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**Clackamas County**  
[www.clackamas.us](http://www.clackamas.us)

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Wednesday, December 18, 2024

7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/81824552238?pwd=FEVMMMBk2r2tr0xMM9Q1L760tCpa5.1>

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## Agenda

**7:30 a.m. Welcome & Introductions**

**7:35 a.m. JPACT Updates ([JPACT Materials](#))**

- TriMet Safety & Security Presentation  
*Presenting: Andrew Wilson, TriMet*
- Regional Flexible Fund Allocation (RFFA): Status Update  
*Presenting: Ted Leybold & Grace Cho, Metro*

### TPAC Updates

- December Meeting Highlights  
*Presenting: Jeff Owen, Clackamas  
Dayna Webb, Oregon City*
- TPAC Membership Updates  
*Presenting: Dayna Webb, Oregon City*

**8:40 a.m. MPAC Updates ([MPAC Materials](#))**

- Metro Solid Waste Facilities Plan Update  
*Presenting: Marta McGuire, Metro*

### MTAC Update

- December agenda attached

## Attachments:

JPACT and MPAC Work Programs	Page 02
TriMet Safety & Security Presentation	Page 04
RFFA: Step 2 Application Summary & Next Steps Memo	Page 15
RFFA: Step 1A.1 Project Tech. Evaluation Presentation	Page 24
RFFA: Step 1A.1 Project Tech. Evaluation Memo	Page 52
TPAC Update Memo	Page 61
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MTAC December Agenda	Page 67
<b>12/17/24: Updated RFFA Presentation</b>	<b>Page 68</b>

# 2024 JPACT Work Program

*As of 10/7/24*

*Items in italics are tentative*

<p><b>September 19, 2024</b> (in person)</p> <ul style="list-style-type: none"> <li>• Consideration of the July 18, 2024 JPACT Minutes</li> <li>• <i>Comment from the Chair</i>- Summary of nominated projects for the bond (5 min)</li> <li>• <i>Comment from the Chair</i>- <i>Westside Multimodal Improvements Study</i> (5 min)</li> <li>• <i>Comment from the Chair</i> <i>Transit minute</i> (5 min)</li> <li>• TriMet Safety and Security Presentation (JC Vannatta, other presenters TBD; 30 min)</li> <li>• <b>Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (JPACT Member Discussion)</b> (30 min)</li> </ul>	<p><b>October 17, 2024</b> (online)</p> <ul style="list-style-type: none"> <li>• <i>Comment from the Chair</i>- <i>RFFA Bond eligibility screening update</i> (5 min)</li> <li>• Resolution no. 24-5434 For the purpose of amending, canceling, or adding a total of twelve projects to the 2024-27 MTIP to meet federal project delivery requirements (consent)</li> <li>• <b>Consideration of the September 19, 2024 JPACT Minutes</b></li> <li>• <b>Regional Transportation Priorities and Funding: Recommendation (Action)</b></li> <li>• <i>IBR SDEIS; Kristin Leonard and Greg Johnson, IBR; 20 min</i></li> <li>• Connecting Communities Transit Study (Ally Holmqvist, Metro; 30 min)</li> <li>• Introduction to the Regional Transportation Demand Management Strategy &amp; Assessment (Ted Leybold, PDR Transportation Policy Director (he/him), Grace Stainback, Associate Transportation Planner (she/her), Noel Mickelberry, Senior Transportation Planner (she/her); 15 minutes)</li> </ul>
<p><b>November 21, 2024 (Online)</b></p> <ul style="list-style-type: none"> <li>• <i>Comment from the Chair</i>- <i>Regional Rail Study Kickoff</i> (5 min)</li> <li>• <i>Comment from the Chair</i>- <i>RFFA Step 2 application summary</i> (5 min)</li> <li>• <i>Consideration of the October 17, 2024 JPACT Minutes (consent)</i></li> <li>• Resolution no. 24-5443 For The Purpose Of Adding Or Amending A Total Of Six Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements (<b>Consent</b>)</li> <li>• <i>Regional Emergency Transportation Routes Phase 2 (John Mermin Metro; 20 min)</i></li> <li>• TV Highway LPA Early Discussion (Jess Zdeb, Metro; 30 min)</li> <li>• <i>Sunrise Visioning Project Update (Jamie Stasny (she/her), Clackamas County; 15 min)</i></li> </ul>	<p><b>December 19, 2024</b> (online)</p> <ul style="list-style-type: none"> <li>• <i>Consideration of the November 21, 2024 JPACT Minutes (consent)</i></li> <li>• <i>Comments from Councilor Simpson- Update on Cascadia High Speed Rail- 5 min</i></li> <li>• RFFA: Step 1A.1 Project evaluation results and building of bond scenarios (Grace Cho (she/her), Metro; 45 min)</li> <li>• Safe Streets for All Update (Lake McTighe (she/they), Metro; 30 min)</li> <li>• Work plan</li> </ul>

