Not enough room. Especially in the afternoon.



- Planning a connection for transit at Cully Terminus - it would be much more convenient if the bus is to and from downtown and having FX on our bus stop would be better.
- o Make safety measures, having better safety (cameras on buses) would make the bus safer.
 - o It's much more sense to consolidate stops if it means faster, more reliable service.
 - o I like FX on buses - we love it & need it here at Cully.
 - o Bigger buses means you can have more people, & more reliability.
 - o Terminus @ Cully station or Rapid are also good options - it would give us better access to shopping & travel - more than we have now.
 - o Continue to have access to light rail is important for those times I have to see family outside of Portland.
 - o We like the idea of bus service like this & we don't want to lose it.
- o The bus is my car. Having it parked at front of Las Adelitas would be convenient.
- o It's better for us who ride transit to have drivers who are well-rested & happy to drive.
 - o Las Adelitas has parking off street - spaces for buses is important.
 - o Most of the people @ Las Adelitas use the bus we are reliant on the bus!
 - o I have a big family - we can all fit on the big green bus.
 - o Having safe buses that are faster is the #1 improvement I'd like to see.

- CULLY FOCUS GROUP #7
- o Concern about traffic in Cully
 - o Bus gets stuck in traffic
 - o Kids, activity, movement in neighborhood
 - o Students (McDaniel) don't fit on bus, pick-up (green bus would help (Bigger) + / A terminus, would help with crowding & bigger bus
 - o Would like asphalt plant to start + provide bus terminus (toxic, smoke)
 - o If line 72 goes to Parkrose it would be easier to get to PDX from here - would be good for workers @ PDX
 - o The connection to MAX is important via 72 - better @ Parkrose for some - some like 50th near station
 - o Would like more flashing beacons + visibility at crosswalks
 - o Line 71 takes a long time, not frequent now
 - o Line 72 is not reliable, says it's coming but doesn't 20 minutes late
 - o Safety with people trying to cross someone trying to transfer between 72 + 15 buses

- GRUPO 3 ESPAÑOL #7 (PÁG. 2)
- NO HAY MÁS AUTOS EN LA CALLE (PÁG. 1)
- ① SILLAS EN AUTOBUSES - FALTA SEGURIDAD
- BASTAN AUTOS EN LA CALLE DE LA
 - LAS CUBIERTAS O ESTERILES PARA SALVAR LA BASTIDA NO ESTÁN ACCESIBLES
 - LOS COCHES DE LOS AUTOBUSES SON PEQUEÑOS COMO TENDRAN QUE CAMBIAR DE RUTA 72 A LA ESCUELA
 - ENTENDAN MÁS PASAJEROS
- ② ESTUDIANTE: - MUCHOS ASISTEN AL MCDANIELS H.S. (MUCHOS) - ALGUNOS TENDRAN QUE CAMBIAR DE RUTA 72 A LA ESCUELA
- ③ MACE FALTA MÁS AUTOBUSES PORQUE SE USAN MUCHO
- ④ EN GENERAL HAY QUE PONER MÁS SEMAFOROS
- GRUPO 3 ESPAÑOL
- ① TRAFICO: YA ES MUCHO
- AUTOBUSES DE LA ESCUELA
 - NUEVAS CONSTRUCCIONES, MÁS GENTE, MÁS CARROS SOBREPONDACION
- ② ESTACIONAMIENTO: YA NO HAY DONDE VAMOS A ESTACIONARNOS?
- ③ BASO PARA EL CHOFER: DONDE?
- ④ POR QUÉ NO PONER LA PARADA DENTRO DE LA "CALLE" EN LA PROPIEDAD DE LAS ADELITAS (ESPACIO DONDE SE JUNTAN LOMBARD Y KILLINGSWORTH) PARA NO BLOQUEAR EL TRAFICO
- ⑤ HOUSELESS: - DENTRO LOS SHELTERS
- ⑥ DEJAR LAS PARADAS QUE ESTÁN AHORA, COMO ES DIFÍCIL CAMINAR LEGITIMO Y BLOQUEAR EL TRAFICO

Priorities and Concerns:

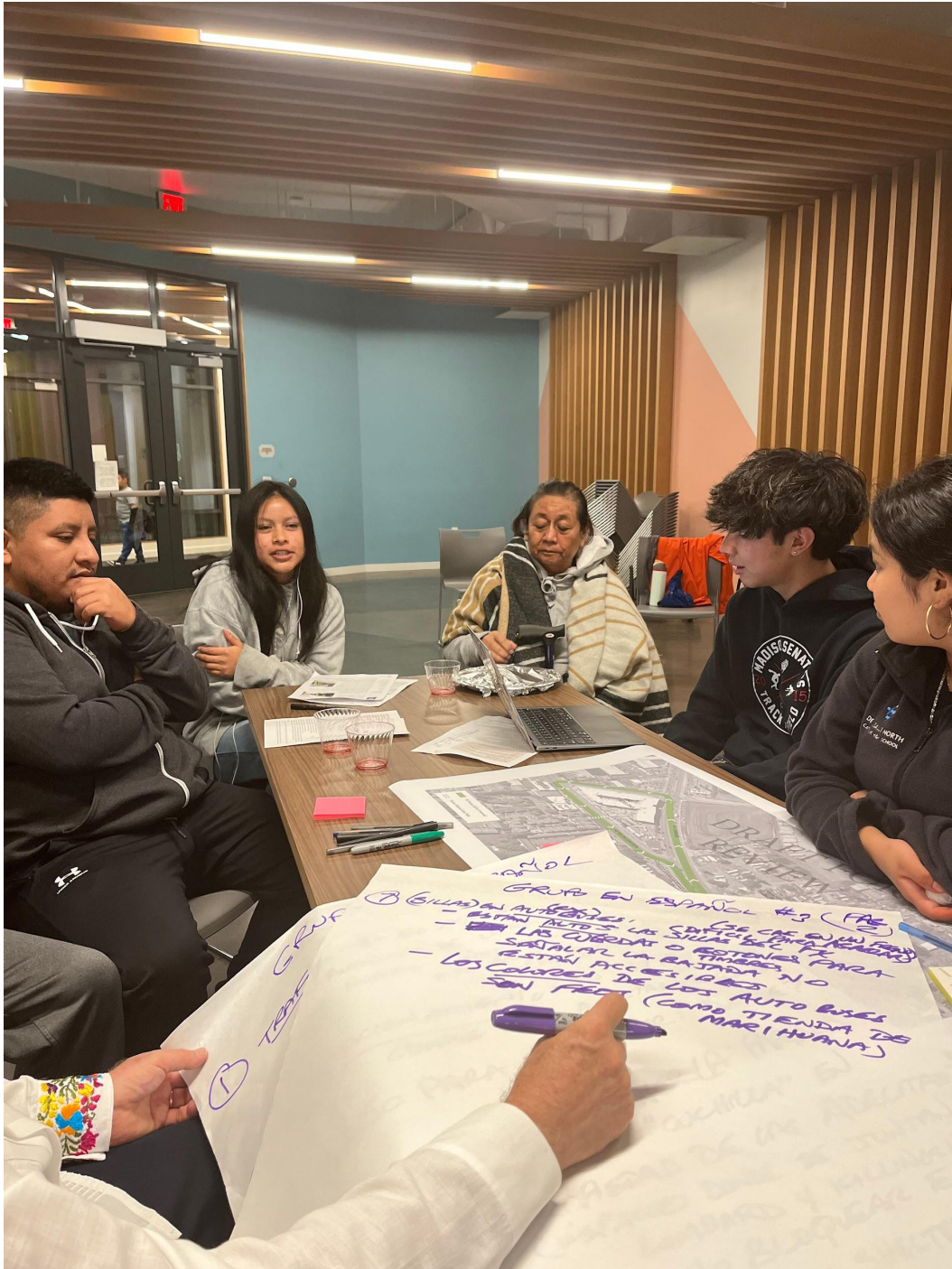
- *Safety/Security:*
 - The addition of cameras at stops and on buses would make riders feel safer on transit, as would some sort of security presence. Some participants report concerns regarding violent people, people using substances, and houseless folks occupying shelters.
 - Many people cross the street where NE Killingsworth merges with NE Lombard (the eastern point of the Cully triangle). Focus group participants noted an interest in adding a marked pedestrian crossing at this location to improve safety.
 - Desire to add a rapid flashing beacon (RRFB) at the existing midblock crossing on NE Killingsworth
- *Pollution:*
 - Concerns with air pollution generated by the asphalt business (Porter W Yett Company) located at the NE corner of Lombard and Cully Blvd. This business produces a lot of toxic smoke into the air and is a detriment to the community. Participants expressed a desire to remove this business from the neighborhood and place the terminus facility at this location.
- *Convenience of having FX in Cully:*
 - Many residents of nearby apartments do not drive: having an FX bus in the neighborhood is seen as a benefit to get people where they need to go quickly and more reliably. High capacity transit is welcomed by larger families traveling together. Parents also said that they feel more comfortable with their children taking public transportation if they don't need to transfer buses to get to school. Riders mentioned that during the school year, buses are overwhelmed by students commuting to and from McDaniel High School, and that sometimes students must wait upwards of an hour for a bus with enough room for them to ride.
- *Preferred locations for Cully terminus:*
 - At the eastern corner of the Cully Triangle, east of Las Adelitas and between Killingsworth and Lombard (currently vacant lot owned by Hacienda CDC)
 - Where NW Affordable Autos (used car dealership) is currently located, across NE Cully Blvd from the Las Adelitas building.
 - Where the asphalt company is located
 - *Note the general theme of wanting the bus terminal to replace less desirable land uses in the community.
- *Other prospective terminus locations:*
 - Cascade Station and the airport are also seen favorably, as they would connect Cully residents to shopping and travel - participants noted that connectivity to these areas are not adequate.
- *Connectivity to MAX and other bus lines:*
 - Because Trimet line 72 is unreliable, some riders describe traveling to other lines for better connectivity to the MAX and other bus lines that offer more reliability and transfers. Many said that consolidating bus stops makes sense for ridership if it means that buses will travel faster with less interruptions.

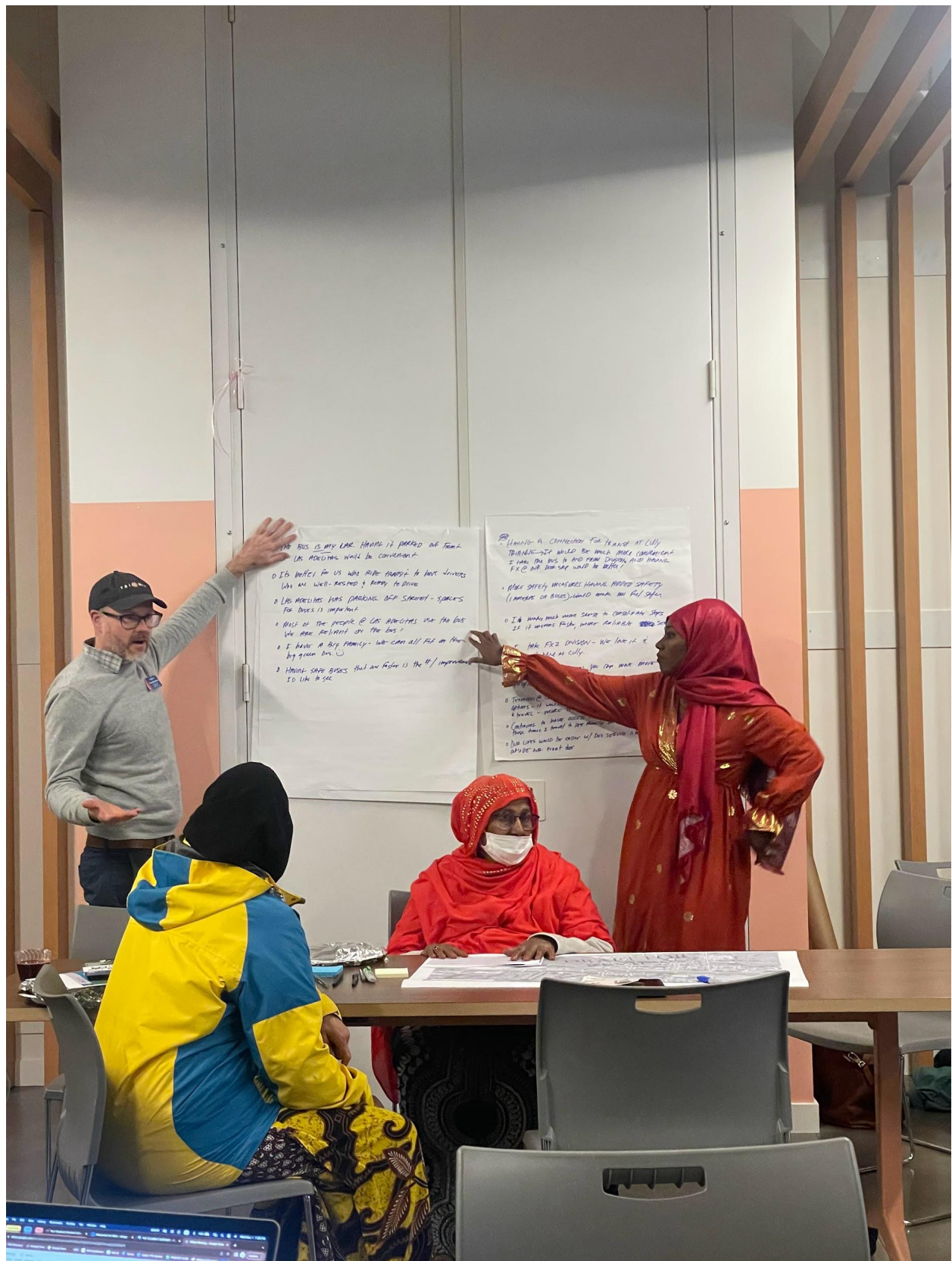
Metro Prospective Terminus Locations - Cully Verde / Latinx Community

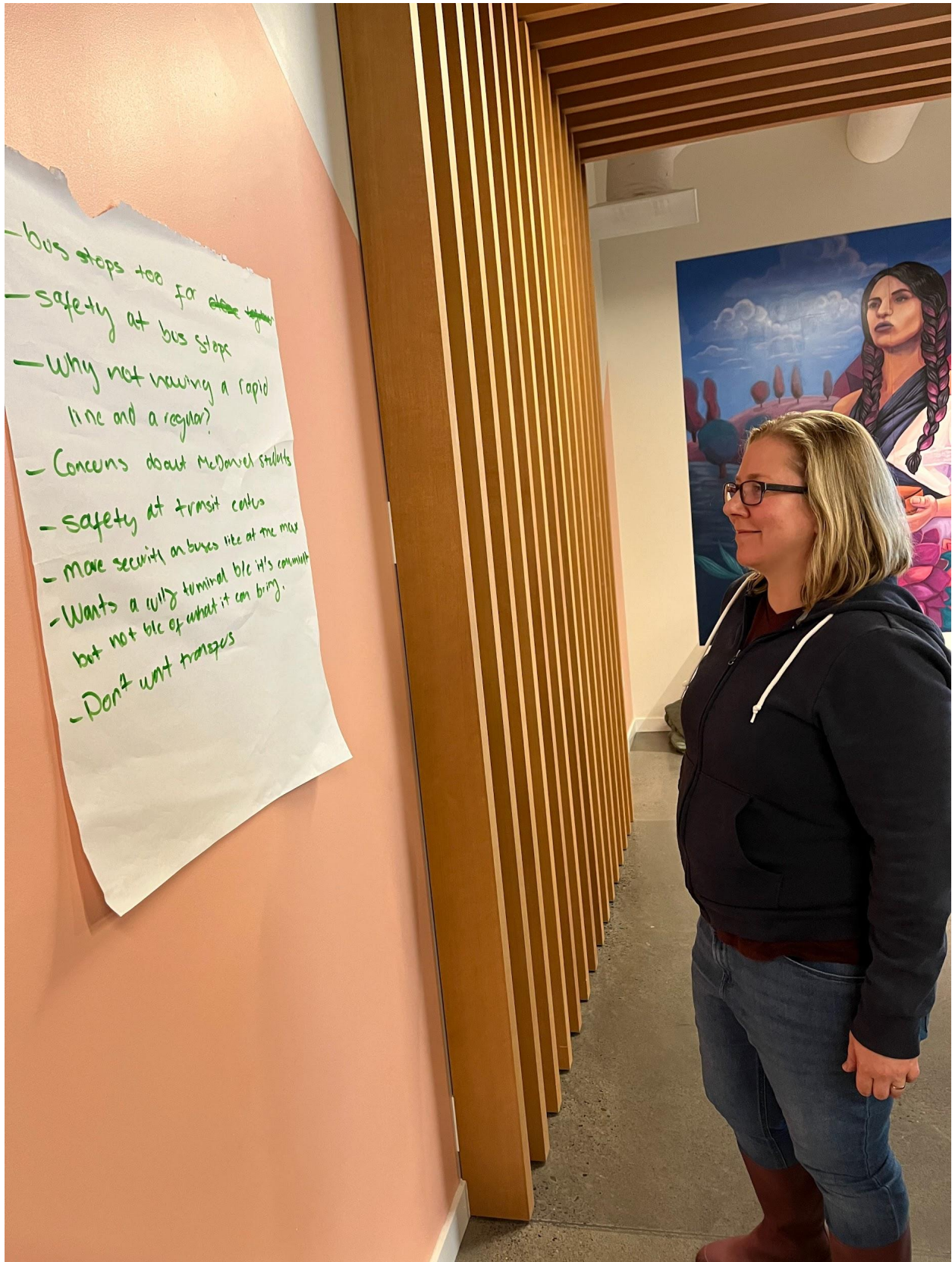


- **Traffic:**
 - Participants noted that the streets surrounding Las Adelitas (NE Killingsworth St., NE Lombard St., and NE Cully Blvd.) already experience a lot of traffic and congestion, and there are concerns that buses will get stuck in traffic and contribute to the existing unreliability of buses.