## 2024 MPAC Work Program

**As of 10/24/24**

*Items in italics are tentative*

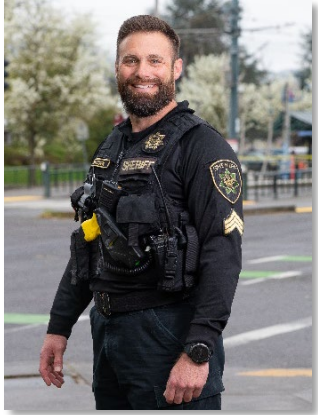
<p><b>September 11, 2024 (virtual)</b></p> <ul style="list-style-type: none"> <li>• Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions (<b>consent</b>)</li> <li>• UGM COO recommendation review and public comment feedback (Eryn Kehe, she/her and Ted Reid, he/him, Metro; 45 min)</li> </ul>	
<p><b>September 25, 2024 (in person)</b></p> <ul style="list-style-type: none"> <li>• Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions (<b>consent</b>)</li> <li>• <b>Resolution no. 24-5443</b> For The Purpose Of Adding Or Amending A Total Of Six Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements</li> <li>• Consideration of the July 24, 2024 MPAC Minutes</li> <li>• UGB Expansion Recommendation to Metro Council (<b>action</b>) (Eryn Kehe, she/her and Ted Reid, he/him, Metro; 45 min)</li> <li>• WPES: System Facilities Plan Update (Marta McGuire (she/her), Metro, Estee Segal (she/her), Metro; 45 min)</li> </ul>	<p><b>October 23, 2024 (online)</b></p> <ul style="list-style-type: none"> <li>• WPES: System Facilities Plan Update (Marta McGuire (she/her), Metro, Estee Segal (she/her), Metro; 30 min)</li> <li>• Future Vision: Work plan review (Jess Zdeb, she/her, Metro; 40 min)</li> <li>• 2040 Grant Update (Serah Breakstone, Metro; 20 min)</li> </ul>
<p><b>November 13 2024 (in person)</b></p> <ul style="list-style-type: none"> <li>• Consideration of the September 11, 2024 MPAC Minutes (<b>Consent</b>)</li> <li>• Consideration of the September 25, 2024 MPAC Minutes (<b>Consent</b>)</li> <li>• Regional Housing Coordination Strategy (Eryn Kehe (she/her) &amp; Emily Lieb (she/her), Metro; 30 min)</li> <li>• <i>Introduction to the Community Connector Transit Study (Ally Holmqvist, Senior Transportation Planner, Metro; 30 minutes)</i></li> <li>• <del><i>Future Vision: Work plan recommendation (Jess Zdeb, she/her, Metro; 30 min)</i></del></li> </ul>	<p><b>December 11, 2024 (online)</b></p> <ul style="list-style-type: none"> <li>• <i>Montgomery Park Streetcar Title 4 map update (action) (City of Portland staff TBD)</i></li> <li>• Follow up on UGB process (Ted Reid, he/him, Metro; 20 min)</li> <li>• <i>Housing funding update (Marissa Madrigal (she/her/ella), Metro)</i></li> <li>• <i>Future Vision: Future Vision Commission planning (Jess Zdeb, she/her, Metro; 30 min)</i></li> </ul>

# TriMet Safety & Security

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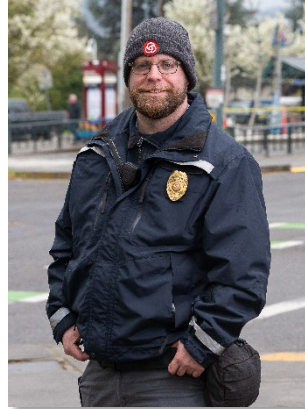
# TriMet is committed to putting your safety and security first



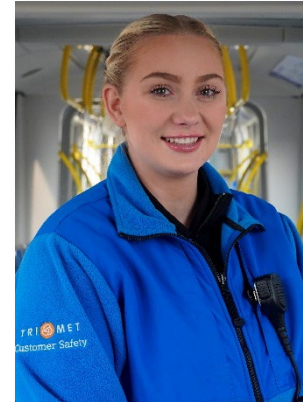
Transit Police



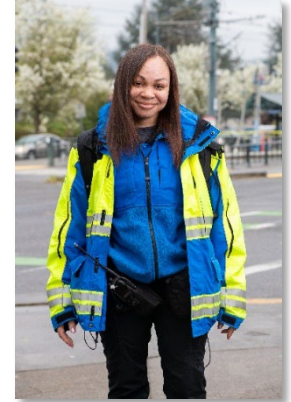
Transit Security  
Officers



Customer Safety  
Supervisors



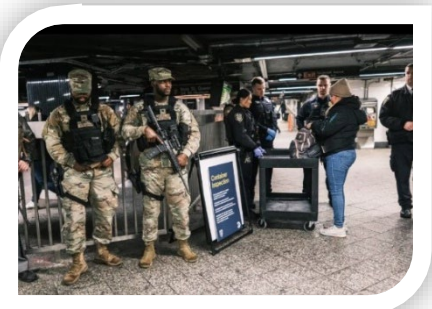
Customer Safety  
Officers



Safety Response  
Team

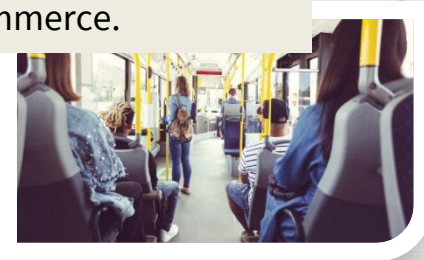


The total number of homeless or unstably housed people in King County rose by nearly 8,000 between 2016 and 2023, according to the Washington Department of Commerce.



New York City

In response to a spike in crime, NY Gov. Kathy Hochul called in the National Guard to patrol the MTA in March 2024.



Los Angeles

Total crimes within the LA Metro system increased by over 65% in early 2024.



Baltimore

The rise in deadly synthetic opioids has led to 6,000 overdose deaths over the past six years.