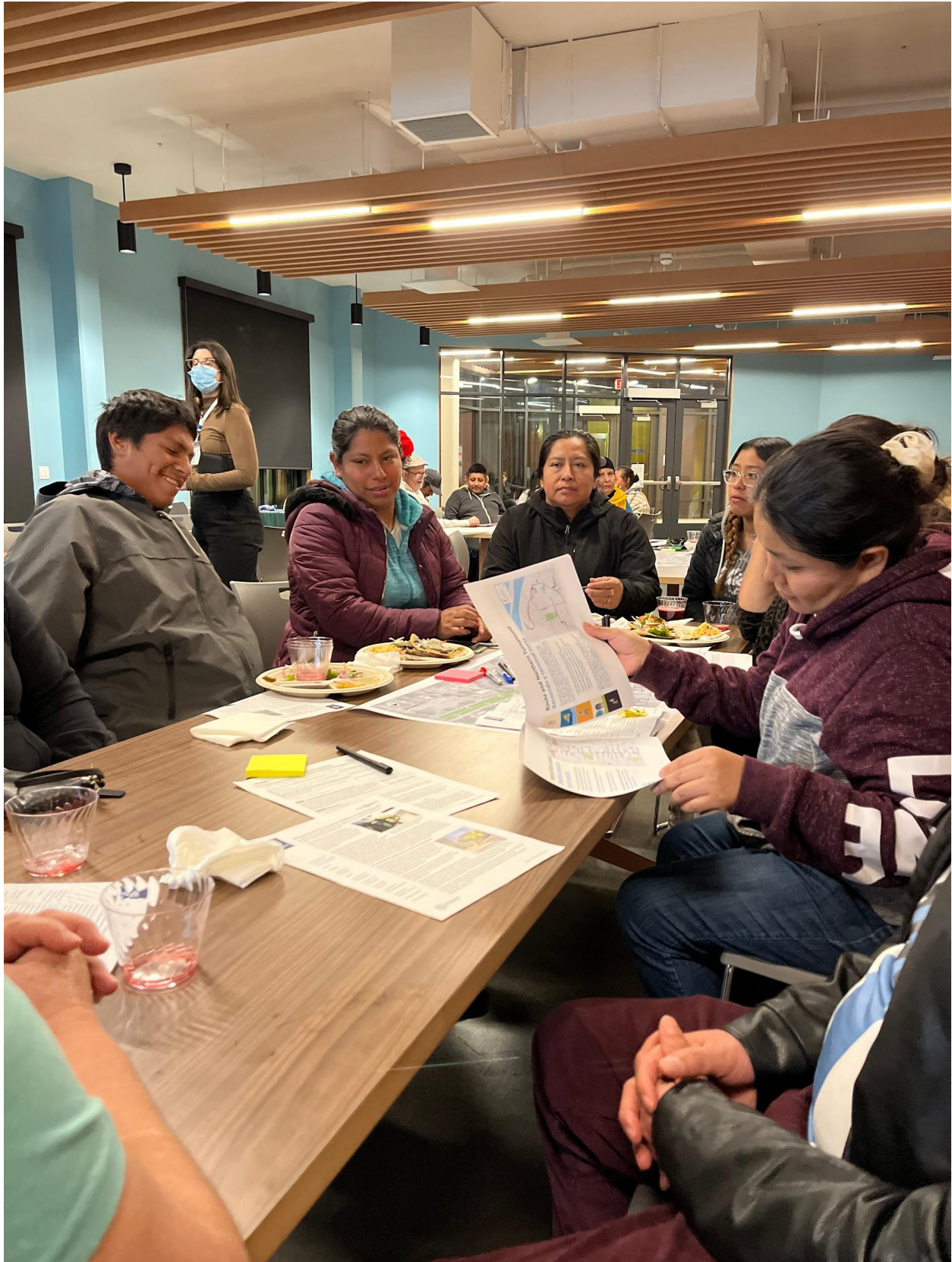
Photos:



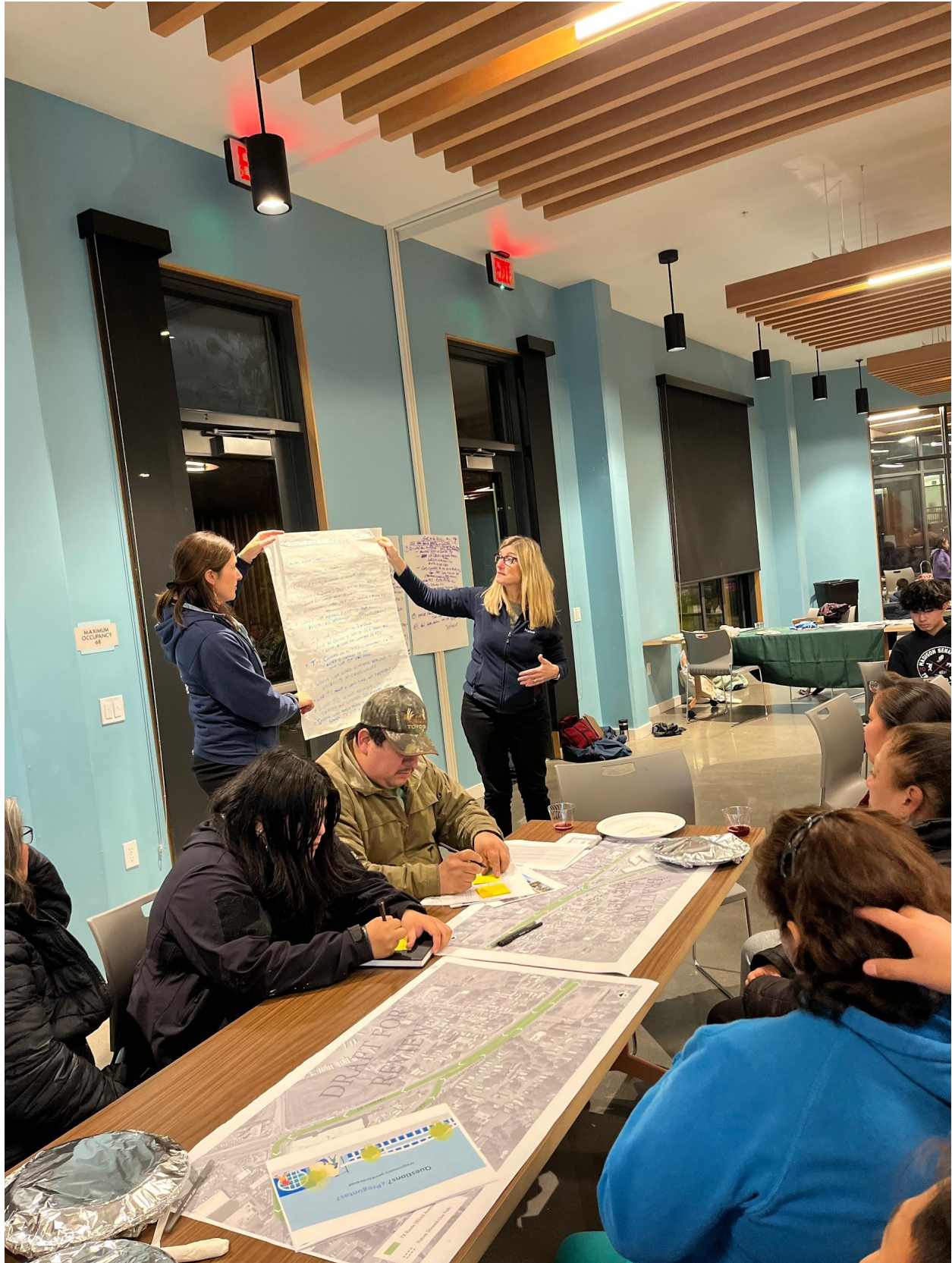




- bus stops too far ~~for~~ ^{apart}
- safety at bus stops
- Why not having a rapid line and a regular?
- Concerns about McDonald students
- safety at transit centers
- more security on buses like at the mall
- Wants a cully terminal b/c it's community but not b/c of what it can bring.
- Don't want transpex

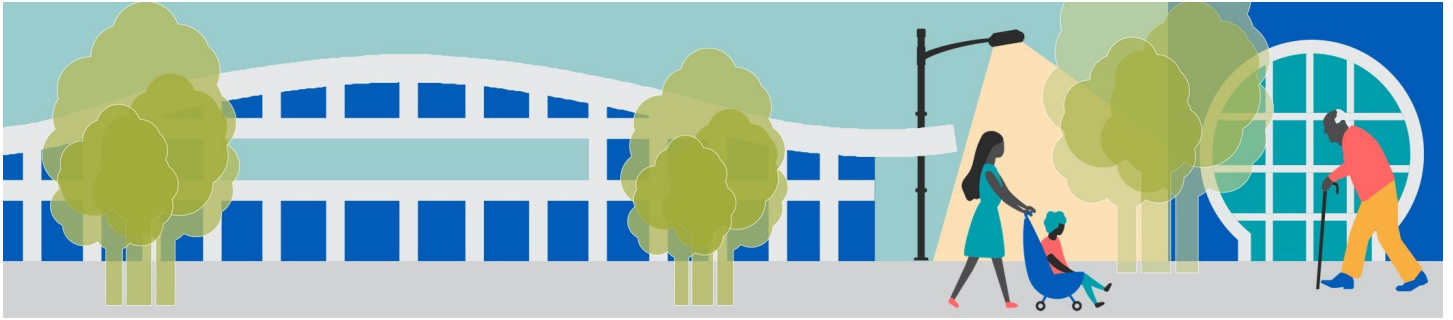






Metro Prospective Terminus Locations - Cully
Verde / Latinx Community





82ND AVENUE TRANSIT PROJECT

PARKROSE COMMUNITY OUTREACH SUMMARY

Prepared for

Metro

TriMet

Prepared by

JLA Public Involvement, Inc.
123 NE 3rd Avenue, Suite 201
Portland, Oregon 97232

Date

12/11/23

English Focus Group

On October 30th, 2023, the 82nd Avenue Transit Project team conducted a focus group at the Parkrose High School library to meet with community members in the Parkrose area to gather input around:

- The northern terminus for future 82nd Avenue FX.
- Feedback around a new Line 72 running from Swan Island to Parkrose Transit Center via Prescott Street.

Project staff provided comment forms and factsheets in Vietnamese, Spanish, and English. Vietnamese and Spanish interpreters were also present. Dinner was also provided. To show the team's appreciation for the community's feedback and participation, attendees had the option to receive a \$25 gift card. There were six attendees in total.

Vietnamese and Spanish Engagement

In addition to the focus group, community engagement liaisons conducted language-specific engagement with Vietnamese and Spanish-speaking community members and business owners in the Parkrose area between November 2nd and November 13th. There were ten attendees in total, five from each community. The community liaisons collected feedback on the proposed changes and community priorities using the translated comment form and factsheets.

These events were meant to:

- Engage community members through targeted, in-person focus groups.
- Raise project awareness of the 82nd Ave Transit Project.
- Provide a high-level overview of northern terminus options, how each option performs, and how they would affect Parkrose residents.
- Present conceptual diagrams, showcasing features that are typically part of a terminus (drop-off, pickup zones, etc.).

SUMMARY OF FEEDBACK

A summary report of the English Focus Group discussion is included in Appendix A. A summary report of language specific outreach is included in Appendix B.

Below are the common themes of feedback collected through the focus group and language-specific outreach.

- Safety is the biggest concern and priority for the Parkrose community. Many expressed interests in learning more about safety plans.
- Community members are supportive of establishing the turning point at Parkrose, largely due to the infrastructure improvements (i.e. lighting, shelter) that this investment could bring.
- The community shared concerns regarding increased traffic delays. Vietnamese and Spanish-speaking communities expressed concerns regarding transit delays, while English-speaking participants shared concerns regarding congestion for drivers.
- The participants shared their desire for a community-led process and stressed the importance of equitable outreach and supporting local businesses.

- The participants expressed excitement and support for increased connectivity but also interest in learning more about how the transit service costs and routes might be impacted.

NOTIFICATION

Several weeks before the event, project staff began conducting outreach through direct calls and emails to invite community organizations, businesses, neighbors, and community members to the focus group. The project team conducted additional outreach to ensure that a wide range of individuals had a chance to provide input, including the following:

- East Portland Chamber of Commerce
- All Hands Raised
- Parkrose Neighborhood Association
- SOLVE
- NAYA
- Historic Parkrose
- The Light of the World (Luz Del Mundo Church)
- Parkrose Community Orchard
- Parkrose Permaculture
- WeShine (Parkrose Community Village)
- Parkrose Community United Church of Christ
- Parkrose Business Associations
- Parkrose Marketplace
- Parkrose School District
- WorkSystems Inc
- Elevate Oregon
- Prosper Portland
- Argay-Parkrose NET

The community liaisons conducted outreach through in-person meetings with Vietnamese and Spanish-speaking community members and business owners in the Parkrose area, as well as using their personal connections to the communities in the area.

APPENDIX A. ENGLISH FOCUS GROUP DISCUSSION

Transit project staff provided a presentation on Line 72 today, the proposed changes, features of TriMet's Frequent Express (FX) bus, and the proposed turn-around locations. Project staff invited attendees to share their questions and concerns regarding the proposed changes, and how these changes would impact the Parkrose community.

Most of the attendees were supportive of using the Parkrose Transit Center as the turn-around point, as it is cheaper, and the investment brings the facilities improvement that the community needs. Questions focused concerns focused on safety, the benefits, and tradeoffs to establishing transit at Parkrose vs. other terminus location options and the impacts on surrounding neighborhoods, concerns with the potentially negative impact on car traffic and congestion, and suggestions and aspirations of the process and outcome.

Below are the themes of the group's discussion.

- Safety is the biggest concern both on the bus and at stations/stops.
 - TriMet is exploring different tools for security, for example, a text-safety-number, security cameras on FX buses, and increasing the security personnel in transit centers and on buses.
 - Improved lighting and increasing tools for security will be beneficial, but lighting is emphasized as a priority.
- Pros/Cons of establishing the turnaround point at Parkrose and its impact on surrounding neighborhoods.
 - Parkrose has an established facility so it would cost less money. It'll benefit from the infrastructural improvements the investment brings, such as lighting and safety.
 - The current transit center feels isolated from the rest of the community and space, this is an opportunity to activate the space and create a deeper connection.
 - Sumner Neighborhood will experience better connections, and the transit investment will be paired with pedestrian and bike improvements.
- Parkrose High School students are frequent users of TriMet services.
- To route the buses through key community hubs, locations, and destinations that have access to places with food or water.
- A community-led process is important.

Comment Cards

Are there any thoughts, questions, or concerns you want to share?

- I'm worried about A/C during the summer.
- If bus lanes happen, please put a time on them. So cars with carpoolers can use the bus lane. Please do not cause more traffic for cars.

What do you think about the proposed changes to Line 72?

- Changes are good. I recommend end at Parkrose Transit Center. Since there is space for bus and shelter for bus *commuters*.
- Please don't cause more traffic for community members.

What would an FX terminus mean to your community/neighborhood? E.g. bus parking, station area, connections, and crossings.

- More traffic.
- Hopefully more crosswalk by the Parkrose Transit Center.
- I would welcome better infrastructure that it would bring: lights, security, crosswalks.

How does transit fit into your values and priorities? Show us on the map: what is important in your community?

- Safety is #1.
- Students who use public transportation and safety!
- Enhance Parkrose Transit Center.

What else should we know?

- Community lead outcomes.
- Please do not take lanes from cars.

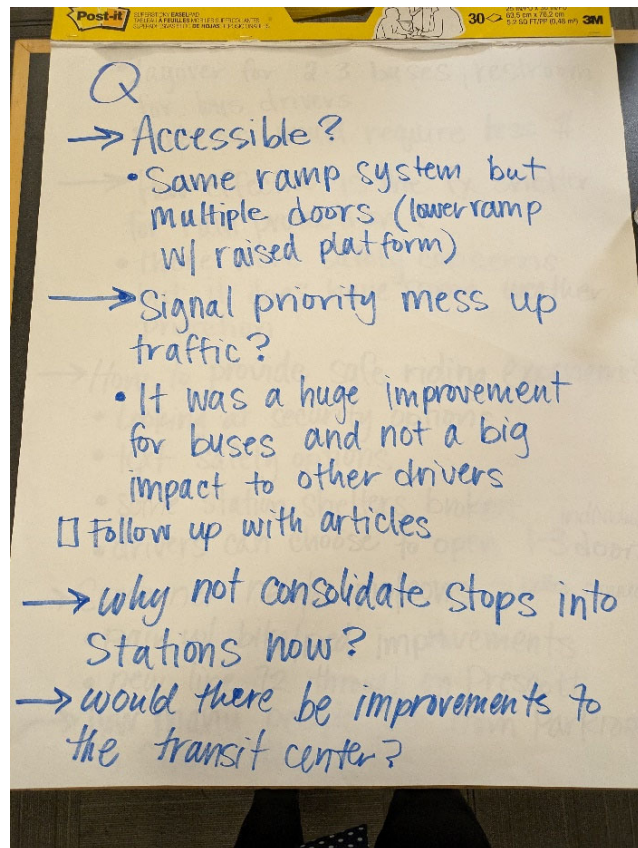
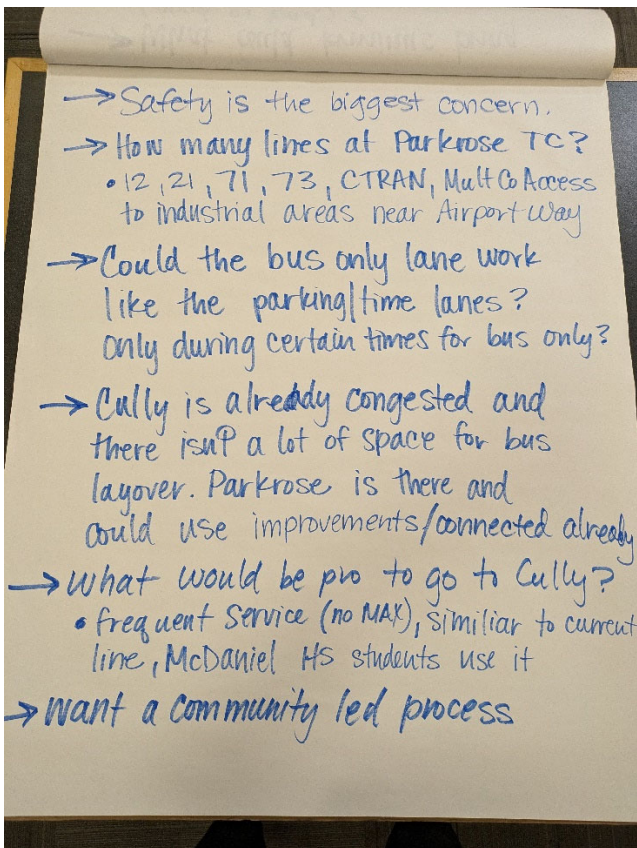
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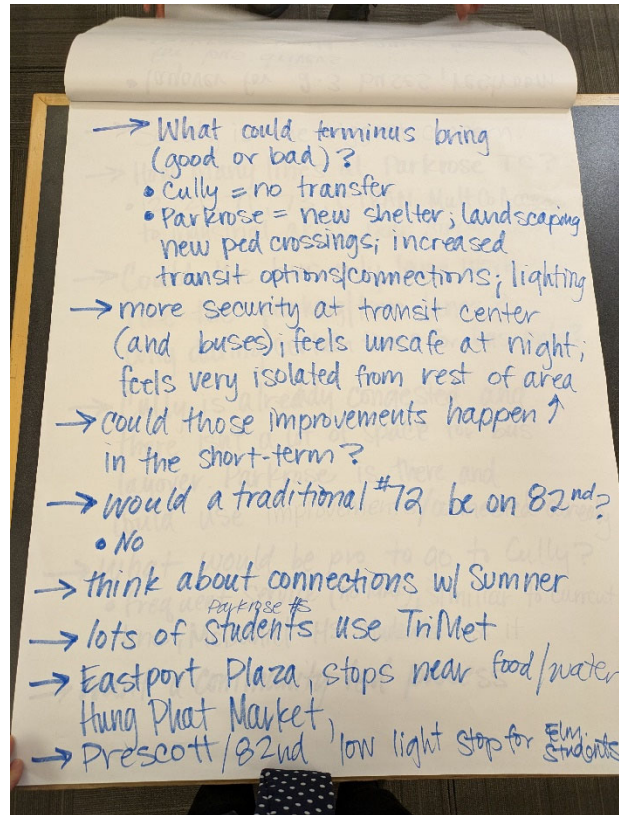
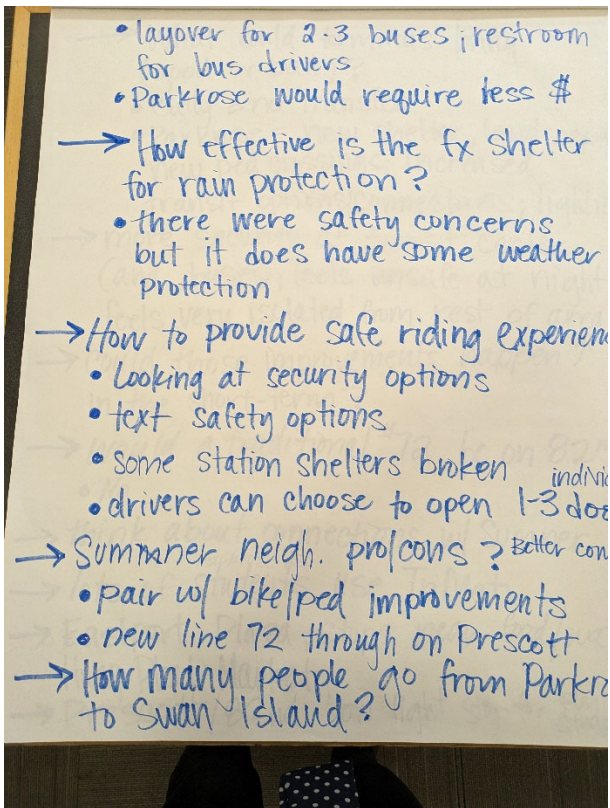
Question

- Accessible?
 - Some ramp system but multiple doors (lower ramp with raised platform).
- Signal priority mess up traffic?
 - It was a huge improvement for buses and not a big impact to other drivers.
- Request: Follow up with articles.
- Why not consolidate stops into stations now?
- Would there be improvements to the transit center?
 - Layover for 2 – 3 buses; restroom for bus drivers.
 - Parkrose would require less money.
- How effective is the FX shelter for rain protection?
 - There were safety concerns but it does have some weather protection.
- How to provide safe riding experience?
 - Looking at security options.
 - Text safety options.
 - Some station shelters broken.
 - Drivers can choose to open 1 – 3 doors individually.
- Sumner Neighborhood pros/cons?
 - Better connection.
 - Pair with pedestrian/biking improvements.
 - New line 72 through on Prescott.
- How many people go from Parkrose to Swan Island?
- What could terminus bring (good or bad)?
 - Cully = no transfer
 - Parkrose = new shelter; landscaping; new pedestrian crossings; increased transit options/connections; lighting.

Parkrose Outreach Summary

- More security at transit center (and buses); feels unsafe at night; feels very isolated from the rest of area.
 - Could those improvements happen in the short-term?
- Would a traditional line 72 be on 82nd Avenue?
 - No.
- Think about connections with Sumner.
- Lots of Parkrose Highschool Students use TriMet
- Eastport Plaza, stops near food/water, Hung Phat Market.
- Prescott/82nd, low light stop for elementary school students.
- Safety is the biggest concern.
- How many lines at Parkrose Transit Center?
 - 12, 21, 71, 73, C-Tran, Multnomah County Access to industrial areas near Airport Way.
- Could the bus-only lane work like the parking/time lanes? Only during certain times for bus only?
- Cully is already congested and there isn't a lot of space for bus layover, Parkrose is there and could use improvements/connected already.
- What would be pro to go to Cully?
 - Frequent Service (no MAX), similar to the current line, McDaniel Highschool Students use it.
- Want a community-led process.





APPENDIX B. VIETNAMESE- AND SPANISH-SPEAKING COMMUNITIES DISCUSSION

What are the top 3 topics you heard the most from your group?

- Participants wanted to know about plans for safety, city plans for the houseless population occupying the area, and ensuring that the services will continue being provided to the locations they are already in, while also making sure the improvements are easily accessed by all community members

What are the top 3 concerns your group felt the strongest?

- Safety, traffic, and commute time/frequency

Are there any thoughts, questions, or concerns you want to share?

- One participant mentioned that they are worried about traffic because there will be a lot of cars in the area. A participant thinks that this project is a good idea because it will help 82nd be a cleaner street and be more improved. Another hopes that this project will maintain 82nd Ave so that it remains as 2 lanes on both sides, rather than reducing them down to 1 lane. Multiple participants think that it is good that the transit project is taking place in the Parkrose area and more specifically on 82nd Ave. Another participant agrees that this project is good, but they would like to know more about the safety plan. One participant had concerns about safety, homeless people, and if the traffic will get worse. A participant mentioned that this project seems that it will allow people to walk more, and that is healthy, but those with disabilities may find that difficult. A couple questions were raised, which were if bus #72 would still be usable, and if there would still be service to Swan Island? Someone else is asking if the cost would be the same and how frequent the transit would be.

What do you think about the proposed changes to Line 72?

- Most participants mentioned that having longer buses and safer, covered shelters would be extremely helpful for the riders and commuters. They think that with these improvements, bus line #72 will be providing better services. They enjoy that it allows more people to access the better and safer services. One participant specifically mentioned that this project would be nice if they still have access to Swan Island and other routes. One participant thinks that Line 72 is one that many people pass through to access other places; these new improvements would help a lot of people. One participant thinks that this is a good project but they were wondering if each stop will be further away? They specifically were concerned about people with disabilities.

What would an FX terminus mean to your community/neighborhood? E.g. bus parking, station area, connections, and crossings.

- A participant mentioned that having a bus station and safety crosswalks are helpful to the community and neighborhood. Adding to that, participants think that having an FX terminus would be convenient and easy to access for the community. One participant mentioned specifically that this terminus would allow them to get to work faster and on time. A participant thinks that the FX terminus at Parkrose will make the area look nicer, and will allow easier access for transportation. One participant believes that the FX terminus would allow traffic to be improved and allow for better crossing for pedestrians and those with disabilities. Multiple participants want to know what the city will do with the homeless people currently in the area. They are also concerned about the safety and if the traffic will get worse in the area. One participant mentioned that having transit connections will help a lot. Multiple participants were wondering about if there will be parking, with one mentioning that parking is another issue that will need to be addressed. One participant also asked about frequency about the connections/buses, and if there will be signs present.

How does transit fit into your values and priorities? Show us on the map: what is important in your community?

- One participant mentioned that their main concerns are safety and real-time arrival. They also noted that the most important thing on the map is safety.
- Multiple participants want to be able to go to the airport and have transportation on 82nd Ave be easier.
- One participant noted that the most important thing to their community is getting to work on time.
- A participant mentioned that these changes to the transit will be very important for those who travel using this line.
- One mentioned that it would be nice if the bus was on time so that they could get to work on time, and that it would be perfect and safer.
- A participant said that this transit is very important since many people cannot afford to purchase a vehicle.
- One commented that all people need access to public transportation.

Questions?

- Will there be traffic jams?
- There are homeless everywhere, why doesn't the city remove all the homeless people before conducting this project?
- Would the TriMet schedule change? Would there still be service every day?
- What plan does TriMet have to support local businesses along 82nd ave once the construction starts? Are there going to be any partnerships with BIPOC/immigrant/refugees agencies for outreach once the plan is finalized?

Parkrose Outreach Summary

- Homeless?
- Please include other comments, statements or observations that are not stated above.
- N/A

82nd Avenue Transit Project:

PDX and Cascade Station Surveys Summary

PDX Employee Survey Summary

34 PDX employees responded to the survey, which was distributed via newsletter to PDX employees and posted to the PDX employee website. The newsletter is opt-in and reaches about 2,000 of the 10,000 total PDX employees. The survey was live January 7–18, 2024.

Seven questions were asked:

1. How many employees are at the PDX location of your workplace on an average day?
 - 16% work at businesses with 0–10 employees.
 - 3% work at businesses with 11–20 employees.
 - 26% work at businesses with 21–100 employees.
 - 55% work at businesses with over 100 employees.
2. How do you primarily commute to work?
 - 75% drive.
 - 31% take the MAX.
 - 13% take the bus.
 - No respondents report walking or cycling.
3. Is parking provided free of charge?
 - 69% report that parking is provided free of charge.
 - Those who pay for parking identify the cost as 35–40 dollars a month.
 - One respondent reports that while there is free parking available, “the parking add[s] an extra 30 min so for my early shifts I would park in short term and pay to make it in time to work.”
4. Does your employer provide any incentives for employees who carpool, ride transit, walk, or bike to work?
 - 75% say no.
 - 25% say yes, in the form of subsidized HOP passes or monthly stipends for those who choose not to drive and park at work.
5. Do you find it difficult to get to work?
 - 69% say no.
 - For the 31% that say yes, the mostly frequently mentioned issue is that transit services do not run early enough in the day. Unpredictability and lateness of the MAX lines and shuttles is the second most frequently listed issue.
6. What are the typical shift hours at your place of work?
 - Out of the 32 respondents who answered the question, four respondents report that shifts at their place of work run 24/7. The earliest shifts of the day start at 12:00 AM, and seven respondents report a shift start time that is before the earliest MAX train is scheduled to arrive at the airport (Appendix A).
7. Is there anything else you’d like to tell the project team?

- Out of the 17 open-ended responses, eight are broadly positive about the improved bus service to the airport because it would save time and improve options for reaching the airport other than the MAX. One says that they “would love additional options for transit to the airport with minimal stops.”
- Four respondents report security concerns on public transit.
- Two respondents highlight the need for increased hours of transit service to the airport. One says: “We need reliable transportation for employees who work until 12am or start at 4am. Having no transit options after 11pm or before 6am does not work for the PDX Airport employees.”
- Two have negative opinions about an FX line to the airport.
- One requests more seats at MAX stops.

Appendix A: Reported Shift Times

Shift Starts	Shift Ends
12:00 AM	5:30 AM
3:00 AM	2:00 AM
3:00 AM	2:00 AM
3:30 AM	12:30 AM
4:00 AM	12:00 AM
4:00 AM	1:00 AM
4:30 AM	2:30 PM
5:00 AM	1:30 PM
5:00 AM	8:00 PM
6:00 AM	6:00 PM
6:50 AM	2:50 PM
7:00 AM	3:00 PM
7:00 AM	6:00 PM
8:00 AM	5:00 PM
8:00 AM	5:30 PM
8:00 AM	5:00 PM
8:00 AM	4:30 PM
9:00 AM	5:00 PM
9:00 AM	5:00 PM
10:00 AM	6:30 PM
3:00 PM	1:00 AM
7:30 PM	6:00 AM
8:00 PM	6:00 AM

PDX Manager Survey Summary

Eleven managers of PDX businesses responded to the survey. The survey was distributed to PDX business managers via email on December 7 and remained open until January 18.

Seven questions were asked:

8. How many employees are at the PDX location of your business on an average day?
 - 46% work at businesses with 0–10 employees.
 - 27% work at businesses with 11–20 employees.
 - 18% work at businesses with 21–100 employees.
 - 9% work at businesses with over 100 employees.
9. How do your employees primarily commute to work? (Multiple options could be chosen.)
 - 82% report that some of their employees drive.
 - 73% report that some employees take the MAX.
 - 64% report that some employees take the bus.
 - 9% report that some employees walk.
10. Is parking provided free of charge?
 - 90% report that parking is provided free of charge.
 - No costs were provided for parking that isn't free.
11. Does your business provide incentives for employees who carpool, ride transit, walk, or bike to work?
 - 55% say no.
 - 45% say yes, in the form of transit passes fully paid for (3 businesses) or subsidized (1 business) by the employer.
12. Do you hear from your employees that getting to and from work is difficult?
 - 27% say no.
 - For the 73% that say yes, the mostly frequently mentioned issue is that transit services do not run early enough in the day or late enough at night. Lateness of the MAX and the difficulty of linking connections between multiple forms of transit is also reported.
13. What are the typical shift hours at your place of work?
 - Due to a survey error, this question was not asked of most survey participants. The single respondent said that shifts at their workplace run from 7 a.m. to 3 p.m. and from 11 a.m. to 7 p.m.
14. Is there anything else you'd like to tell the project team?
 - Two managers say that the airport needs transit service that begins earlier and runs later. One says,
 "The airport is a 24hr operation. Some shifts start at 0300, and others don't end until after midnight. When people need to take TriMet, it hurts our operation. We try not to hire people who don't have cars, but that is not always possible."
 - Another says that additional transit service directly to PDX would save a lot of time and encourage people to use public transit.

Cascade Station Outreach Summary

Fourteen businesses were surveyed in-person at Cascade Station on December 14, 2023. Surveyed businesses represent a variety of industries, including six retail, two restaurants, three hotels, and three warehouses.

Four questions were asked:

1. How do employees get to work?
 - Twelve businesses reported that employees use a combination of driving and transit to reach their workplace, with transit ridership ranging from an estimated 15% to 50%.
 - Only two businesses say that all the employees drive.
2. Is there free parking for employees?
 - All businesses had free parking.
 - Many businesses have a policy that employees are not allowed to park in the rows closest to the store.
3. Are there any incentives or reimbursements for taking transit, carpooling, or cycling to work?
 - Most businesses have no incentives. Three (all major retail) have reimbursements for transit passes. One warehouse is interested in providing incentives for transit and cycling, but neither mode is feasible enough to warrant the incentives.
4. Are there any challenges getting to work?
 - The MAX is sometimes unreliable, leading to employees being late for shifts.
 - The MAX doesn't run early enough for earliest shifts at warehouses and night shifts at hotels.
 - The closure of the MAX Red Line over the summer left few transit options for employees.
5. Other comments
 - Four businesses reported that between some or most of their employees live in Vancouver. This question was not asked of all businesses, so the number is likely higher.

82nd Avenue Transit Project - Portland International Airport business survey

Introduction

Public agencies are working together to improve safe access and transit travel time on 82nd Avenue, from Portland to Clackamas Town Center.

We want to hear your feedback on your employee's transportation needs. Please complete this brief survey to help us better understand employee travel behavior, typical shift hours and demand for transit.

This survey should take about 10 minutes. There are two pages of questions after this one. Thank you for your time!

What is the name of the business where you work?

What is your role or title?

82nd Avenue Transit Project - Portland International Airport business survey

Employee commutes

First, please tell us a little about your employees' commutes to work.

How many employees are at the PDX location of your business on an average day?

- ☐ 0
- ☐ 1-10
- ☐ 11-20
- ☐ 21-100
- ☐ More than 100

How do your employees primarily commute to work?

- ☐ Drive
- ☐ Bus
- ☐ MAX train
- ☐ Bike
- ☐ Walk
- ☐ Other (please specify)

Is parking provided free of charge for your employees?

- ☐ Yes
- ☐ No
- ☐ Partially
- ☐ If employees pay for parking, how much does it cost?

Does your business provide any incentives for employees who carpool, ride transit, bike, or walk to work?

- ☐ Yes
- ☐ No
- ☐ If yes, please explain.

Do you hear from your employees that getting to and from work is difficult?

- ☐ Yes
- ☐ No
- ☐ If yes, please explain.

What are the typical shift hours at your business?

82nd Avenue Transit Project - Portland International Airport business survey

Additional comments and follow up

Is there anything else you would like to tell the project team? Or do you have any questions about what a future Frequent Express bus service on 82nd Avenue could mean for your employees?

If you have questions or are available for a follow-up call with the project team, please provide your contact information. (Optional)

Name	<div></div>
Company	<div></div>
Email Address	<div></div>
Phone Number	<div></div>



82nd Avenue Transit Project - Cascade Station business survey

Introduction

Public agencies are working together to improve safe access and transit travel time on 82nd Avenue, from Portland to Clackamas Town Center.

We want to hear your feedback on your employee and customer transportation needs. Please complete this brief survey to help us better understand employee and customer travel behavior, typical shift hours and demand for transit.

This survey should take about 10 minutes. There are three pages of questions after this one. Thank you for your time!

What is the name of the business where you work?

What is your role or title?



82nd Avenue Transit Project - Cascade Station business survey

Employee commutes

First, please tell us a little about your employees' commutes to work.

How many employees are at the Cascade Station location of your business on an average day?

- ☐ 0
- ☐ 1-10
- ☐ 11-20
- ☐ 21-100
- ☐ More than 100

How do your employees primarily commute to work?

- ☐ Drive
- ☐ Bus
- ☐ MAX train
- ☐ Bike
- ☐ Walk
- ☐ Other (please specify)

Is parking provided free of charge for your employees?

- ☐ Yes
- ☐ No
- ☐ Partially
- ☐ If employees pay for parking, how much does it cost?

Does your business provide any incentives for employees who carpool, ride transit, bike, or walk to work?

- ☐ Yes
- ☐ No
- ☐ If yes, please explain.

Do you hear from your employees that getting to and from work is difficult?