# Fast Stats

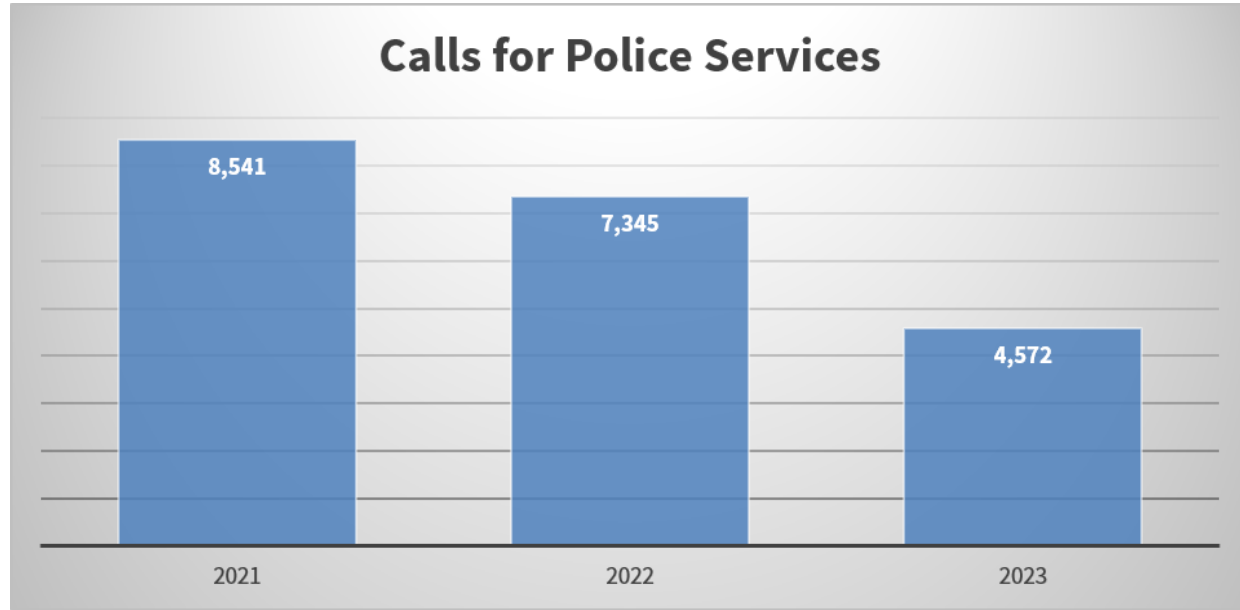
Calls for police service have dropped **52%** since 2022.

More than **8,000** cameras now help police respond to and solve crimes

TriMet's Safety Response Team has assisted more than **4,000** passengers and connected nearly **6,000** people to social services in 2023.



## Calls for police service 2021 to 2023



# Safety & Security Staff: By the Numbers



Safety and Security	2022	2023	2024
Transit Police Division	18	20	22
Transit Security Officers	101	160	240
Customer Safety Supervisors	37	51	51
Customer Safety Officers	42	80	80
Safety Response Team	48	68	70
<b>Total:</b>	<b>246</b>	<b>379</b>	<b>463</b>

Customer Service	2022	2023	2024
On-Street Customer Service	4 to 7	7	20

# District Attorneys

- Expanded partnership with Multnomah County prosecutors
- Supported new laws that stiffen penalties on public drug use
- Addressing riders' concerns about passenger conduct

# Safe Transit Legislation

- Advocate for community solutions for a safer transit system
- Work with lawmakers to stiffen penalties for using drugs on the system
- Give police the tools necessary to address illegal behavior

NEWSWATCH  
**12** abc  
kdrv.com

**Kotek signs bill criminalizing drugs on public transit**

By: Cinthia Cortez, Isabela Lund  
Mar 28, 2024 Updated Mar 29, 2024 0

Oregon Capital Chronicle  
PART OF STATES NEWSROOM

**Oregon Legislature passes bill to make drug use on public transportation a crime**

BY: BEN BOTKIN - MARCH 7, 2024 5:25 PM

X in f e p



# Progress through Technology & Strategy

## Strategic Data-Based Deployment:

- Use of hot-spot data to improve patrols
- More public safety missions
- Strategic use of security cameras



## Customer Security Reporting:

- Real-time monitoring of cameras
- Newly created security operations center
- Addition of “blue-light” security phones at stations



## Continuous Improvements:

- Operator safety panels
- Expanded access control measures
- Safety monitors on buses
- Improved lighting and open areas



# Enhanced Cleaning

## Deep Cleaning:

TriMet is on track to deep clean stations nearly 10 times more than in 2023, roughly 2,100 times by the end of 2024.



## Litter Removal:

Cleaners remove roughly 1,200 pounds of trash per month from our tracks, stations and Park & Rides.



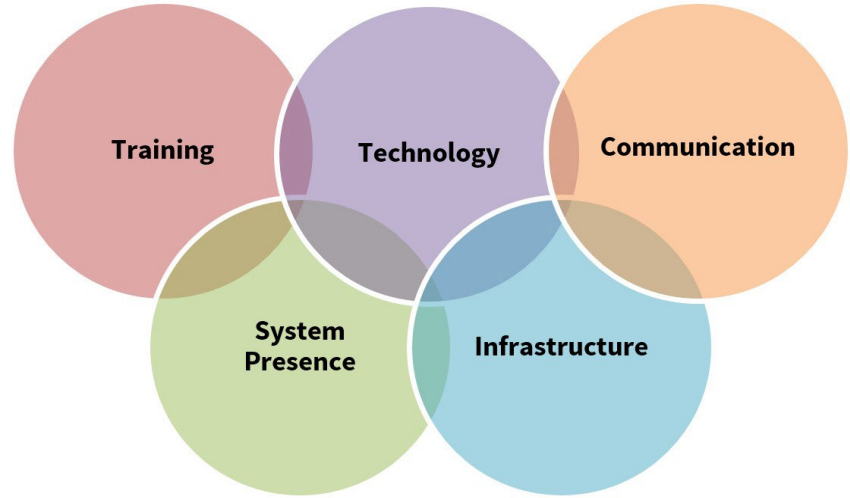
## Vehicle Cleaning:

Cleaners stationed at key transit Centers and MAX stations take care of spills and trash during parts of the service day.



# Ongoing Safety and Security Goals

- Expanding TriMet's overall security presence
- Growing the Safety Response Team and Transit Police Division staff
- Enhancing education of TriMet's rules for riding
- Increasing code enforcement
- Installing first blue-light security phones, with more to come in 2025





**Contact TriMet Security**



**Text or Call**

**503-238-7433 (RIDE)**



# Memo

Date: Wednesday, November 27, 2024  
 To: Transportation Policy Alternatives Committee on Transportation and Interested Parties  
 From: Grace Cho, Principal Transportation Planner  
 Subject: 28-30 Regional Flexible Fund Step 2 – Summary of Applications Received

**Purpose:** To provide a summary of applications received for the Step 2 allocation process.

**Background:**

The application period for the 2028-2030 Regional Flexible Fund Step 2 allocation opened on Friday September 6<sup>th</sup> and closed on Friday November 22<sup>nd</sup> after an extension was granted due to a technical malfunction with the online application. In the lead up to the application period opening, a pre-application process took place where eligible jurisdictions submitted a letter of intent to apply with potential Step 2 applications. Through the letter of intent process, 11 jurisdictions received application assistance to support the development of one Step 2 application for submission.

**Step 2 Application Summary:**

Attachment 1 is a listing of the Step 2 applications for the Regional Flexible Fund allocation process. Attachment 2 is a map of the Step 2 project applications for consideration. In summary:

- Total Requested Regional Flexible Funds: \$139 million
- Total Estimate Cost of Potential Projects: \$198.6 million
- Number of Applications: 24
- Project Development Only Applications: 5

Table 1. breaks down a summary of the sub-regional of the Step 2 applications.

*Table 1. 28-30 Regional Flexible Fund – Step 2 – Sub-Regional Summaries*

	<i>Washington County</i>	<i>East Multnomah County</i>	<i>Clackamas County</i>	<i>City of Portland</i>
Number of Applications	9	3	6	6
Project Development Only Applications	1	1	3	0
Requested Regional Flexible Funds	\$53M	\$14.4M	\$35.5M	\$36.2M
Total Estimate Cost of Candidate Projects	\$102M	\$16M	\$39.5M	\$40.9M

**Observations**

At a total of \$139M request in Regional Flexible Funds, this is between 2-3 times greater than the anticipated available funding (\$47-\$60M) in Step 2. The number of applications received is a little less than the previous cycles, but the requested funds is greater. A greater number of applications received for the 28-30 cycle focuses on project construction compared to the previous cycle.

A notable observation with the Step 2 applications for the 28-30 cycle is the steep increase in the overall costs of local projects, despite those projects largely remaining in similar in scope and scale as compared to previous cycle applications. Several reasons are attributed to the increased overall costs and funding requests from Regional Flexible Funds Step 2 allocation, including an increased overall cost threshold. But the notable reason is the recent period of rapid inflation, while cooling, has reset the price point for goods and services for delivering infrastructure projects.

**Attachment 1. 28-30 Regional Flexible Fund - Step 2 - Applications Received**

<b>Nominating Agency</b>	<b>Project Title</b>	<b>Description</b>	<b>County</b>	<b>Total Estimated Cost</b>	<b>Requested Regional Flexible Funds</b>
Clackamas County	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.	Clackamas	\$8,055,600	\$7,228,290
Gladstone	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.	Clackamas	\$9,720,196	\$8,721,932
Happy Valley	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.	Clackamas	\$13,402,561	\$12,026,118
Lake Oswego	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.	Clackamas	\$1,095,500	\$983,000
Milwaukie	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.	Clackamas	\$3,017,070	\$2,707,217
Oregon City	OR99E (McLoughlin Boulevard) 10th Street to tumwata 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.	Clackamas	\$4,270,970	\$3,832,341
Gresham	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.	Multnomah	\$10,499,045	\$9,420,793
Gresham	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.	Multnomah	\$4,533,038	\$4,067,496
Multnomah County	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.	Multnomah	\$1,000,000	\$897,300
Portland	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.	Multnomah	\$4,922,544	\$4,416,999
Portland	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.	Multnomah	\$5,438,000	\$4,879,517
Portland	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.	Multnomah	\$8,618,000	\$7,732,932
Portland	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	Multnomah	\$9,176,962	\$7,677,446

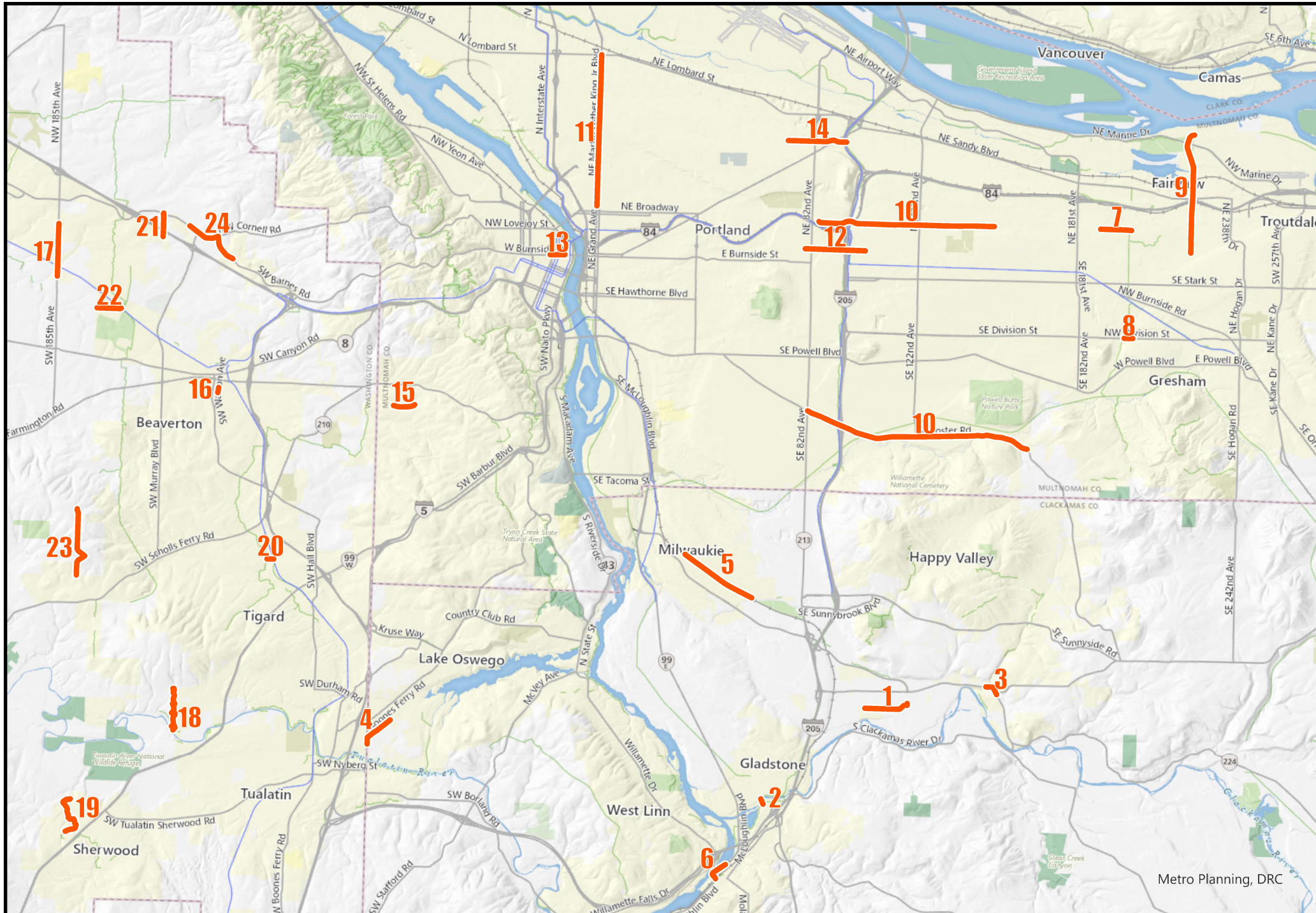
**Attachment 1. 28-30 Regional Flexible Fund - Step 2 - Applications Received**