- ☐ Yes
- ☐ No
- ☐ If yes, please explain.

What are the typical shift hours at your business?



82nd Avenue Transit Project - Cascade Station business survey

Customer travel

Next, please tell us a little about how your customers get to your business.

How many customers are at the Cascade Station location of your business on an average day?

- ☐ 0
- ☐ 1-10
- ☐ 11-50
- ☐ 51-100
- ☐ More than 100

How do your customers primarily travel to Cascade Station?

- ☐ Drive
- ☐ Bus
- ☐ MAX train
- ☐ Bike
- ☐ Walk
- ☐ Other (please specify)

Do you hear from your customers that getting to your business is difficult?

- ☐ Yes
- ☐ No
- ☐ If yes, please explain.



82nd Avenue Transit Project - Cascade Station business survey

Additional comments and follow up

Is there anything else you would like to tell the project team? Or do you have any questions about what a future Frequent Express bus service on 82nd Avenue could mean for your business?

If you have questions or are available for a follow-up call with the project team, please provide your contact information. (Optional)

Name

Company

Email Address

Phone Number



82nd Avenue Transit Project

Designing great bus service, Clackamas Town Center to Northeast Portland

Planning is underway to improve safe access and transit travel time while connecting people to essential jobs, education facilities, shopping, and community services.

Big improvements are coming to 82nd Avenue. Over the next three years, the Portland Bureau of Transportation's Building a Better 82nd project will construct critical safety and maintenance repairs, including more street lighting, new and upgraded crossings, smoother pavement, improved curbs ramps and upgraded traffic signals. A larger Civic Corridor Investment Strategy – focused on seven miles from Northeast Killingsworth Street to Southeast Clatsop Street – will prioritize longer-term improvements.

The Oregon Department of Transportation is also planning key improvements along 82nd Avenue, south of Portland in Clackamas County.

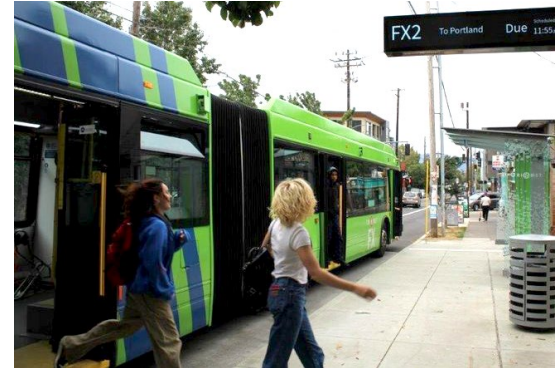
FX: Upgrade and replacement for Line 72 on 82nd Avenue

Along with these investments, partners from Clackamas County to Portland are working together to explore a transit investment that would replace the existing Line 72 bus on 82nd Avenue with TriMet FX™ – the agency's new Frequent Express service.

FX will bring faster, more reliable transit service with new stations along 82nd Avenue, making it easier, safer and more comfortable for people to get around.

The bus currently serving 82nd Avenue – TriMet's Line 72 – has the highest ridership of any bus line in greater Portland. Though it carries more people than the MAX Orange or Yellow or lines, it shares the road with automobiles, freight and local deliveries.

The current buses are often crowded and get stuck in traffic. Many of the stops are spaced too closely for efficiency, and they lack amenities like shelters, lighting and digital displays featuring real-time arrival information.



FX service on Division Street. Partners are working to bring FX to 82nd Avenue along with other improvements.



82nd Avenue Transit Project Steering Committee

- Metro
- TriMet
- City of Portland
- ODOT
- Multnomah County
- Clackamas County
- Port of Portland
- 82nd Avenue Business Alliance
- Clackamas Resource Center
- Oregon Walks
- Oregon State Legislature
- Unite Oregon

Why FX™ for 82nd Avenue?

- Safer ways for people to get to the bus with better crosswalks, sidewalks, and street lighting.
- More seating and space with longer buses (room for 60% more riders) and easier loading for wheelchairs and strollers.
- More doors make it easier and quicker for people to get on and off, improving bus trip speed and reliability.
- Dedicated lanes and signal priority to get buses around car traffic.
- Bus stations with shelters, seating, lighting and real-time bus arrival information.

Planning process

Metro and TriMet are leading the planning process for the 82nd Avenue FX service. Upgrading to FX would require federal funding for full design and construction. This first step to qualify for federal grants is for partners to determine a route and general station locations.

Partners are exploring potential station locations between Clackamas Town Center and a yet-to-be determined turnaround point north of Sandy Boulevard.

This could also mean changes to the part of Line 72 that currently serves Killingsworth Street and other destinations to the west. Riders whose trips include both the 82nd and Killingsworth portions of today's Line 72 would need to transfer between the new FX line and bus service for Killingsworth.

The Killingsworth line would have at least the same level of service as today. Future public discussions will help decide how best to serve and provide good connections for riders.

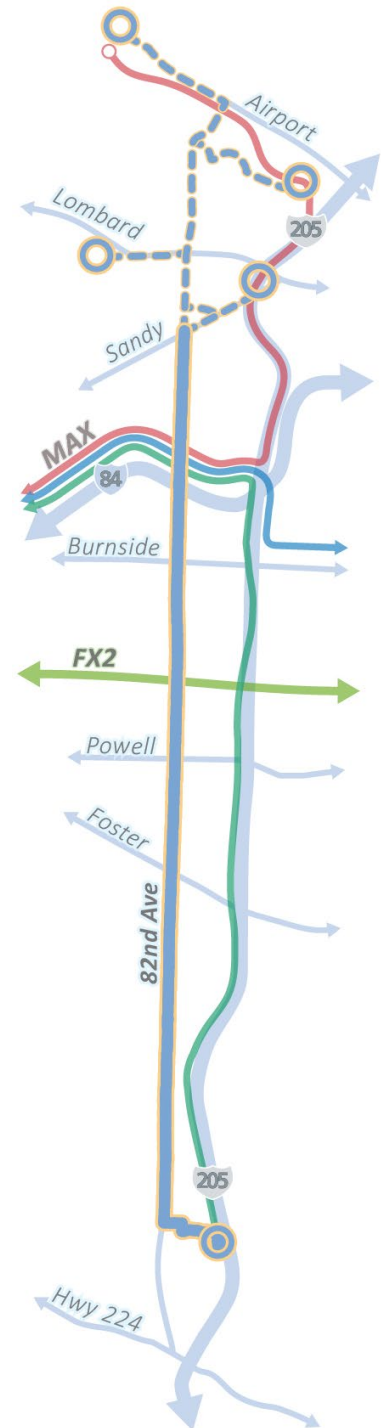
The project's steering committee – made up of elected officials, agency leaders and community representatives – is expected to select the route, station areas and northern turnaround point in the spring of 2024. If supported by all partners, Metro and TriMet will then apply for federal funding to continue design and community engagement.

Construction could begin as early as 2028, and FX service could start running on 82nd Avenue as early as 2030.

What do you think?

Visit oregonmetro.gov/82ndtransit to learn more about FX service and give your thoughts on potential station locations.

Partners are analyzing data about current and future ridership and will bring that information and potential options for the northern turnaround to the community to ask for input this fall.



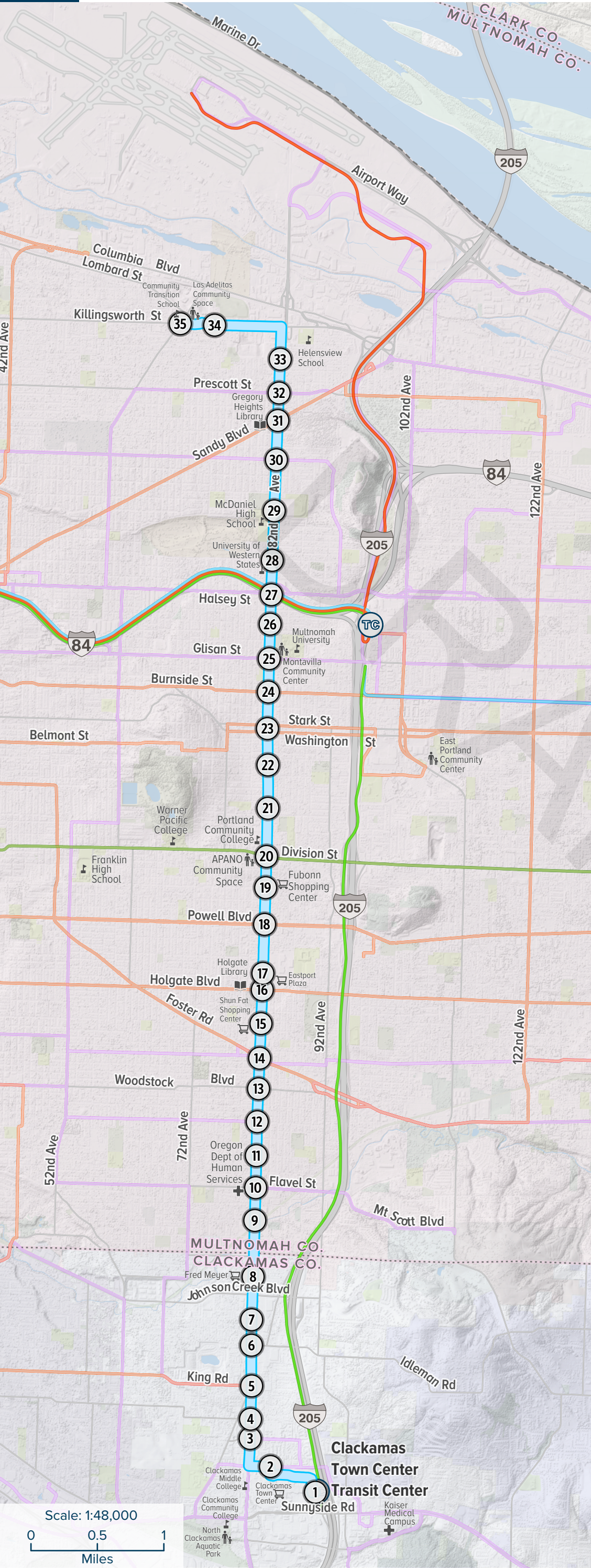
82nd Avenue Transit Project Steering Committee Locally Preferred Alternative

The recommended Locally Preferred Alternative for high-capacity transit in the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general station locations indicated on the attached map, operating between Clackamas Town Center Transit Center and the Cully Boulevard and Killingsworth Street area.



82nd Avenue Transit Project

Locally Preferred Alternative



Elements of Locally Preferred Alternative

Frequent express bus rapid transit route

General station location

Transit Network

Green MAX line

Red MAX line

Blue MAX line

Blue, green, red MAX lines

FX-2 frequent express service bus line

Frequent service bus line

Other bus line

Transit center

Community space

Medical facility

School

Major shopping hub

Library

Map Key	Proposed General Station Locations
1	Clackamas Town Center Transit Center
2	Clackamas Town Center
3	SE Causey Ave & SE 82nd Ave
4	South of SE Boyer Dr (Winco) & SE 82nd Ave
5	SE King Rd & SE 82nd Ave
6	SE Otty Rd & SE 82nd Ave
7	SE Overland St & SE 82nd Ave
8	SE Lindy St & SE 82nd Ave
9	SE Crystal Springs Blvd & SE 82nd Ave
10	SE Flavel St & SE 82nd Ave
11	SE Bybee & SE 82nd Ave
12	SE Duke St & SE 82nd Ave
13	SE Woodstock St & SE 82nd Ave
14	SE Foster Rd & SE 82nd Ave
15	SE Raymond St & SE 82nd Ave
16	SE Holgate Blvd & SE 82nd Ave
17	SE Boise St & SE 82nd Ave
18	SE Powell Blvd & SE 82nd Ave
19	SE Woodward St & SE 82nd Ave
20	SE Division St & SE 82nd Ave
21	SE Mill St & SE 82nd Ave
22	SE Taylor Ct & SE 82nd Ave
23	SE Stark St / SE Washington St & NE 82nd Ave
24	E Burnside St & NE 82nd Ave
25	NE Glisan St & NE 82nd Ave
26	NE Holladay St & NE 82nd Ave
27	I-84 & NE 82nd Ave
28	NE Tillamook St & NE 82nd Ave
29	McDaniel High School & NE 82nd Ave
30	NE Fremont St & NE 82nd Ave
31	NE Sandy Blvd & NE 82nd Ave
32	NE Prescott St & NE 82nd Ave
33	NE Alberta St & NE 82nd Ave
34	NE Lombard St & NE 72nd Ave
35	NE Cully Blvd & NE Killingsworth St

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE)	RESOLUTION NO. 25-5495
LOCALLY PREFERRED ALTERNATIVE FOR)	
THE 82 ND AVENUE TRANSIT PROJECT)	Introduced by Chief Operating Officer
)	Marissa Madrigal in concurrence with
)	Council President Lynn Peterson

WHEREAS, Metro is the directly elected regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council together serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions, including endorsing locally preferred alternatives for major projects in the region; and

WHEREAS, Metro's adopted long-range blueprint for the region, the 2040 Growth Concept, reflects a commitment to create prosperous and sustainable communities for present and future generations and guides the region's land use and transportation development in alignment with it; and

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the 2040 Growth Concept and emphasizes outcomes, system completeness and measurable performance in order to realize adopted land use plans, and hold the region accountable for making progress toward regional goals focused on climate, equity, safety, mobility and thriving economy; and

WHEREAS, the 2023 RTP identifies the 82nd Avenue Corridor as a Tier 1 High Capacity Transit Corridor on the 2030 Constrained project list; and

WHEREAS, Metro's Transportation Funding Task Force also designated the 82nd Avenue Corridor as a Tier 1 priority in their 2019 Recommendation for Corridor Investments and underscored the need to complete corridor planning to facilitate longer-term corridor investments; and

WHEREAS, the 2023 High Capacity Transit Strategy identified 82nd Avenue as a Tier 1 corridor for high capacity transit investment; and

WHEREAS, this corridor has higher than average regional population of people living below the poverty line; and

WHEREAS, TriMet's Line 72 bus on 82nd Avenue is the highest ridership bus line in the TriMet system; and

WHEREAS, current transit service within the corridor experiences significant delay and travel time costs for transit dependent riders; and

WHEREAS, 82nd Avenue was identified as a High Injury Corridor in the 2023 RTP and there were 242 serious injuries and fatalities on the corridor between 2012 and 2022; and

WHEREAS, the City of Portland and the Oregon Department of Transportation have transferred the portion of 82nd Avenue between Clatsop Street and Killingsworth Street from state to city ownership, and the City of Portland has begun investing in safety and maintenance on 82nd Avenue and developed a plan to reenvision this part of the corridor; and

WHEREAS, in June 2022, Metro convened a Steering Committee led by Metro Councilors from District 2 and District 6 with local elected officials, representatives of project partner agencies and community members. The committee was charged with recommending a Locally Preferred Alternative (LPA) and funding strategy for high-capacity transit on the 82nd Avenue corridor; and

WHEREAS, the LPA was endorsed by the Board of Clackamas County Commissioners, the Oregon Department of Transportation, and the Port of Portland with letters of support dated April 29, 2025 (anticipated), XXX, and XXX, respectively; and

WHEREAS, the City of Portland City Council unanimously adopted Resolution Number 2025-093 on May 7, 2025 (anticipated), endorsing the LPA with Conditions of Approval; and

WHEREAS, the Multnomah County Board of Commissioners unanimously adopted Resolution Number 2025-023 on April 17, 2025, endorsing the LPA; and

WHEREAS, the TriMet Board of Directors unanimously adopted Resolution Number 25-03-15 on March 26, 2025, recommending confirmation of the LPA; and

WHEREAS, on May 15, 2025 (anticipated), JPACT made a recommendation to the Metro Council on endorsing the 82nd Avenue Transit Project LPA; and

WHEREAS, it is expected that Metro Council and JPACT will consider an amendment to the 2023 RTP to include the 82nd Avenue Transit Project LPA in 2026; and

WHEREAS, the Metro Councilors from District 2 and District 6 will continue to provide guidance for the project through the design process as part of TriMet's Policy and Budget Committee; and

WHEREAS, the 82nd Avenue Transit Project Steering Committee met numerous times, heard public input and testimony, and unanimously recommended the LPA for adoption on January 16, 2025; including the mode of transportation, alignment, and general station locations; now therefore,

BE IT RESOLVED that the Metro Council hereby:

1. Endorses the 82nd Avenue Transit Project Locally Preferred Alternative as described in the attached Exhibit A.
2. Directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the 82nd Avenue Transit Project Locally Preferred Alternative for consideration by JPACT and the Metro Council in 2026.

ADOPTED by the Metro Council this ____ day of June 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

DRAFT

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: April 23, 2025
To: Transportation Policy Alternatives Committee members and interested parties
From: Eliot Rose, Senior Transportation Planner
Subject: Portland-Vancouver area Comprehensive Climate Action Plan: review transportation and measures and scenarios

Purpose

The purpose of this item is to collect feedback from TPAC on the transportation-related greenhouse gas (GHG) reduction measures that are being considered for inclusion in the Comprehensive Climate Action Plan (CCAP) for the Portland-Vancouver metropolitan area—in particular, whether these measures correctly reflect adopted local and regional transportation plans. The CCAP team is seeking feedback from TPAC on the following questions:

- Do the recommended CCAP transportation measures and scenarios reflect adopted local and regional plans?
- Are there opportunities to better align these measures and scenarios with adopted plans?
- Which of the potential CCAP transportation measures are a high priority?
- What documents can help us better understand the costs and benefits of high-priority potential measures?

Introduction

In 2023, Metro received a Climate Pollution Reduction Grant (CPRG) Planning Grant from the US Environmental Protection Agency (EPA). The grant supports planning work to create a regional climate action plan for the Portland-Vancouver metropolitan area. Metro is leading this work in close coordination with regional partners.

This grant funds Metro to produce three deliverables over the four-year grant period:

- A **Priority Climate Action Plan (PCAP)**, submitted in February 2024, that identified high-priority, implementation-ready greenhouse gas (GHG) reduction measures that could be delivered with current staffing and funded with available resources—including competitive CPRG implementation grants that EPA made available in Spring 2024.¹
- A **Comprehensive Climate Action Plan (CCAP)**, due at the end of 2025, that includes a comprehensive inventory of GHG emissions for the metro area and a set of proposed measures to reduce emissions.
- A **status report**, due late 2027, that updates EPA on the status of the actions identified in the PCAP and CCAP.

Metro staff are seeking feedback from Metro policy and technical committees that will shape development of the CCAP.

¹ Metro and partner agencies submitted 5 applications for implementation grants in April 2024 totaling roughly \$100 million. None of these applications were funded, but Oregon received funding for a statewide implementation grant for \$197 million focuses on reducing emissions from waste and materials, buildings, and transportation, which are the largest contributors to climate pollution in Oregon. Oregon's grant includes resources for local and regional climate programs that focus on reducing emissions in each of these three areas. See <https://www.oregon.gov/deq/ghgp/Documents/CPRGVisual-ODOE.pdf> for a summary of how the state plans to spend these funds.

The CCAP is the most comprehensive climate plan that Metro has ever developed and is a valuable opportunity to advance Metro's climate leadership. Building on the PCAP, the CCAP will provide a unifying framework for addressing climate in the Portland-Vancouver metropolitan area that:

- Strengthens coordination on climate by identifying the GHG reduction measures that are most cost-effective and implementation-ready and describing where, when and how they could be implemented.
- Identifies policy and process changes that can help local and regional governments combat climate change more effectively.
- Clarifies how state, regional and local governments can best work together to combat climate change given their overlapping and complimentary roles.
- Supports Metro and its partner agencies in pursuing state, foundation, and federal funding to implement projects that benefit the climate.

The CCAP team identified **a list of measures that are being considered for the CCAP based on engagement** (more details about CCAP engagement can be found in Attachment 1) **and a review of existing climate action plans** from across the metropolitan area. The CCAP team is now working to identify which of these measures should be included in the draft plan. For each of these measures, the plan must:

- **Quantify the anticipated GHG reductions, cost, and cost-effectiveness**
- Demonstrate that Metro and other CCAP partners either:
 - have the **authority and resources** to implement the measure, or
 - have a credible path to getting the **authority and resources** needed to implement the measure

These are not only requirements of the grant that funds the CCAP, they are also best practices in ensuring that the region is ready to implement these measures and deliver the anticipated benefits as opportunities arise. Meeting these requirements starts with capturing the many GHG reduction measures that are captured in current local and regional transportation plans, and aligning measures with the approaches, assumptions, and resources identified in these plans. TPAC members helped to guide the creation of many current local and regional transportation plans, and **the CCAP team is seeking TPAC's feedback to ensure that the transportation measures in the CCAP are aligned with these plans.**

Recommended CCAP transportation measures

The region has already identified many promising measures to reduce GHG emissions from transportation in plans including the regional Climate Smart Strategy, the Regional Transportation Plan, and local transportation system plans and climate action plans. **Metro staff recommend that the CCAP include all GHG reduction measures that are captured in existing plans and that have quantifiable, regionally significant impacts and that are captured in existing plans.**

Table 1 below summarizes these measures. It describes how the CCAP team is planning to quantify these measures based on existing plans, and defines scenarios that the team will use to explore the potential range of implementation, costs, and GHG impacts for each measure. Staff are seeking TPAC's feedback on the assumptions described in the table below, which will help the us capture the GHG benefits and costs of these actions accurately as we develop the draft plan.

Table 1 includes the following information:

- **Measure:** a brief description of the measure.
- **Method:** the method that the CCAP team is proposing to use to analyze the GHG impacts of the measure. Many of these methods are drawn from the California Air Pollution Control

Officers' Association (CAPCOA) GHG Handbook, which summarizes methods and data that can be used to quantify different GHG reduction measures. More information on these methods can be found on the Handbook website.²

- **Data source(s):** Lists the plans or other documents from which the CCAP team proposes to collect the data needed to analyze each measure.
- **Applies to:** Describes what types of transportation emissions (e.g., light vs. heavy-duty emissions, emissions from certain communities) are likely to be impacted by the measure.
- **Low, medium and high scenario assumptions:** The team is working to identify a range of scenarios that represent different potential implementation levels for each measure. This will allow us to explore different pathways to meeting climate targets. These columns describe the assumptions behind each scenario, which are drawn from the source plans and documents. The team has not yet identified a full range of scenarios for all measures.

² https://www.caleemod.com/handbook/chapter_3_1transportation.html contains links to the recommended methodologies for all CAPCOA methods referenced below.

Table 1: Summary of recommended CCAP transportation measures

Measure	Method	Data source(s)	Applies to	Low scenario assumptions	Medium scenario assumptions	High scenario assumptions
High capacity transit (HCT) service	CAPCOA T-28	<ul style="list-style-type: none"> Metro High Capacity Transit Strategy HCT project evaluations 	Light-duty travel in the Metro and RTC regions	<ul style="list-style-type: none"> Applies to HCT tier 1 (21% of regional revenue hours) 14% speed increase due to HCT 12 min avg headways for HCT (vs. 15 for other service) No BRT design features 	<ul style="list-style-type: none"> Applies to HCT tier 1&2 (30% of regional revenue hours) 17% speed increase due to HCT 10 min avg headways for HCT (vs. 15 for other service) Low level of BRT design 	<ul style="list-style-type: none"> Applies to HCT tier 1&2 (30% of regional revenue hours) 20% speed increase due to HCT 10 min avg headways for HCT (vs. 15 for other service) High level of BRT design
Implement transit priority via street or signal redesign	CAPCOA T-28	<ul style="list-style-type: none"> Metro High Capacity Transit Strategy HCT project evaluations RTP Enhanced Transit Corridor (ETC) projects TriMet FX2 performance report 	Light-duty travel in the Metro region	<ul style="list-style-type: none"> Applies to HCT tier 3 and ETC corridors (26% of regional revenue hours) 8% speed increase due to prioritization 	<ul style="list-style-type: none"> Applies to HCT tier 3+4 and ETC corridors (29% of regional revenue hours) 8% speed increase due to prioritization 	<ul style="list-style-type: none"> Applies to HCT tier 3+4 and ETC corridors (29% of regional revenue hours) 10% speed increase due to prioritization
Implement planned transit service	2023 RTP VisionEval analysis	<ul style="list-style-type: none"> 2023 RTP Appendix M 	Light-duty travel in the Metro and RTC regions	<ul style="list-style-type: none"> 2023 RTP constrained transit service (134% increase over current levels) 	<ul style="list-style-type: none"> 2023 RTP strategic transit service (191% increase over current levels) 	<ul style="list-style-type: none"> 2023 RTP Target 1 scenario (237% increase over current levels; additional service is assumed to be funded through re-investment of congestion pricing revenues in additional transit service)
Build new bicycle and pedestrian facilities ³	CAPCOA T-18 and T-20	<ul style="list-style-type: none"> Metro and RTC RTPs 	Light-duty travel across the entire MSA	<ul style="list-style-type: none"> Applies to facilities in the RTP short-term constrained project list (15% increase in bike facility miles, 13% increase in ped facility miles) 	<ul style="list-style-type: none"> Applies to facilities in the RTP constrained project list (36% increase in bike facility miles, 34% increase in ped facility miles) 	<ul style="list-style-type: none"> Applies to facilities in the RTP bike-ped vision (129% increase in bike facility miles, 135% increase in ped facility miles)

³ The calculations for this measure count trails as both bicycle and pedestrian facilities.

Measure	Method	Data source(s)	Applies to	Low scenario assumptions	Medium scenario assumptions	High scenario assumptions
				<ul style="list-style-type: none"> Assumes proportional increase across the rest of the MSA 	<ul style="list-style-type: none"> Assumes proportional increase across the rest of the MSA 	<ul style="list-style-type: none"> Assumes proportional increase across the rest of the MSA
Implement regional land use plans	CAPCOA T-1, T-2, and T-3	2040 Growth Vision Historical data on regional growth	Light-duty travel in the Metro and RTC regions	<ul style="list-style-type: none"> The forecasted share of regional growth (38.4%) occurs in regional centers.⁴ Centers develop at current average densities (6.5 DU/ac residential, 3.7 jobs/ac employment) 	<ul style="list-style-type: none"> The forecasted share of regional growth (38.4%) occurs in regional centers.⁴ Centers develop to Orenco-level densities (10.5 DU/ac residential, 5.0 jobs/ac employment) 	<ul style="list-style-type: none"> A higher-than-forecasted share of regional growth (41.2%) occurs in regional centers.⁴ Centers develop to Hollywood-level residential densities (12.1 DU/ac) and Lake Grove-level job densities (20/6 jobs/ac)
Implement transit-oriented development programs	CAPCOA T-1, T-2, and T-3	Metro TOD program strategy and evaluation	Light-duty travel in the Metro region (and other regions if data is available)	<ul style="list-style-type: none"> Metro TOD program is implemented at 2023 levels 113 units per year, 100% affordable TOD program achieves existing levels of mode shift 	<ul style="list-style-type: none"> Metro TOD program is implemented at average 2017-24 levels (568 units per year, 72% affordable) TOD program achieves existing levels of mode shift 	<ul style="list-style-type: none"> Metro TOD program is implemented at 2020 levels (996 units per year, 75% affordable) TOD program achieves existing levels of mode shift
Price and manage parking	2023 RTP VisionEval analysis	2023 RTP parking assumptions (appendix M)	Light-duty travel in the Metro region	<ul style="list-style-type: none"> Applies to places that already price parking Assumes prices remain at current levels 	<ul style="list-style-type: none"> Applies to places that already price parking and Climate-friendly areas Assumes parking management only in most CFAs prices increase at inflation + 1.5% each year beginning in 2030 	<ul style="list-style-type: none"> Applies to places that already price parking and Climate-friendly areas Assumes parking management only in most CFAs prices increase at inflation + 1.5% each year beginning in 2025

⁴ “Centers” as defined for this measure includes 2040 centers, station communities, and mixed-use residential zones, which are Metro’s basis for reporting climate-friendly development under the Climate-Friendly and Equitable Communities rules.

Measure	Method	Data source(s)	Applies to	Low scenario assumptions	Medium scenario assumptions	High scenario assumptions
Implement congestion pricing	2023 RTP VisionEval analysis	Statewide transportation strategy (STS) pricing assumptions	All travel in the Metro region	<ul style="list-style-type: none"> No congestion pricing 	<ul style="list-style-type: none"> STS pricing on the throughway network (avg \$0.17/mi.) 	<ul style="list-style-type: none"> STS pricing on the throughway network (avg \$0.17/mi.) Other STS per-mile fees (avg \$0.20/mi.)
Implement a regional renewable diesel standard	GHG inventory analysis	Portland renewable fuels standard CCAP GHG inventory	Heavy-duty travel in the Metro / RTC region		<ul style="list-style-type: none"> Reduces use-phase emissions from diesel by 100% and total emissions from diesel by 65% 	
Require the use of clean fuels in construction projects	GHG inventory analysis	CCAP GHG inventory Peer agency requirements	Off-road heavy-duty travel in the Metro / RTC region		<ul style="list-style-type: none"> Reduces use-phase emissions from diesel by 100% and total emissions from diesel by 65% 	

Potential CCAP transportation measures

Throughout the development of the CCAP, the team has heard many ideas about additional transportation GHG reductions measures that aren't well captured in current plans. In order to include any of these measures in the CCAP, the team needs more detailed feedback about how to capture and analyze them. The CCAP team does not have the capacity to fully develop all of these measures; we need to focus our efforts on the measures that are high priorities for partners and/or have higher GHG reduction potential.

Table 2 below summarizes screening results that the CCAP team used to assess the suitability of these measures for inclusion in the CCAP, as well as feedback from the Team and from Climate Partners' Forum members on each measure. Screening criteria are defined as follows:

- **MSA-wide GHG reduction potential:** estimated technical emissions reduction potential if the measure were fully implemented, using the following scale:
 - **Very high:** Reduction potential of this measure for total MSA-wide emissions is >2%
 - **High:** Reduction potential of this measure for total MSA-wide emissions is 0.5-2%
 - **Med:** Reduction potential of this measure for total MSA-wide emissions is 0.2-0.5%
 - **Low:** Reduction potential of this measure for total MSA-wide emissions is <0.2%
 - **N/A** (little to none): Reduction potential not estimated to be quantifiable/have measurable impact on its own (0%)
- **Community feedback alignment:** rated based on community priorities in adopted climate action plans and with feedback received during the first CCAP online open house, which was held in December 2024-January 2025.⁵
 - **High:** the measure aligns with priorities expressed by community members through prior plans (i.e., multiple community-led climate justice plans and/or regional outreach and planning efforts focused have identified the action as a priority AND the measure was one of the top 3 most highly-rated for the associated GHG emissions sector from the online open house.
 - **Med:** the measure aligns with priorities expressed by community members through prior plans (i.e., multiple community-led climate justice plans and/or regional outreach and planning efforts focused have identified the action as a priority OR the measure was one of the top 3 most highly-rated for the associated GHG emissions sector from the online open house.
 - **Low:** neither of the above.
- **Scalability:** rated based on source climate action plans (CAPs) and on project team judgment:
 - **High:** this measure appears as a priority in 3+ source CAPs and the project team believes there is potential to scale it up across the MSA based on the background resources reviewed.
 - **Med:** this measure appears as a priority in 1-2 source CAPs or forum survey responses and the project team believes there is potential to scale it up across the MSA based on the background resources reviewed.
 - **Low:** this measure does not appear to be a priority for multiple agency partners, nor does it appear scalable to the MSA.
- **Implementation readiness:** rated based on team review of partner authority and resources:

⁵ See the February TPAC meeting packet for a detailed discussion of the results of the online open house.

- **High:** The organizations who would lead implementation of this measure have the resources AND the authority they need to begin implementing this action.
- **Med:** The organizations who would lead implementation of this measure have either the resources OR the authority they need to begin implementing this action, but not both.
- **Low:** The organizations who would lead implementation of this measure have neither the resources NOR the authority they need to begin implementing this action, but not both.

The team is seeking TPAC's feedback on which of these measures are a priority for partners, and on where we might find the necessary information to complete the analysis required in the CCAP. This feedback will guide the team on how to further develop these measures and enable us to include them in the plan if we find that the recommended measures described in the previous section do not meet the GHG reduction targets in the CCAP.

Table 2: Summary of potential CCAP transportation measures

Measure	MSA-wide GHG reduction Potential	Community feedback alignment	Scalability	Implementation readiness	Prior feedback from the CCAP Team / Climate Partners' Forum
Expand the use of electric buses in the region's transit fleets	Med	Low	Low	Med	This measure can be quantified, but the benefits are small given that the majority of the regional bus fleet already uses R99 biodiesel, a relatively clean fuel.
Install more electric vehicle chargers in publicly accessible locations and at multifamily housing	Med	Low	Med	Low	This is an important action with respect to equitable electrification, but the team has not identified any local/regional electrification plans to draw upon in quantifying it. Also, installing chargers in existing multifamily housing can be very challenging, and the team is not aware of any examples of peer agencies succeeding at scale in that approach.
Provide outreach and education to help people make use of transportation options	Low	Med	High	High	The GHG impact of outreach and education programs varies widely, and depends heavily on the extent to which these programs are coordinated with new transit service and multimodal projects, which can make this measure challenging to analyze. At the same time, this measure helps amplify the impacts of the transit and bike/ped-related strategies above. The CCAP team recommends capturing this measure by assuming higher levels of implementation for those other measures instead of quantifying it separately.
Use technology to manage the transportation system	Med	Low	Med	Med	See note above re: outreach and education programs, which also applies to this measure.
Offer incentives for e-bike and e-scooter use	Low	Med	Low	Low	This measure represents an opportunity for local and regional agencies to fill gaps in state-level transportation electrification strategies, which tend to focus on vehicles. This is a novel approach, and the CCAP team needs more input on how it would be funded and how broadly it might apply to include it in the plan.

Measure	MSA-wide GHG reduction Potential	Community feedback alignment	Scalability	Implementation readiness	Prior feedback from the CCAP Team / Climate Partners' Forum
Implement Cascadia high-speed rail					This measure was added later than others and has not yet been screened. High-speed rail is expected to reduce GHGs significantly once it is built, but construction won't begin until 2035 at the earliest, and many of the associated reductions occur outside of the MSA and are therefore outside the scope of the CCAP. High speed rail is complex and costly to build; the CCAP team is interested in feedback on whether partners see this as a viable measure.
Reduce port emissions by X%					This measure was added later than others and has not yet been screened. The Port of Portland has received a Clean Ports grant to identify GHG reduction opportunities at the MSA's largest port. This work will happen after the CCAP is complete, but the CCAP could incorporate the GHG reduction goal from the Port's plan and point to the final plan for detail on the implementation measures.

Discussion and next steps

Discussion questions

The CCAP team is seeking feedback from TPAC on the following questions:

- Do the recommended CCAP transportation measures and scenarios reflect adopted local and regional plans?
- Are there opportunities to better align these measures and scenarios with adopted plans?
- Which of the potential CCAP transportation measures are a high priority?
- What documents can help us better understand the costs and benefits of high-priority potential measures?

Next steps

- Today: The CCAP will update the recommended and potential measures based on the feedback we receive.
- Over the coming weeks: The team will complete its analysis of GHG reductions and costs for each measure. The feedback that TPAC provides today will help make that analysis as accurate as possible.
- June 17 Climate Partners' Forum meeting (online from 1:30-3 PM) The team will recommend one or more scenarios that meet the CCAP climate targets and collect feedback from Forum members on selecting and further refining these scenarios. Each scenario will consist of multiple measures and recommended implementation levels for each measure.
- July 11 TPAC: The team will share a draft plan, including the recommended scenarios and a summary of feedback received from the Climate Partners' Forum, for feedback.

Attachment 1: Comprehensive Climate Action Plan Engagement Activities

This attachment lists planned engagement activities to support development of the Comprehensive Climate Action Plan in 2024 and 2025. These engagement activities build on past climate action planning and community priorities identified through extensive engagement conducted during development of the 2023 Regional Transportation Plan, the Climate Smart Strategy, the Regional Waste Plan and other local and regional climate planning.

Climate Partners' Forum Meetings

Audience: Public agencies and community organizations

Purpose: Seek feedback from public agencies and community organizations on key elements of the EPA-funded Comprehensive Climate Action Plan and promote collaboration among partner organizations that are doing climate work. Led by Metro's PD&R Department, other Metro departments participate in the Forum, including Metro's WPES Department and Metro's Housing Department. See Attachment 1 for a complete list of participating organizations. The Forum meets 9 times throughout the development of the CCAP:

- July 23, 2024
- October 29, 2024
- December 17, 2024
- March 18, 2025
- April 15, 2025
- June 17, 2025
- August 19, 2025
- October 21, 2025
- December 16, 2025

Online Open Houses

Audience: Members of the general public

Purpose: Seek feedback from the general public. Led by Metro's PD&R Department, other Metro departments help to develop the open house content, including Metro's WPES and Housing Departments. The first online open house concluded in January 2025 and requested feedback on which climate actions best meet the needs of their communities to help the CCAP prioritize actions that help save money, increase resiliency, or offer other co-benefits. The second online open house is planned for July 2025 and will seek feedback on the draft CCAP.