Nominating Agency	Project Title	Description	County	Total Estimated Cost	Requested Regional Flexible Funds
Portland	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.	Multnomah	\$8,445,000	\$7,577,698
Portland	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.	Multnomah	\$4,389,000	\$3,938,250
Beaverton	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.	Washington	\$5,181,865	\$4,649,687
Hillsboro	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.	Washington	\$5,272,738	\$4,572,738
King City	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	Washington	\$9,568,610	\$7,841,343
Sherwood	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	Washington	\$9,960,030	\$8,860,030
Tigard	North Dakota Street (FannoCreek) Bridge Replacement	Replace bridge with bike lanes and sidewalk	Washington	\$26,336,556	\$8,000,000
Tualatin Hills PRD	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.	Washington	\$30,334,019	\$6,000,000
Washington County	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.	Washington	\$5,814,300	\$5,217,300
Washington County	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 ROW identification to realign the roadway between SW Cooper Mountain Ln and SW Siler Ridge Ln.	Washington	\$2,890,000	\$2,593,196

**Attachment 1. 28-30 Regional Flexible Fund - Step 2 - Applications Received**

Nominating Agency	Project Title	Description	County	Total Estimated Cost	Requested Regional Flexible Funds
Washington County	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.	Washington	\$6,690,000	\$5,252,300
<b>TOTAL</b>				<b>\$198,631,604</b>	<b>\$139,093,923</b>

# Regional Flexible Funds Allocation 2028-30: Step 2 Application Map



Map Label	Project Name	Project Sponsor/ Nominating Agency	Sub-Regional Location	Requested Regional Flexible Funds	Total Project Cost Estimate
1	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	Clackamas	\$7,228,290.00	\$8,055,600.00
2	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas	\$8,721,932.00	\$9,720,196.00
3	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	Clackamas	\$12,026,120.00	\$13,402,560.00
4	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	Clackamas	\$983,000.00	\$1,095,500.00
5	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas	\$2,707,217.00	\$3,017,070.00
6	OR99E (McLoughlin Boulevard) 10th Street to Tumwater Village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	Clackamas	\$3,832,341.00	\$4,270,970.00
7	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	Multnomah	\$9,420,793.00	\$10,499,050.00
8	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdales Avenue	Gresham	Multnomah	\$4,067,496.00	\$4,533,038.00
9	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	Multnomah	\$897,300.00	\$1,000,000.00
10	Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland BOT	Multnomah	\$4,416,999.00	\$4,922,544.00
11	NE MLK Jr Blvd Safety and Access to Transit	Portland BOT	Multnomah	\$4,879,517.00	\$5,438,000.00
12	NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland BOT	Multnomah	\$7,732,932.00	\$8,618,000.00
13	W Burnside Green Loop Crossing	Portland BOT	Multnomah	\$7,677,446.00	\$9,176,962.00
14	NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland BOT	Multnomah	\$7,577,698.00	\$8,445,000.00
15	Red Electric Trail East of SW Shattuck Rd	Portland Parks	Multnomah	\$3,938,250.00	\$4,389,000.00
16	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	Washington	\$4,649,687.00	\$5,181,865.00
17	Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	Washington	\$4,572,738.00	\$5,272,738.00
18	Westside Trail Segment 1 - King City	King City	Washington	\$7,841,343.00	\$9,568,610.00
19	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	Washington	\$8,860,030.00	\$9,960,030.00
20	North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington	\$8,000,000.00	\$26,336,560.00
21	Bridge Crossing of Hwy. 26 by the Westside Trail	Tualatin Hills PRD	Washington	\$6,000,000.00	\$30,334,020.00
22	Beaverton Creek Trail: Merlo Road Improvements	Washington County	Washington	\$5,217,300.00	\$5,814,300.00
23	SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	Washington	\$2,593,196.00	\$2,890,000.00
24	Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington	\$5,252,300.00	\$6,690,000.00

# Memo

Date: Wednesday, November 27, 2024  
To: Transportation Policy Alternatives Committee (TPAC) and Interested Parties  
From: Grace Cho, Principal Transportation Planner  
Subject: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Step 2 Next Steps - Updated

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## **Purpose**

To provide TPAC an overview of the next steps for the Step 2 allocation process, following the November 22, 2024 closing deadline for the Call for Projects.

## **Background & Process Context**

The 2028-2030 Regional Flexible Fund Step 2 allocation is underway with regional partners currently developing applications to submit for consideration in the Step 2 allocation process. Due to a technical malfunction with the online application tool during the final week of the Call for Projects, Metro extended the deadline for applications submissions to Friday November 22<sup>nd</sup>, 2024.

Following the closure of the Call for Projects, the Step 2 process will transition into the application evaluation phase. But due to the extension, the Step 2 schedule has shifted in various ways which has implications for Step 2 applicants. The remainder of this memorandum is to outline the updated Step 2 schedule and next steps in the Step 2 evaluation process as a result of the extended application submission deadline.

## **Step 2 Allocation – Evaluation Phase & Modified Process Changes**

The 2028-2030 RFFA Step 2 evaluation phase includes two components: 1) an outcomes evaluation assessing the application performance towards advancing regional policy objectives; and 2) a risk assessment evaluating the challenges the project is likely to encounter with the federal aid project delivery process. The outcomes evaluation and project delivery risk assessment processes will occur concurrently through late November 2024 through early March 2025, a month later than outlined in initial schedules. At the March 7<sup>th</sup> meeting, TPAC will receive a first look at the outcomes evaluation and project delivery risk assessment results with the opportunity to comment. After receiving comment and feedback from the first look, Metro staff will finalize results of the outcomes evaluation and project delivery risk assessment are to be available in late March 2025 near the time frame of the public comment period opening. Going from the first look draft of the Step 2 evaluation results to the finalized results will be under a compressed timeline as a result of application deadline extension.

The schedule outlined in Table 1 reflects the updated evaluation process schedule. A short description of the updated project delivery risk assessment evaluation processes is provided below as the updated schedule has implications for the Step 2 project delivery risk assessment refinement opportunities.

### *Project Delivery Risk Assessment*

To ensure Regional Flexible Fund Step 2 projects can be delivered as proposed, on time, within budget, and make it through the federal aid process, Metro will conduct a project delivery risk assessment on each candidate and issue a report documenting the findings. Candidates will be evaluated on how completely the project has been planned, developed and scoped, and measure the risk of project fund obligation within the 2028 through 2030 timeframe. The Project Delivery Risk Assessment results are presented with a rating of risk level by individual project. Recommendations from the Project Delivery Risk Assessment will inform conditions of approval

and/or required early project development activities if the candidate project is awarded Regional Flexible Funds.

In previous Step 2 processes, applicants received an opportunity to clarify or revise parts of applications according to the draft results of the Project Delivery Risk Assessment near the end of the evaluation process. This refinement period usually extended the timeframe from which the initial results could be finalized and prepared for sharing with coordinating committees and as part of the public comment. With the compressed schedule, a refinement period after the first look of the full results is less feasible. In efforts to support applicants in identifying and addressing risks prior to issuing final findings, Metro staff have moved up the process to January 2025 for applicants to provide clarity and, if electing, modify their Step 2 applications to address identified risks. Over the course of December 2024, the consultant teams conducting the Step 2 project delivery risk assessment will compile initial comments and questions on their individual applications to share with applicants by Friday January 3, 2025. From January 3 – January 17, 2025, applicants have a 2-week window to respond to clarifying questions or revise aspects of the applications for the purposes of the risk assessment. Responses to questions will need to be reflected as part of application narratives or uploaded as an attachment through the online application tool, which will be reopened for the 2-week window for applicants to access. Following the refinement window, the project delivery risk assessment will take place utilizing the updated information received on the Step 2 applications. The Project Delivery Assessment draft results will be issued for the March 7, 2025 TPAC meeting, before the issuing the final project delivery risk assessment results in a report in late March 2025.

**Table 2. 28-30 Regional Flexible Fund Step 2 – Updated Schedule**

<b>Activity</b>	<b>Date</b>
Step 2 Call for Projects Closes	November 22, 2024
Step 2 – Summary of Received Applications (TPAC and JPACT)	December 2 & 18, 2024
Step 2 evaluation <ul style="list-style-type: none"> <li>Outcomes Evaluation</li> <li>Project delivery risk assessment</li> </ul>	November 2024 – February 2025
Step 2 Project Delivery Risk Assessment <ul style="list-style-type: none"> <li>Initial review by Kittelson on all applications</li> </ul>	December 2 – December 20, 2024
Step 2 Project Delivery Risk Assessment – refinement and clarification period opens <ul style="list-style-type: none"> <li>Applicants to receive communication of initial risk assessment results and clarification questions</li> <li>Reopen Project Tracker for applications edits at 9 a.m.</li> </ul>	January 3, 2025
Step 2 Project Delivery Risk Assessment – refinement period closes <ul style="list-style-type: none"> <li>Project Tracker closes for application edits at 4 p.m.</li> </ul>	January 17, 2025
Step 2 Evaluation Results (TPAC) <ul style="list-style-type: none"> <li>Includes outcomes evaluation and project delivery risk assessment</li> <li>Comments for finalizing</li> </ul>	March 7, 2025
Step 2 Evaluation Results – finalized results	Late March 2025
Step 2 evaluation results made available for county coordinating committee discussions	March 2025
2028-2030 RFFA public comment opens	March 24, 2025
2028-2030 RFFA public hearing/testimony	April 17, 2025*
2028-2030 RFFA public comment closes	April 28, 2025

<b>Activity</b>	<b>Date</b>
Initial summary of 2028-2030 RFFA public comments with responses and draft/tentative staff recommendations for refinements to TPAC	May 2, 2025*
Summary of 2028-2030 RFFA public comments with responses and staff recommendations for refinements to JPACT (Public Comment Report)	May 15, 2025*
Coordinating committee priorities submitted (if electing to submit priorities)	May 2025
TPAC and JPACT opportunity to deliberate input received on Step 2 candidate projects	June 2025
TPAC and JPACT action on 2028-2030 RFFA	July 2025