1:1 Meetings with Project Partners

Audience: Agencies, businesses or non-profits that are focused on supporting specific climate actions

Purpose: Identify opportunities to engage for people who are interested in supporting specific actions or providing feedback on specific sections of the CCAP.

Regional Advisory Committees and County-level Coordinating Committees

Audience: TPAC, MTAC, MPAC, JPACT, RTAC, SW RTC and county-level coordinating committees

Purpose: Provide an update on the Comprehensive Climate Action Plan and request feedback on climate targets and actions to be included in the draft and final CCAP before Metro Council considers endorsement of the plan in November 2025.

Metro Council Updates and Meetings

Audience: Metro Council

Purpose: Provide updates on the Comprehensive Climate Action Plan, seek feedback on climate targets and actions to be included in the plan and request Council endorsement of the plan at the end of the process.

2025 Metro Council and Regional Advisory Committee Discussions

The Metro Council and regional advisory committees provide feedback to support development of the Comprehensive Climate Action Plan in 2025.

- **2/7/25 - TPAC meeting:** review results from recent analyses and outreach and provide feedback on climate targets and proposed GHG reduction measures
- **2/19/25 - MTAC meeting:** review results from recent analyses and outreach and provide feedback on climate targets and priority measures
- **5/2/25 - TPAC meeting:** provide feedback on aligning land use and transportation measures with regional plans
- **5/20/25 - Metro Council work session:** provide feedback on climate targets, proposed strategies and proposed Council endorsement action
- **5/21/25 - MTAC meeting:** provide feedback on aligning land use and transportation measures with regional plans
- **5/22/25 - JPACT meeting:** provide feedback on climate targets and proposed GHG reduction measures
- **5/28/25 - MPAC meeting:** provide feedback on climate targets and proposed GHG reduction measures
- **May-June 2025:** opportunity for county coordinating committees to provide feedback on land use and transportation measures.
- **7/11/25 - TPAC meeting:** provide feedback on the draft CCAP
- **7/16/25 - MTAC meeting:** provide feedback on the draft CCAP
- **7/17/25 - JPACT meeting:** provide feedback on the draft CCAP
- **7/23/25 - TPAC meeting:** provide feedback on the draft CCAP
- **July-August 2025:** opportunity for county coordinating committees to provide feedback on the draft CCAP
- **9/9/25 - Metro Council work session:** review results of second online open house and partner feedback received to date, provide feedback on the draft CCAP
- **11/13/25 - Metro Council meeting:** consider endorsement of the final CCAP by resolution

Metro Climate Partners' Forum members

Metro is convening the Climate Partners' Forum to serve as the technical steering group for Metro's EPA-funded Climate Pollution Reduction Grant (CPRG). The Forum provides feedback on key elements of CPRG deliverables, such as greenhouse gas inventories, reduction measures, the Priority Climate Action Plan (PCAP) and the Comprehensive Climate Action Plan (CCAP). The Forum consists of staff from public agencies, community-based organizations, and environmental non-profits who are engaged in climate work, and includes representation from Metro departments that have an external-facing role in cutting climate pollution. Members help to ensure that CPRG-funded plans are coordinated with and supportive of partner organizations' climate efforts.

The Forum is an open body; any eligible organization is welcome to join at any time, and organizations may send different staff to different meetings based on their capacity and/or on the topic at hand. Below is a list of organizations that have participated in recent Forum meetings.

Public agencies

- Beaverton
- Clackamas County
- Clark County
- Columbia County
- Gresham
- Hillsboro
- Lake Oswego
- Milwaukie
- Multnomah County
- Oregon Department of Transportation
- Oregon Department of Environmental Quality
- Port of Columbia County
- City of Portland
- Portland Public Schools
- Southwest Washington Regional Transportation Commission
- Skamania County
- Southwest Clean Air Agency
- Tualatin Hills Park and Recreation District
- Tigard
- TriMet
- Tualatin
- Vancouver
- Washington County

Community-based organizations and environmental non-profits

- Blueprint Foundation
- Earth Advantage
- Energy Trust of Oregon
- Fourth Plain Forward
- Getting There Together
- Latino Network
- Neighbors for Clean Air
- Oregon Walks
- The Street Trust
- WorkSystems

Metro departments

- Capital Asset Management
- Government Affairs and Policy Development
- Housing
- Parks and Nature
- Planning, Development and Research
- Waste Prevention and Environmental Service

Attachment 1: 28-30 Regional Flexible Fund Step 2
Illustrative Concept No. 1: Combined Emphasis on RTP Goal Areas and Design (if applicable)

Project	Project Description	Activity	Applicant	Coordinating Committee	Overall Score	Overall Score Rank by Activity	Total Regional Flexible Fund Request	Total Cost Estimate
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	On NE 223rd Ave in Fairview and Wood Village, develop a corridor safety plan that inclusively engages the community in identifying priorities and evaluating design alternatives. Advance readiness for priority construction projects to fill complete street gaps and install safety countermeasures.	Project Development	Multnomah County	East Multnomah County	81.41	1 of 5 Project Development	\$ 897,300	\$ 1,000,000
NE Glisan St: 82nd Avenue Multimodal Safety and Access	The project will reorganize travel lanes from 82nd Avenue to I-205, add new separated bicycle lanes from 80th Avenue to 102nd Avenue, improve bus priority approaching 82nd Avenue, and provide enhanced crossings at key intersections. The project includes enhanced crossings at 84th Avenue, 90th Avenue, and 92nd Avenue, and includes sidewalk widening from 92nd Avenue to I-205. The existing pedestrian and bike crossing at 87th Avenue will be further enhanced, and the signals at both entrances to I-205 will be modified.	Construction	Portland BOT	Portland	70.97	1 of 19 Construction	\$ 7,577,698	\$ 8,445,000
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdsale Avenue	Construct a sidewalk and a cycle track on both sides of the street to improve safety for pedestrians and bicyclists.	Construction	Gresham	East Multnomah County	60.58	2 of 19 Construction	\$ 4,067,495	\$ 4,533,038
NE MLK Jr Blvd Safety and Access to Transit	New enhanced crossings and signal modifications along NE MLK Jr Blvd (NE Hancock to NE Lombard St) at key locations. In addition to enhanced pedestrian crossings, the project with improve intersection lighting.	Construction	Portland BOT	Portland	60.56	3 of 19 Construction	\$ 4,879,517	\$ 5,438,000
Beaverton Creek Trail: Merlo Road Improvements	Design and construct a multi-use trail on the south side of Merlo Road between Tualatin Nature Park and 170th Ave. to close a key gap in the Beaverton Creek Trail.	Construction	Washington County	Washington County	60	4 of 19 Construction	\$ 6,640,700	\$ 7,401,700
Cedar Mill Better Bus and Access to Transit Enhancements	The Cedar Mill Safe Access to Priority Transit Corridors project scope includes transit signal priority improvements, enhanced pedestrian crossings, and lane reconfigurations along Cornell and Barnes roads within the Cedar Mill Town Center.	Construction	Washington County	Washington County	59.71	5 of 19 Construction	\$ 5,252,300	\$ 6,690,000
NE Prescott St: 82nd Ave Multimodal Safety and Access	This project will redesign Prescott Street to increase crossing access, signals, and bike lanes. It implements a priority project from the Building a Better 82nd Ave Plan and supports the future 82nd Avenue FX transit project.	Construction	Portland BOT	Portland	59.45	6 of 19 Construction	\$ 7,732,932	\$ 8,618,000
Bridge Crossing of Hwy. 26 by the Westside Trail	Construct a 12' wide multi-use trail bridge over US-26 eliminating out of direction bicycle and pedestrian routes.	Construction	Tualatin Hills PRD	Washington County	58.14	7 of 19 Construction	\$ 6,000,000	\$ 30,334,019
Gladstone Historic Trolley Trail Bridge Construction	This project rebuilds the historic Trolley Trail Bridge to span the Clackamas River, connecting Gladstone to the north with Oregon City to the south.	Construction	Gladstone	Clackamas County	57.8	8 of 19 Construction	\$ 8,721,932	\$ 9,720,196
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Design and construct complete street on SW Hall Blvd between 3rd Street and 5th Street with raised cycle track, shared bike/ped or island-style bus stop, new marked crosswalks and curb ramps, upgraded signals and street lighting, new inlets and vegetated stormwater management facilities, and pavement grind and inlay.	Construction	Beaverton	Washington County	54.62	9 of 19 Construction	\$ 4,649,687	\$ 5,181,865
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Develop buffered pedestrian/bicycle multiuse path adjacent to Railroad Avenue from 37th Avenue to Linwood Avenue in Milwaukie, Oregon. Multiuse path will connect existing sidewalks at 37th Avenue, Linwood/Harmony Avenue, and intersecting side streets.	Project Development	Milwaukie	Clackamas County	54.05	2 of 5 Project Development	\$ 2,707,217	\$ 3,017,070
North Dakota Street (Fanno Creek) Bridge Replacement	Replace bridge with bike lanes and sidewalk.	Construction	Tigard	Washington County	52.34	10 of 19 Construction	\$ 8,000,000	\$ 26,336,556
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Construct bike and pedestrian facilities on south side of OR 212 and construct second southbound vehicle turn lane at intersection of OR 212/224.	Construction	Happy Valley	Clackamas County	52.32	11 of 19 Construction	\$ 12,026,118	\$ 13,402,560
W Burnside Green Loop Crossing	The project will add a signalized crossing for pedestrians and bicyclists (and serving future Green Loop) on W Burnside Street at Park Ave to connect the North and South Park Blocks, serve food cart pod, and provide access to the Darcelle XV Plaza. Additionally, the project adds a bus and bike lane eastbound from Park Ave to 3rd Ave connecting to the Burnside Bridge, including needed modification at 4th Ave signal to enable retention of protected left turn into Old Town / Chinatown.	Construction	Portland BOT	Portland	52.21	12 of 19 Construction	\$ 3,938,250	\$ 4,389,000
OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Complete a Type, Size, and Location (TS&L) analysis for the construction of an externally supported shared-use path and complete design for streetscape reconfiguration on McLoughlin Boulevard, which will include widened sidewalks, curb extensions, improved crossings, and new green spaces.	Project Development	Oregon City	Clackamas County	51.88	3 of 5 Project Development	\$ 3,832,341	\$ 4,270,970
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Design and construct new multimodal infrastructure to fill in gaps including new sidewalk segments, ADA ramps, and multi-use path. Network gaps will be filled along the northern side of SE Jennifer Street, from SE 106th Avenue to SE 122nd, a small gap along the western edge of SE 122nd Avenue, and a small gap on the southern side of SE Jennifer just west of 120th.	Construction	Clackamas County	Clackamas County	51.1	13 of 19 Construction	\$ 7,228,290	\$ 8,055,600
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Construct new sidewalks and a cycle track on both sides of the street for pedestrians and bicyclists. Add center turn lane to create a 3-lane configuration and construct an enhanced mid-block crossing.	Construction	Gresham	East Multnomah County	50.9	14 of 19 Construction	\$ 9,420,793	\$ 10,499,045
Westside Trail Segment 1 - King City	The project will construct a new multi-use path along with new street connections, pedestrian crossings, and new roundabout between the Tualatin River and Beef Bend Road. The multi-use trail construction consists of approximately 4,100 linear feet of multi-use trail, adjacent soft-surface/equestrian trail. The street connections includes sidewalks, raised pedestrian crossings for the multi-use trail at SW Capulet Lane, SW Fisher Road, and SW River Lane. Extend and connect roadways between SW Cordelia Terrace and SW 137th Avenue, SW Montague Way and future River Lane. Lastly construct new roundabout at intersection of SW Fischer Road, SW 137th Avenue, and SW Watson. Extend roadway from roundabout to each existing road. Construct new alignment of SW 137th Ave and SW Watson to accommodate roundabout configuration. Install permanent landscaping, signage and striping, and roadway illumination system along/for street connections and utility relocations.	Construction	King City	Washington County	47.65	15 of 19 Construction	\$ 7,841,343	\$ 9,568,610
Outer Halsey and Outer Foster (ITS Signal Improvements)	The project will add ITS signal improvements along the project area. It will implement speed management timing, freight signal priority, and intelligent transportation system technology. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals will be ready for implementation of next generation transit signal priority timing.	Construction	Portland BOT	Portland	47.3	16 of 19 Construction	\$ 4,416,999	\$ 4,922,544
Red Electric Trail East of SW Shattuck Rd	Construction of an off-street paved regional trail between SW Shattuck Rd and SW Fairvale Ct, including street crossing at SW Shattuck Rd and safe routes to Hayhurst Elementary School and Pendleton Park in Portland.	Construction	Portland Parks	Portland	44.78	17 of 19 Construction	\$ 7,677,446	\$ 9,176,962
Smart SW 185th Avenue ITS and Better Bus Project	Construction of an AI-powered interconnect traffic signal and rail controller system implementing Transit Signal Priority and constructing a Better Bus slip lane on the SW 185th Avenue and W Baseline Road intersection.	Construction	Hillsboro	Washington County	44.48	18 of 19 Construction	\$ 4,572,738	\$ 5,272,738
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Design and construction of a regional trail between SW Pacific Highway, SW Edy Road, and SW Roy Rogers Road.	Construction	Sherwood	Washington County	44.14	19 of 19 Construction	\$ 8,973,000	\$ 9,960,030
Lakeview Blvd - Jean Rd to McEwan Rd	Requested funds to design 3,500 feet long widening of Lakeview Boulevard for two 14-foot shared use lanes with an 8-foot sidewalk on one side separated by stormwater planter and curb.	Project Development	Lake Oswego	Clackamas County	30.3	4 of 5 Project Development	\$ 983,000	\$ 1,095,500
SW 175th Design: SW Condor Lane to SW Kemmer Road	Project development for SW 175th Avenue will include data collection, environmental studies, preliminary engineering, and right-of-way identification to realign the roadway between SW Cooper Mountain Lane and SW Siler Ridge Lane.	Project Development	Washington County	Washington County	27.9	5 of 5 Project Development	\$ 2,593,200	\$ 2,890,000