# 2028-30 Regional Flexible Funds Allocation (RFFA) – Step 1A.1 Candidate Project Technical Evaluation Results and Next Steps

C4

December 18, 2024



# Today's Purpose:

- Present technical evaluations results
- Gather bond scenarios input
  - Concepts/themes for further technical evaluation
- Outline next steps



## Overview

# 28-30 Regional Flexible Fund Step 1A.1 – New Project Bond Proposal Development

Exhibit A to Resolution 24-5415



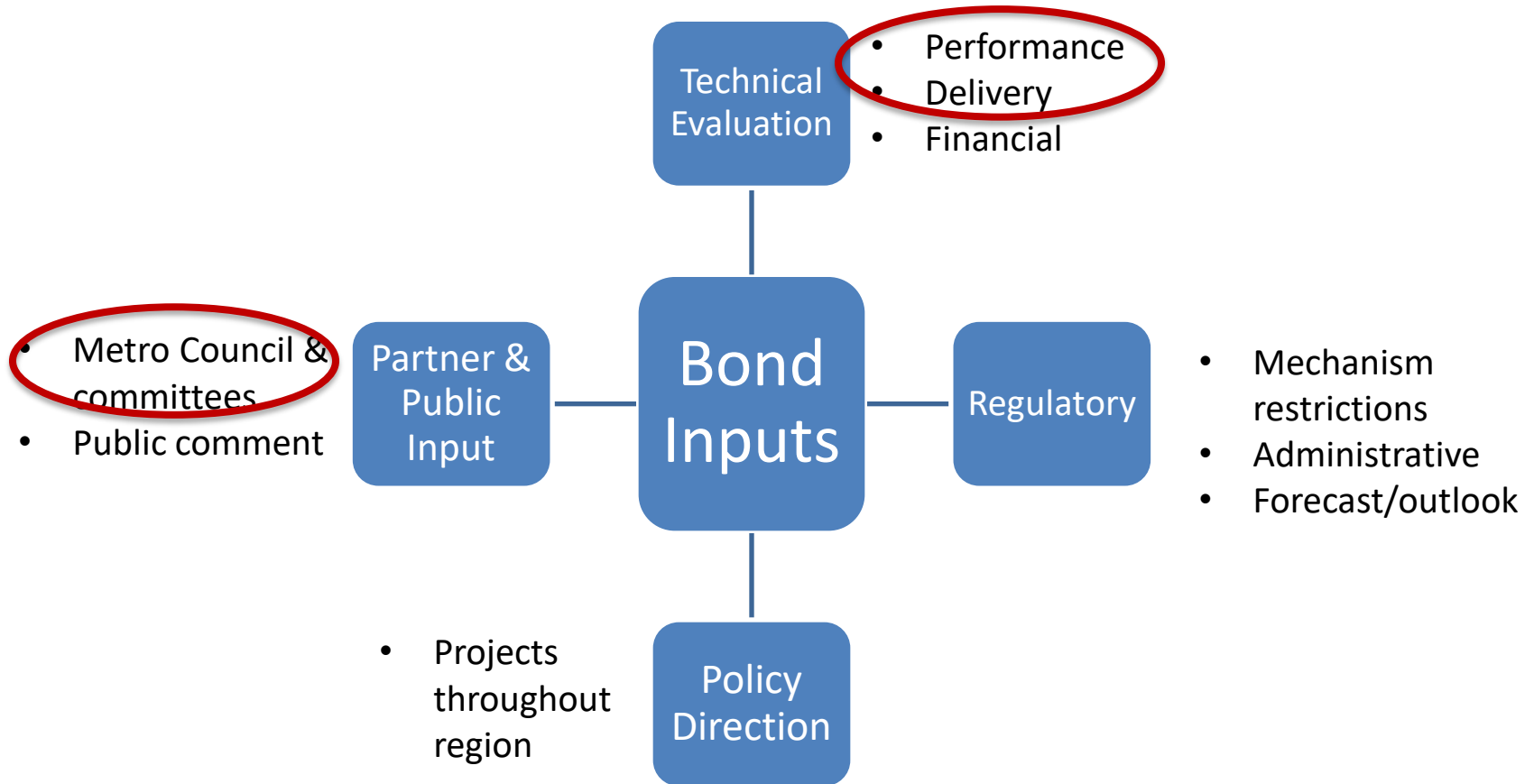
Resolution 24-5415

2028-2030 Regional Flexible  
Fund Allocation program  
direction

June 2024

- Region's intent on how to expend federal Flexible Funds to advance regional policy objectives
- Allocation categories
  - Step 1A – bond repayment
  - **Step 1A.1 – develop new project bond proposal**
  - Step 1B – regionwide programs & planning
  - Step 2 – local projects

# Step 1A.1 – Bond Development Process





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# **Step 1A.1 – Technical Evaluation Results**