**Attachment 1: 28-30 Regional Flexible Fund Step 2
Illustrative Concept No. 2: Safe System Focus**

Project	Project Description	Activity	Applicant	Coordinating Committee	Overall Score	Overall Rank	Overall Score Rank by Activity	Safety Score	Safety Rank	Total Regional Flexible Fund Request	Total Cost Estimate
NE Glisan St: 82nd Avenue Multimodal Safety and Access	The project will reorganize travel lanes from 82nd Avenue to I-205, add new separated bicycle lanes from 80th Avenue to 102nd Avenue, improve bus priority approaching 82nd Avenue, and provide enhanced crossings at key intersections. The project includes enhanced crossings at 84th Avenue, 90th Avenue, and 92nd Avenue, and includes sidewalk widening from 92nd Avenue to I-205. The existing pedestrian and bike crossing at 87th Avenue will be further enhanced, and the signals at both entrances to I-205 will be modified.	Construction	Portland BOT	Portland	70.97	2	1 of 19 Construction	82.05	1	\$ 7,577,698	\$ 8,445,000
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	On NE 223rd Ave in Fairview and Wood Village, develop a corridor safety plan that inclusively engages the community in identifying priorities and evaluating design alternatives. Advance readiness for priority construction projects to fill complete street gaps and install safety countermeasures.	Project Development	Multnomah County	East Multnomah County	81.41	1	1 of 5 Project Development	79.49	2	\$ 897,300	\$ 1,000,000
NE MLK Jr Blvd Safety and Access to Transit	New enhanced crossings and signal modifications along NE MLK Jr Blvd (NE Hancock to NE Lombard St) at key locations. In addition to enhanced pedestrian crossings, the project with improve intersection lighting.	Construction	Portland BOT	Portland	60.56	4	3 of 19 Construction	76.92	3	\$ 4,879,517	\$ 5,438,000
Beaverton Creek Trail: Merlo Road Improvements	Design and construct a multi-use trail on the south side of Merlo Road between Tualatin Nature Park and 170th Ave. to close a key gap in the Beaverton Creek Trail.	Construction	Washington County	Washington County	60	5	4 of 19 Construction	76.92	4	\$ 6,640,700	\$ 7,401,700
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Construct new sidewalks and a cycle track on both sides of the street for pedestrians and bicyclists. Add center turn lane to create a 3-lane configuration and construct an enhanced mid-block crossing.	Construction	Gresham	East Multnomah County	50.9	17	14 of 19 Construction	71.8	5	\$ 9,420,793	\$ 10,499,045
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Develop buffered pedestrian/bicycle multiuse path adjacent to Railroad Avenue from 37th Avenue to Linwood Avenue in Milwaukie, Oregon. Multiuse path will connect existing sidewalks at 37th Avenue, Linwood/Harmony Avenue, and intersecting side streets.	Project Development	Milwaukie	Clackamas County	54.05	11	2 of 5 Project Development	71.79	6	\$ 2,707,217	\$ 3,017,070
W Burnside Green Loop Crossing	The project will add a signalized crossing for pedestrians and bicyclists (and serving future Green Loop) on W Burnside Street at Park Ave to connect the North and South Park Blocks, serve food cart pod, and provide access to the Darcelle XV Plaza. Additionally, the project adds a bus and bike lane eastbound from Park Ave to 3rd Ave connecting to the Burnside Bridge, including needed modification at 4th Ave signal to enable retention of protected left turn into Old Town / Chinatown.	Construction	Portland BOT	Portland	52.21	14	12 of 19 Construction	66.67	7	\$ 3,938,250	\$ 4,389,000
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Design and construction of a regional trail between SW Pacific Highway, SW Edy Road, and SW Roy Rogers Road.	Construction	Sherwood	Washington County	44.14	22	19 of 19 Construction	66.67	8	\$ 8,973,000	\$ 9,960,030
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsall Avenue	Construct a sidewalk and a cycle track on both sides of the street to improve safety for pedestrians and bicyclists.	Construction	Gresham	East Multnomah County	60.58	3	2 of 19 Construction	61.54	9	\$ 4,067,495	\$ 4,533,038
Bridge Crossing of Hwy. 26 by the Westside Trail	Construct a 12' wide multi-use trail bridge over US-26 eliminating out of direction bicycle and pedestrian routes.	Construction	Tualatin Hills PRD	Washington County	58.14	8	7 of 19 Construction	61.54	10	\$ 6,000,000	\$ 30,334,019
Gladstone Historic Trolley Trail Bridge Construction	This project rebuilds the historic Trolley Trail Bridge to span the Clackamas River, connecting Gladstone to the north with Oregon City to the south.	Construction	Gladstone	Clackamas County	57.8	9	8 of 19 Construction	61.54	11	\$ 8,721,932	\$ 9,720,196
Outer Halsey and Outer Foster (ITS Signal Improvements)	The project will add ITS signal improvements along the project area. It will implement speed management timing, freight signal priority, and intelligent transportation system technology. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals will be ready for implementation of next generation transit signal priority timing.	Construction	Portland BOT	Portland	47.3	19	16 of 19 Construction	61.54	12	\$ 4,416,999	\$ 4,922,544
Red Electric Trail East of SW Shattuck Rd	Construction of an off-street paved regional trail between SW Shattuck Rd and SW Fairvale Ct, including street crossing at SW Shattuck Rd and safe routes to Hayhurst Elementary School and Pendleton Park in Portland.	Construction	Portland Parks	Portland	44.78	20	17 of 19 Construction	61.54	13	\$ 7,677,446	\$ 9,176,962
OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Complete a Type, Size, and Location (TS&L) analysis for the construction of an externally supported shared-use path and complete design for streetscape reconfiguration on McLoughlin Boulevard, which will include widened sidewalks, curb extensions, improved crossings, and new green spaces.	Project Development	Oregon City	Clackamas County	51.88	15	3 of 5 Project Development	58.98	14	\$ 3,832,341	\$ 4,270,970
Westside Trail Segment 1 - King City	The project will construct a new multi-use path along with new street connections, pedestrian crossings, and new roundabout between the Tualatin River and Beef Bend Road. The multi-use trail construction consists of approximately 4,100 linear feet of multi-use trail, adjacent soft-surface/equestrian trail. The street connections includes sidewalks, raised pedestrian crossings for the multi-use trail at SW Capulet Lane, SW Fisher Road, and SW River Lane. Extend and connect roadways between SW Cordelia Terrace and SW 137th Avenue, SW Montague Way and future River Lane. Lastly construct new roundabout at intersection of SW Fischer Road, SW 137th Avenue, and SW Watson. Extend roadway from roundabout to each existing road. Construct new alignment of SW 137th Ave and SW Watson to accommodate roundabout configuration. Install permanent landscaping, signage and striping, and roadway illumination system along/for street connections and utility relocations.	Construction	King City	Washington County	47.65	18	15 of 19 Construction	56.41	15	\$ 7,841,343	\$ 9,568,610
NE Prescott St: 82nd Ave Multimodal Safety and Access	This project will redesign Prescott Street to increase crossing access, signals, and bike lanes. It implements a priority project from the Building a Better 82nd Ave Plan and supports the future 82nd Avenue FX transit project.	Construction	Portland BOT	Portland	59.45	7	6 of 19 Construction	51.28	16	\$ 7,732,932	\$ 8,618,000
North Dakota Street (Fanno Creek) Bridge Replacement	Replace bridge with bike lanes and sidewalk.	Construction	Tigard	Washington County	52.34	12	10 of 19 Construction	48.72	17	\$ 8,000,000	\$ 26,336,556
Smart SW 185th Avenue ITS and Better Bus Project	Construction of an AI-powered interconnected traffic signal and rail controller system implementing Transit Signal Priority and constructing a Better Bus slip lane on the SW 185th Avenue and W Baseline Road intersection.	Construction	Hillsboro	Washington County	44.48	21	18 of 19 Construction	48.72	18	\$ 4,572,738	\$ 5,272,738
Cedar Mill Better Bus and Access to Transit Enhancements	The Cedar Mill Safe Access to Priority Transit Corridors project scope includes transit signal priority improvements, enhanced pedestrian crossings, and lane reconfigurations along Cornell and Barnes roads within the Cedar Mill Town Center.	Construction	Washington County	Washington County	59.71	6	5 of 19 Construction	46.15	19	\$ 5,252,300	\$ 6,690,000
Beaverton Downtown Loop: SW Hall Blvd - 3rd St to 5th St	Design and construct complete street on SW Hall Blvd between 3rd Street and 5th Street with raised cycle track, shared bike/ped or island-style bus stop, new marked crosswalks and curb ramps, upgraded signals and street lighting, new inlets and vegetated stormwater management facilities, and pavement grind and inlay.	Construction	Beaverton	Washington County	54.62	10	9 of 19 Construction	46.15	20	\$ 4,649,687	\$ 5,181,865
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Construct bike and pedestrian facilities on south side of OR 212 and construct second southbound vehicle turn lane at intersection of OR 212/224.	Construction	Happy Valley	Clackamas County	52.32	13	11 of 19 Construction	38.46	21	\$ 12,026,118	\$ 13,402,560
Lakeview Blvd - Jean Rd to McEwan Rd	Requested funds to design 3,500 feet long widening of Lakeview Boulevard for two 14-foot shared use lanes with an 8-foot sidewalk on one side separated by stormwater planter and curb.	Project Development	Lake Oswego	Clackamas County	30.3	23	4 of 5 Project Development	33.33	22	\$ 983,000	\$ 1,095,500
SW 175th Design: SW Condor Lane to SW Kemmer Road	Project development for SW 175th Avenue will include data collection, environmental studies, preliminary engineering, and right-of-way identification to realign the roadway between SW Cooper Mountain Lane and SW Siler Ridge Lane.	Project Development	Washington County	Washington County	27.9	24	5 of 5 Project Development	33.33	23	\$ 2,593,200	\$ 2,890,000
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Design and construct new multimodal infrastructure to fill in gaps including new sidewalk segments, ADA ramps, and multi-use path. Network gaps will be filled along the northern side of SE Jennifer Street, from SE 106th Avenue to SE 122nd, a small gap along the western edge of SE 122nd Avenue, and a small gap on the southern side of SE Jennifer just west of 120th.	Construction	Clackamas County	Clackamas County	51.1	16	13 of 19 Construction	30.77	24	\$ 7,228,290	\$ 8,055,600

Attachment 1: 28-30 Regional Flexible Funds Step 2
Illustrative Concept No. 3: Thriving Economy and Mobility Options Focus

Project	Project Description	Activity	Applicant	Coordinating Committee	Overall Score	Overall Rank	Overall Score Rank by Activity	Combined Score	Thriving Economy Score	Thriving Economy Rank	Mobility Score	Mobility Rank	Total Regional Flexible Fund Request	Total Cost Estimate
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	On NE 223rd Ave in Fairview and Wood Village, develop a corridor safety plan that inclusively engages the community in identifying priorities and evaluating design alternatives. Advance readiness for priority construction projects to fill complete street gaps and install safety countermeasures.	Project Development	Multnomah County	East Multnomah County	81.41	1	1 of 5 Project Development	185.19	100	1	85.19	1	\$ 897,300	\$ 1,000,000
NE Glisan St: 82nd Avenue Multimodal Safety and Access	The project will reorganize travel lanes from 82nd Avenue to I-205, add new separated bicycle lanes from 80th Avenue to 102nd Avenue, improve bus priority approaching 82nd Avenue, and provide enhanced crossings at key intersections. The project includes enhanced crossings at 84th Avenue, 90th Avenue, and 92nd Avenue, and includes sidewalk widening from 92nd Avenue to I-205. The existing pedestrian and bike crossing at 87th Avenue will be further enhanced, and the signals at both entrances to I-205 will be modified.	Construction	Portland BOT	Portland	70.97	2	1 of 19 Construction	138.15	56.67	5	81.48	2	\$ 7,577,698	\$ 8,445,000
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Design and construct new multimodal infrastructure to fill in gaps including new sidewalk segments, ADA ramps, and multi-use path. Network gaps will be filled along the northern side of SE Jennifer Street, from SE 106th Avenue to SE 122nd, a small gap along the western edge of SE 122nd Avenue, and a small gap on the southern side of SE Jennifer just west of 120th.	Construction	Clackamas County	Clackamas County	51.1	16	13 of 19 Construction	131.11	86.67	3	44.44	11	\$ 7,228,290	\$ 8,055,600
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Construct bike and pedestrian facilities on south side of OR 212 and construct second southbound vehicle turn lane at intersection of OR 212/224.	Construction	Happy Valley	Clackamas County	52.32	13	11 of 19 Construction	122.96	93.33	2	29.63	19	\$ 12,026,118	\$ 13,402,560
Cedar Mill Better Bus and Access to Transit Enhancements	The Cedar Mill Safe Access to Priority Transit Corridors project scope includes transit signal priority improvements, enhanced pedestrian crossings, and lane reconfigurations along Cornell and Barnes roads within the Cedar Mill Town Center.	Construction	Washington County	Washington County	59.71	6	5 of 19 Construction	116.67	50	10	66.67	3	\$ 5,252,300	\$ 6,690,000
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Design and construct complete street on SW Hall Blvd between 3rd Street and 5th Street with raised cycle track, shared bike/ped or island-style bus stop, new marked crosswalks and curb ramps, upgraded signals and street lighting, new inlets and vegetated stormwater management facilities, and pavement grind and inlay.	Construction	Beaverton	Washington County	54.62	10	9 of 19 Construction	112.97	50	11	62.97	4	\$ 4,649,687	\$ 5,181,865
Outer Halsey and Outer Foster (ITS Signal Improvements)	The project will add ITS signal improvements along the project area. It will implement speed management timing, freight signal priority, and intelligent transportation system technology. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals will be ready for implementation of next generation transit signal priority timing.	Construction	Portland BOT	Portland	47.3	19	16 of 19 Construction	105.18	53.33	8	51.85	6	\$ 4,416,999	\$ 4,922,544
NE MLK Jr Blvd Safety and Access to Transit	New enhanced crossings and signal modifications along NE MLK Jr Blvd (NE Hancock to NE Lombard St) at key locations. In addition to enhanced pedestrian crossings, the project will improve intersection lighting.	Construction	Portland BOT	Portland	60.56	4	3 of 19 Construction	104.07	63.33	4	40.74	12	\$ 4,879,517	\$ 5,438,000
Beaverton Creek Trail: Merlo Road Improvements	Design and construct a multi-use trail on the south side of Merlo Road between Tualatin Nature Park and 170th Ave. to close a key gap in the Beaverton Creek Trail.	Construction	Washington County	Washington County	60	5	4 of 19 Construction	102.23	46.67	15	55.56	5	\$ 6,640,700	\$ 7,401,700
W Burnside Green Loop Crossing	The project will add a signalized crossing for pedestrians and bicyclists (and serving future Green Loop) on W Burnside Street at Park Ave to connect the North and South Park Blocks, serve food cart pod, and provide access to the Darcelle XV Plaza. Additionally, the project adds a bus and bike lane eastbound from Park Ave to 3rd Ave connecting to the Burnside Bridge, including needed modification at 4th Ave signal to enable retention of protected left turn into Old Town / Chinatown.	Construction	Portland BOT	Portland	52.21	14	12 of 19 Construction	93.7	56.67	6	37.03	16	\$ 3,938,250	\$ 4,389,000
Smart SW 185th Avenue ITS and Better Bus Project	Construction of an AI-powered interconnected traffic signal and rail controller system implementing Transit Signal Priority and constructing a Better Bus slip lane on the SW 185th Avenue and W Baseline Road intersection.	Construction	Hillsboro	Washington County	44.48	21	18 of 19 Construction	91.12	46.67	16	44.45	9	\$ 4,572,738	\$ 5,272,738
NE Prescott St: 82nd Ave Multimodal Safety and Access	This project will redesign Prescott Street to increase crossing access, signals, and bike lanes. It implements a priority project from the Building a Better 82nd Ave Plan and supports the future 82nd Avenue FX transit project.	Construction	Portland BOT	Portland	59.45	7	6 of 19 Construction	90.74	50	12	40.74	13	\$ 7,732,932	\$ 8,618,000
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Develop buffered pedestrian/bicycle multiuse path adjacent to Railroad Avenue from 37th Avenue to Linwood Avenue in Milwaukie, Oregon. Multiuse path will connect existing sidewalks at 37th Avenue, Linwood/Harmony Avenue, and intersecting side streets.	Project Development	Milwaukie	Clackamas County	54.05	11	2 of 5 Project Development	90	56.67	7	33.33	17	\$ 2,707,217	\$ 3,017,070
OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Complete a Type, Size, and Location (TS&L) analysis for the construction of an externally supported shared-use path and complete design for streetscape reconfiguration on McLoughlin Boulevard, which will include widened sidewalks, curb extensions, improved crossings, and new green spaces.	Project Development	Oregon City	Clackamas County	51.88	15	3 of 5 Project Development	88.15	40	18	48.15	8	\$ 3,832,341	\$ 4,270,970
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Construct new sidewalks and a cycle track on both sides of the street for pedestrians and bicyclists. Add center turn lane to create a 3-lane configuration and construct an enhanced mid-block crossing.	Construction	Gresham	East Multnomah County	50.9	17	14 of 19 Construction	87.41	46.67	17	40.74	14	\$ 9,420,793	\$ 10,499,045
Bridge Crossing of Hwy. 26 by the Westside Trail	Construct a 12' wide multi-use trail bridge over US-26 eliminating out of direction bicycle and pedestrian routes.	Construction	Tualatin Hills PRD	Washington County	58.14	8	7 of 19 Construction	87.03	50	13	37.03	15	\$ 6,000,000	\$ 30,334,019
Gladstone Historic Trolley Trail Bridge Construction	This project rebuilds the historic Trolley Trail Bridge to span the Clackamas River, connecting Gladstone to the north with Oregon City to the south.	Construction	Gladstone	Clackamas County	57.8	9	8 of 19 Construction	84.44	40	19	44.44	10	\$ 8,721,932	\$ 9,720,196
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsall Avenue	Construct a sidewalk and a cycle track on both sides of the street to improve safety for pedestrians and bicyclists.	Construction	Gresham	East Multnomah County	60.58	3	2 of 19 Construction	79.25	53.33	9	25.92	21	\$ 4,067,495	\$ 4,533,038
North Dakota Street (Fanno Creek) Bridge Replacement	Replace bridge with bike lanes and sidewalk.	Construction	Tigard	Washington County	52.34	12	10 of 19 Construction	75.92	50	14	25.92	22	\$ 8,000,000	\$ 26,336,556
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Design and construction of a regional trail between SW Pacific Highway, SW Edy Road, and SW Roy Rogers Road.	Construction	Sherwood	Washington County	44.14	22	19 of 19 Construction	68.52	16.67	22	51.85	7	\$ 8,973,000	\$ 9,960,030
Westside Trail Segment 1 - King City	The project will construct a new multi-use path along with new street connections, pedestrian crossings, and new roundabout between the Tualatin River and Beef Bend Road. The multi-use trail construction consists of approximately 4,100 linear feet of multi-use trail, adjacent soft-surface/equestrian trail. The street connections includes sidewalks, raised pedestrian crossings for the multi-use trail at SW Capulet Lane, SW Fisher Road, and SW River Lane. Extend and connect roadways between SW Cordelia Terrace and SW 137th Avenue, SW Montague Way and future River Lane. Lastly construct new roundabout at intersection of SW Fischer Road, SW 137th Avenue, and SW Watson. Extend roadway from roundabout to each existing road. Construct new alignment of SW 137th Ave and SW Watson to accommodate roundabout configuration. Install permanent landscaping, signage and striping, and roadway illumination system along/for street connections and utility relocations.	Construction	King City	Washington County	47.65	18	15 of 19 Construction	50	16.67	23	33.33	18	\$ 7,841,343	\$ 9,568,610
Red Electric Trail East of SW Shattuck Rd	Construction of an off-street paved regional trail between SW Shattuck Rd and SW Fairvale Ct, including street crossing at SW Shattuck Rd and safe routes to Hayhurst Elementary School and Pendleton Park in Portland.	Construction	Portland Parks	Portland Clackamas County	44.78	20	17 of 19 Construction	49.63	20	21	29.63	20	\$ 7,677,446	\$ 9,176,962
Lakeview Blvd - Jean Rd to McEwan Rd	Requested funds to design 3,500 feet long widening of Lakeview Boulevard for two 14-foot shared use lanes with an 8-foot sidewalk on one side separated by stormwater planter and curb.	Project Development	Lake Oswego	Clackamas County	30.3	23	4 of 5 Project Development	47.41	40	20	7.41	24	\$ 983,000	\$ 1,095,500
SW 175th Design: SW Condor Lane to SW Kemmer Road	Project development for SW 175th Avenue will include data collection, environmental studies, preliminary engineering, and right-of-way identification to realign the roadway between SW Cooper Mountain Lane and SW Siler Ridge Lane.	Project Development	Washington County	Washington County	27.9	24	5 of 5 Project Development	31.48	16.67	24	14.81	23	\$ 2,593,200	\$ 2,890,000

Attachment 1: 28-30 Regional Flexible Funds Step 2
Illustrative Concept No. 4: Equitable Transportation, Safe System, and Climate Action and Resilience Focus

Project	Project Description	Activity	Applicant	Coordinating Committee	Overall Score
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	On NE 223rd Ave in Fairview and Wood Village, develop a corridor safety plan that inclusively engages the community in identifying priorities and evaluating design alternatives. Advance readiness for priority construction projects to fill complete street gaps and install safety countermeasures.	Project Development	Multnomah County	East Multnomah County	81.41
NE Glisan St: 82nd Avenue Multimodal Safety and Access	The project will reorganize travel lanes from 82nd Avenue to I-205, add new separated bicycle lanes from 80th Avenue to 102nd Avenue, improve bus priority approaching 82nd Avenue, and provide enhanced crossings at key intersections. The project includes enhanced crossings at 84th Avenue, 90th Avenue, and 92nd Avenue, and includes sidewalk widening from 92nd Avenue to I-205. The existing pedestrian and bike crossing at 87th Avenue will be further enhanced, and the signals at both entrances to I-205 will be modified.	Construction	Portland BOT	Portland	70.97
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdales Avenue	Construct a sidewalk and a cycle track on both sides of the street to improve safety for pedestrians and bicyclists.	Construction	Gresham	East Multnomah County	60.58
NE MLK Jr Blvd Safety and Access to Transit	New enhanced crossings and signal modifications along NE MLK Jr Blvd (NE Hancock to NE Lombard St) at key locations. In addition to enhanced pedestrian crossings, the project will improve intersection lighting.	Construction	Portland BOT	Portland	60.56
Gladstone Historic Trolley Trail Bridge Construction	This project rebuilds the historic Trolley Trail Bridge to span the Clackamas River, connecting Gladstone to the north with Oregon City to the south.	Construction	Gladstone	Clackamas County	57.8
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Develop buffered pedestrian/bicycle multiuse path adjacent to Railroad Avenue from 37th Avenue to Linwood Avenue in Milwaukie, Oregon. Multiuse path will connect existing sidewalks at 37th Avenue, Linwood/Harmony Avenue, and intersecting side streets.	Project Development	Milwaukie	Clackamas County	54.05
Beaverton Creek Trail: Merlo Road Improvements	Design and construct a multi-use trail on the south side of Merlo Road between Tualatin Nature Park and 170th Ave. to close a key gap in the Beaverton Creek Trail.	Construction	Washington County	Washington County	60
OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Complete a Type, Size, and Location (TS&L) analysis for the construction of an externally supported shared-use path and complete design for streetscape reconfiguration on McLoughlin Boulevard, which will include widened sidewalks, curb extensions, improved crossings, and new green spaces.	Project Development	Oregon City	Clackamas County	51.88
NE Prescott St: 82nd Ave Multimodal Safety and Access	This project will redesign Prescott Street to increase crossing access, signals, and bike lanes. It implements a priority project from the Building a Better 82nd Ave Plan and supports the future 82nd Avenue FX transit project.	Construction	Portland BOT	Portland	59.45
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Construct new sidewalks and a cycle track on both sides of the street for pedestrians and bicyclists. Add center turn lane to create a 3-lane configuration and construct an enhanced mid-block crossing.	Construction	Gresham	East Multnomah County	50.9
North Dakota Street (Fanno Creek) Bridge Replacement	Replace bridge with bike lanes and sidewalk.	Construction	Tigard	Washington County	52.34
Bridge Crossing of Hwy. 26 by the Westside Trail	Construct a 12' wide multi-use trail bridge over US-26 eliminating out of direction bicycle and pedestrian routes.	Construction	Tualatin Hills PRD	Washington County	58.14
Cedar Mill Better Bus and Access to Transit Enhancements	The Cedar Mill Safe Access to Priority Transit Corridors project scope includes transit signal priority improvements, enhanced pedestrian crossings, and lane reconfigurations along Cornell and Barnes roads within the Cedar Mill Town Center.	Construction	Washington County	Washington County	59.71
Westside Trail Segment 1 - King City	The project will construct a new multi-use path along with new street connections, pedestrian crossings, and new roundabout between the Tualatin River and Beef Bend Road. The multi-use trail construction consists of approximately 4,100 linear feet of multi-use trail, adjacent soft-surface/equestrian trail. The street connections includes sidewalks, raised pedestrian crossings for the multi-use trail at SW Capulet Lane, SW Fisher Road, and SW River Lane. Extend and connect roadways between SW Cordelia Terrace and SW 137th Avenue, SW Montague Way and future River Lane. Lastly construct new roundabout at intersection of SW Fischer Road, SW 137th Avenue, and SW Watson. Extend roadway from roundabout to each existing road. Construct new alignment of SW 137th Ave and SW Watson to accommodate roundabout configuration. Install permanent landscaping, signage and striping, and roadway illumination system along/for street connections and utility relocations.	Construction	King City	Washington County	47.65
W Burnside Green Loop Crossing	The project will add a signalized crossing for pedestrians and bicyclists (and serving future Green Loop) on W Burnside Street at Park Ave to connect the North and South Park Blocks, serve food cart pod, and provide access to the Darcelle XV Plaza. Additionally, the project adds a bus and bike lane eastbound from Park Ave to 3rd Ave connecting to the Burnside Bridge, including needed modification at 4th Ave signal to enable retention of protected left turn into Old Town / Chinatown.	Construction	Portland BOT	Portland	52.21
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Construct bike and pedestrian facilities on south side of OR 212 and construct second southbound vehicle turn lane at intersection of OR 212/224.	Construction	Happy Valley	Clackamas County	52.32
Outer Halsey and Outer Foster (ITS Signal Improvements)	The project will add ITS signal improvements along the project area. It will implement speed management timing, freight signal priority, and intelligent transportation system technology. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals will be ready for implementation of next generation transit signal priority timing.	Construction	Portland BOT	Portland	47.3
Smart SW 185th Avenue ITS and Better Bus Project	Construction of an AI-powered interconnected traffic signal and rail controller system implementing Transit Signal Priority and constructing a Better Bus slip lane on the SW 185th Avenue and W Baseline Road intersection.	Construction	Hillsboro	Washington County	44.48
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Design and construct complete street on SW Hall Blvd between 3rd Street and 5th Street with raised cycle track, shared bike/ped or island-style bus stop, new marked crosswalks and curb ramps, upgraded signals and street lighting, new inlets and vegetated stormwater management facilities, and pavement grind and inlay.	Construction	Beaverton	Washington County	54.62
Red Electric Trail East of SW Shattuck Rd	Construction of an off-street paved regional trail between SW Shattuck Rd and SW Fairvale Ct, including street crossing at SW Shattuck Rd and safe routes to Hayhurst Elementary School and Pendleton Park in Portland.	Construction	Portland Parks	Portland	44.78
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Design and construct new multimodal infrastructure to fill in gaps including new sidewalk segments, ADA ramps, and multi-use path. Network gaps will be filled along the northern side of SE Jennifer Street, from SE 106th Avenue to SE 122nd, a small gap along the western edge of SE 122nd Avenue, and a small gap on the southern side of SE Jennifer just west of 120th.	Construction	Clackamas County	Clackamas County	51.1

Attachment 1: 28-30 Regional Flexible Funds Step 2
Illustrative Concept No. 4: Equitable Transportation, Safe System, and Climate Action and Resilience Focus

Project	Project Description	Activity	Applicant	Coordinating Committee	Overall Score
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Design and construction of a regional trail between SW Pacific Highway, SW Edy Road, and SW Roy Rogers Road.	Construction	Sherwood	Washington County	44.14
SW 175th Design: SW Condor Lane to SW Kemmer Road	Project development for SW 175th Avenue will include data collection, environmental studies, preliminary engineering, and right-of-way identification to realign the roadway between SW Cooper Mountain Lane and SW Siler Ridge Lane.	Project Development	Washington County	Washington County	27.9
Lakeview Blvd - Jean Rd to McEwan Rd	Requested funds to design 3,500 feet long widening of Lakeview Boulevard for two 14-foot shared use lanes with an 8-foot sidewalk on one side separated by stormwater planter and curb.	Project Development	Lake Oswego	Clackamas County	30.3

Attachment 1: 28-30 Regional Flexible Funds Step 2
Illustrative Concept No. 4: Equitable Transportation, Safe System, and Climate Action and Resilience Focus

Overall Rank	Overall Score Rank by Activity	Combined Score	Equitable Transportation Score	Equitable Transportation Rank	Safety Score	Safety Rank	Climate Score	Climate Rank	Total Regional Flexible Fund Request	Total Cost Estimate
1	1 of 5 Project Development	221.84	80.95	2	79.49	2	61.4	1	\$ 897,300	\$ 1,000,000
2	1 of 19 Construction	202.25	77.78	4	82.05	1	42.42	7	\$ 7,577,698	\$ 8,445,000
3	2 of 19 Construction	192.56	82.54	1	61.54	9	48.48	2	\$ 4,067,495	\$ 4,533,038
4	3 of 19 Construction	186.37	74.6	7	76.92	4	34.85	16	\$ 4,879,517	\$ 5,438,000
9	8 of 19 Construction	183.18	76.19	5	61.54	11	45.45	5	\$ 8,721,932	\$ 9,720,196
11	2 of 5 Project Development	180.23	69.84	9	71.79	6	38.6	13	\$ 2,707,217	\$ 3,017,070
5	4 of 19 Construction	176.48	57.14	19	76.92	3	42.42	8	\$ 6,640,700	\$ 7,401,700
15	3 of 5 Project Development	171.27	66.67	12	58.98	14	45.62	4	\$ 3,832,341	\$ 4,270,970
7	6 of 19 Construction	170.11	80.95	3	51.28	16	37.88	14	\$ 7,732,932	\$ 8,618,000
17	14 of 19 Construction	170.07	61.9	15	71.8	5	36.37	15	\$ 9,420,793	\$ 10,499,045
12	10 of 19 Construction	167.26	74.6	8	48.72	17	43.94	6	\$ 8,000,000	\$ 26,336,556
8	7 of 19 Construction	166.01	65.08	13	61.54	10	39.39	11	\$ 6,000,000	\$ 30,334,019
6	5 of 19 Construction	164.47	69.84	10	46.15	19	48.48	3	\$ 5,252,300	\$ 6,690,000
18	15 of 19 Construction	160.88	65.08	14	56.41	15	39.39	12	\$ 7,841,343	\$ 9,568,610
14	12 of 19 Construction	159.17	68.26	11	66.67	7	24.24	23	\$ 3,938,250	\$ 4,389,000
13	11 of 19 Construction	155.56	76.19	6	38.46	21	40.91	10	\$ 12,026,118	\$ 13,402,560
19	16 of 19 Construction	153.6	58.73	16	61.54	12	33.33	18	\$ 4,416,999	\$ 4,922,544
21	18 of 19 Construction	140.35	49.21	21	48.72	18	42.42	9	\$ 4,572,738	\$ 5,272,738
10	9 of 19 Construction	139.73	58.73	17	46.15	20	34.85	17	\$ 4,649,687	\$ 5,181,865
20	17 of 19 Construction	137.81	44.45	22	61.54	13	31.82	20	\$ 7,677,446	\$ 9,176,962
16	13 of 19 Construction	121.32	58.73	18	30.77	24	31.82	19	\$ 7,228,290	\$ 8,055,600

Attachment 1: 28-30 Regional Flexible Funds Step 2
Illustrative Concept No. 4: Equitable Transportation, Safe System, and Climate Action and Resilience Focus

Overall Rank	Overall Score Rank by Activity	Combined Score	Equitable Transportation Score	Equitable Transportation Rank	Safety Score	Safety Rank	Climate Score	Climate Rank	Total Regional Flexible Fund Request	Total Cost Estimate
22	19 of 19 Construction	119.27	23.81	24	66.67	8	28.79	21	\$ 8,973,000	\$ 9,960,030
24	5 of 5 Project Development	108.01	57.14	20	33.33	23	17.54	24	\$ 2,593,200	\$ 2,890,000
23	4 of 5 Project Development	104.1	44.45	23	33.33	22	26.32	22	\$ 983,000	\$ 1,095,500

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, April 25, 2025
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Principal Transportation Planner
Jean Senechal Biggs, Resource Development Section Manager
Subject: 2028-2030 Regional Flexible Fund Step 2 – Allocation Package Illustrative Concepts Input, and Next Steps

Purpose: To gather TPAC input on concepts to build Step 2 allocation package options and outline the next steps in the 28-30 Regional Flexible Fund Allocation Step 2 process.

Background & Current Place in Development:

A call for projects for the 2028-2030 Regional Flexible Fund Step 2 allocation was held from Friday September 6th through Friday November 22nd, 2024. In total, Metro received 24 Step 2 applications requesting a little over \$140 million in Regional Flexible Funds. Eleven of the jurisdictions received technical assistance to develop one Step 2 application. Following the submissions, Metro staff with support from Kittelson and Associates, conducted two technical evaluations assessing how well each project application advances the regional goals and policies of the Regional Transportation Plan and what potential project delivery challenges the project may encounter as a federal aid project. Draft results of the technical evaluations were shared with TPAC on March 7th and the final results were provided to applicants on April 15th. A public comment period started March 26th and runs through April 30th. Metro staff estimate that \$42 million is available for Step 2 Projects.

Getting to a Step 2 Allocation Decision

Multiple pieces of information provided to decision-makers shape the development of a Metro staff recommended Step 2 allocation package. These include:

- Meeting the objectives of the Program Direction for the allocation;
 - Includes but not limited to: the connection of Regional Flexible Fund investment towards RTP goals advancement, investment across the region without sub-allocation, honoring prior commitments of Regional Flexible Funds.
- Outcomes Evaluation results;
- Public comment received;
- Coordinating committee/City of Portland priorities;
- Input on concepts to shape different Step 2 allocation packages.

Step 2 Allocation Package Illustrative Concepts

With an estimated up to \$42 million available in Regional Flexible Funds for Step 2, the requested \$140 million in Regional Flexible Funds among the 24 applications equates to 3 times the amount of Step 2 funding available to allocate. Under the financially constrained circumstances, TPAC members are asked to give input towards concepts as direction to Metro staff in developing Step 2 allocation package options for consideration. The concepts input is an opportunity to elevate or weight one of the five pieces of information in shaping a recommended Step 2 allocation package or emphasize a component among the pieces of information. The input will get utilized to shape further refined Step 2 allocation packages to discuss at the June 6th TPAC meeting.

To assist the discussion, Metro staff developed four illustrative concepts based on the results of the technical scores from the Outcomes Evaluation (Attachment 1). The illustrative concepts emphasize different goal areas and repackages the outcomes evaluation technical scores of all 24 applications. These illustrative concepts with descriptions are:

- *Concept: Combined Emphasis on RTP Goal Areas and Design (if applicable)*
Ranks projects from highest to lowest based on their overall technical evaluation scores regardless of application type (e.g. construction or project development).
- *Concept: Emphasis on Safe System*
To reflect feedback from regional decision-makers around the need to prioritize safety in the transportation system, this concept ranks projects from highest to lowest based solely on their score in the safe system goal area of the technical evaluation regardless of application type (e.g. construction or project development).
- *Concept: Combined Emphasis on Thriving Economy and Mobility*
To reflect input and feedback from regional decision-makers around desires to elevate economic considerations and mobility, this illustrative concept ranks projects from highest to lowest based solely on their combined scores of thriving economy and mobility options goal areas in the technical evaluation regardless of application type (e.g. construction or project development).
- *Concept: Combined Emphasis on Equitable Transportation, Safe System, and Climate Action and Resilience*
To reflect input and feedback from regional decision-makers about elevating the RTP goals of equity, safety, and climate action, this illustrative concept ranks projects from highest to lowest based solely on their combined scores of equitable transportation, safe system, and climate action and resilience goal areas in the technical evaluation regardless of application type (e.g. construction or project development).

These are illustrative examples and should not be construed as proposed Step 2 allocation package options.

Input on Step 2 Allocation Package Illustrative Concepts and Themes

Input on allocation package illustrative concepts is one of five areas of input to help guide and shape development of a Metro staff recommended Step 2 allocation package. The concepts or themes are intended to shape different potential Step 2 allocation packages with different policy emphasis, while meeting and balancing the other four inputs to the Step 2 allocation packages. The illustrative concepts at this time do not include or reflect input from the on-going public comment (at the time of this memorandum), the coordinating committee or City of Portland priority, or has determined all the objectives of the Program Direction have been met. The aim is to return with Step 2 refined draft allocation packages for discussion and deliberation at the June meetings of TPAC and JPACT.

Regardless of the concept, the Step 2 allocation package will need to meet the policy direction adopted in the 2028-30 RFFA Program Direction balanced by consideration of public comment input, coordinating committee/City of Portland priority (if electing to submit) and information from the technical evaluation.

Discussion Questions

1. What RTP goals area would TPAC like to see further emphasized/explored in a refined Step 2 allocation package?

2. Are there specific RTP goal area combinations to explore in a refined Step 2 allocation package?
3. Are there other consideration TPAC members would like to see explored in a refined Step 2 allocation package?

Next Steps

Table 1. outlines the next steps in the 28-30 Regional Flexible Fund Step 2 allocation process.

Table 1. 2028-2030 Regional Flexible Funds Step 2 – Next Steps and Key Dates

Activity	Date
2028-2030 RFFA public comment opens	March 26, 2025
Metro staff to provide finalized Outcomes Evaluation and Project Delivery Risk Assessment reports to coordinating committees and City of Portland	April 15, 2025
2028-2030 RFFA opportunity for public testimony at JPACT meeting	April 17, 2025
2028-2030 RFFA public comment closes	April 30, 2025
TPAC: Solicit concept input for Step 2 allocation package options	May 2, 2025
JPACT: Solicit concept input for Step 2 allocation package options	May 15, 2025
Summary of 28-30 RFFA Step 2 public comments issued to TPAC & JPACT - Summary also provided to coordinating committees and City of Portland for deliberations.	May 16, 2025
Coordinating committee and City of Portland deadline to submit coordinating committee priorities (if electing)	June 3, 2025
TPAC: 28-30 Regional Flexible Funds Step 2 allocation package options - Reflective of technical analysis, concept input, and public comment. Possibly coordinating committee priorities. - Opportunity to provide input on preferred Step 2 allocation package - Draft Step 2 legislation	June 6, 2025
JPACT: 28-30 Regional Flexible Funds Step 2 allocation package options - Reflective of technical analysis, concept input, coordinating committee priorities, public comment and TPAC input. - Opportunity to provide input on preferred Step 2 allocation package - Draft Step 2 legislation	June 12, 2025
Metro Council: updates on Step 2 and input on staff recommendation	June 17, 2025
TPAC: Staff recommendation on finalize 28-30 RFFA Step 2 allocation package. Request recommendations to JPACT.	July 11, 2025
JPACT: Carry forward TPAC recommendation. Request action on 2028-2030 RFFA Step 2 and recommendation to Metro Council adoption	July 17, 2025
Metro Council: Adoption of 2028-2030 Regional Flexible Fund Step 2 Allocation	July 31, 2025*

**Tentative date still to be confirmed*

Montgomery Park Transit Project

Recommended Locally Preferred Alternative | September 2024



The recommended Locally Preferred Alternative for high capacity transit to the Montgomery Park Area is streetcar transit with stations at the locations indicated on the attached map, operating as a .65 one-way route mile extension of the existing Portland Streetcar North-South (NS) Line from its existing terminus at NW 23rd Avenue and NW Northrup Street to a new terminus at NW 26th Avenue and NW Wilson Street near the Montgomery Park building in Northwest Portland. This extension will allow the NS Line to operate between the Montgomery Park Building and the South Waterfront. The route extension will operate on NW 23rd Avenue, as well as on a new one-way parallel couplet using NW Roosevelt Street, NW 26th Avenue, and NW Wilson Street.

EXHIBIT A