# Step 1A.1: Candidate Project Evaluation – Three Components

## Performance

- Bond purpose & principles consistency
- RTP outcomes advancement

## Delivery

- Project delivery assessment\*

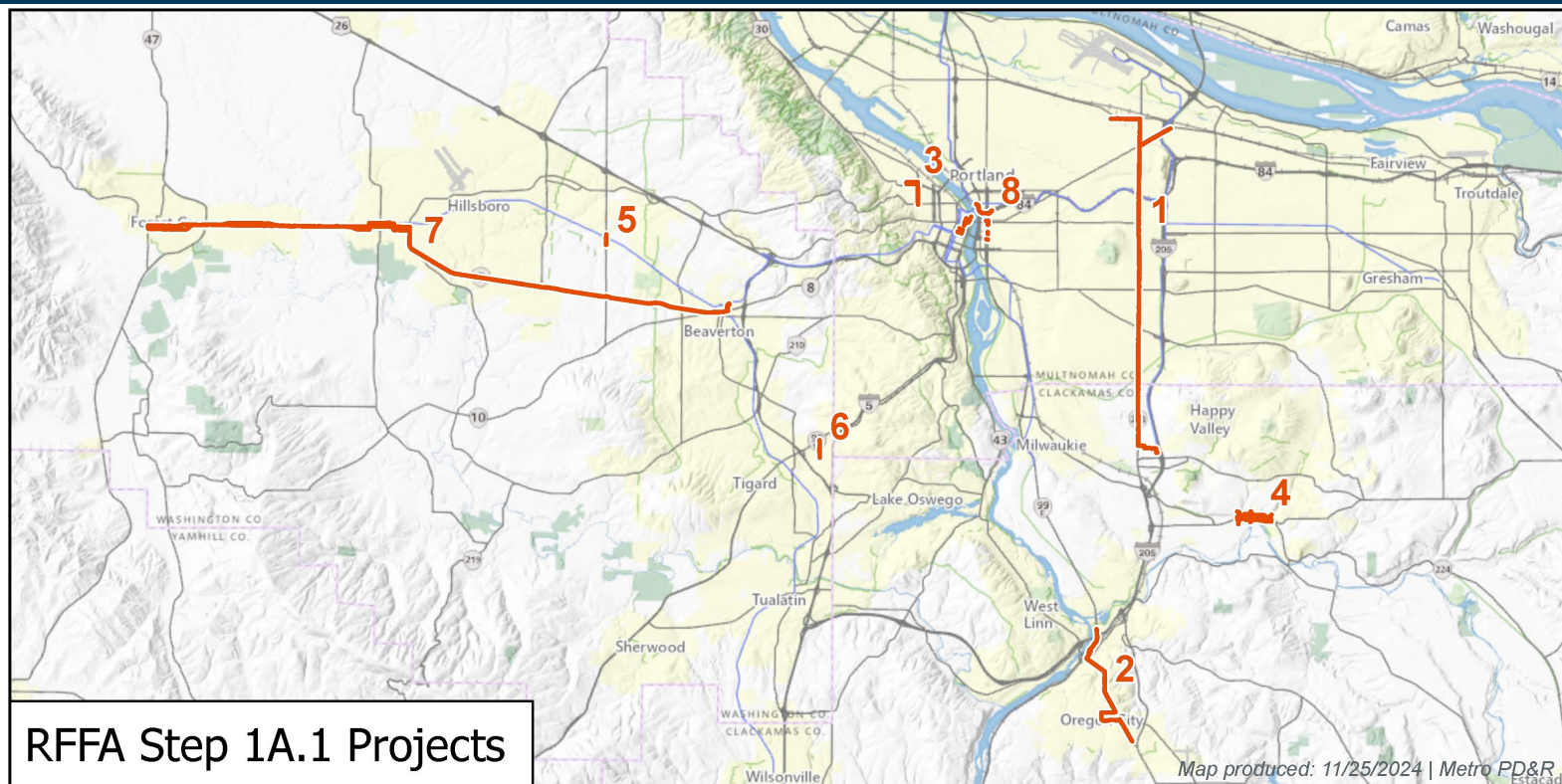
\*Consultant assessment of project proposal



# Step 1A.1 Evaluation: Three Components & Measures

RFFA Program Direction Component		Measure	Evaluation Results
Performance Evaluation	Bond Purpose & Principles	Regional/Corridor scale project	Rating + brief narrative
		Advance ability to construct projects early (construction projects)	
		Consideration of other transportation funding sources in the region by other agencies and Metro*	
		Leverage significant discretionary funding	
	RTP Goal Advancement	Improves transit service for residents in an Equity Focus Area	Rating + brief narrative
		Increases speed, frequency and reliability of high-capacity transit	
		Provides safer and more convenient access to transit*	
		Improves access to jobs and essential services by transit	
		Identified by communities who face disparities in the transportation system as a priority	
	Project Delivery Assessment	Planning	Qualitative rating for overall project delivery assessment
Partnerships and Support			
Environmental Considerations			
Design			
Construction			

# Step 1A.1 – Candidate Projects



RFFA Step 1A.1 Projects

Map Label	Project Name	Applicant	Application Category	Funding Request
-	Better Bus Program [Programmatic, does not appear on map]	Metro	Transit Vehicle Priority	\$11,000,000.00
1	82nd Avenue Transit Project	TriMet	CIG	\$30,000,000.00
2	OR99E First and Last Mile and Safe Access to Transit Streetscape Enhancements	City of Oregon City	First-Last Mile/Safe Access	\$9,000,000.00
3	Portland Streetcar: Montgomery Park Extension	City of Portland	CIG	\$20,000,000.00
4	Sunrise Gateway Corridor/Hwy 212	Clackamas County	First-Last Mile/Safe Access	\$15,000,000.00
5	SW 185th Avenue MAX Overcrossing Project	City of Hillsboro	Transit Vehicle Priority	\$12,618,499.00
6	72nd Ave. Phase 1 Tigard Triangle Corridor Improvements	City of Tigard	First-Last Mile/Safe Access	\$15,904,000.00
7	Tualatin Valley Highway Transit Project	TriMet	CIG	\$30,000,000.00
8	Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project	Multnomah County	Combined First-Last Mile and Transit	\$25,000,000.00

# Step 1A.1: Performance Evaluation Results By Category & Component

Evaluation Component/Category	Sunrise	185th Overcross	Better Bus	Burnside Bridge	OR99E	Montgomery Park	72nd Ave	82nd Ave	TV Highway
Overall score									
Capital Investment Grant (CIG)/Large Transit									
First/Last & Access to Transit									
Transit Vehicle Priority									
Bond Purpose & Principles Consistency									
RTP Goals & Outcomes Advancement									

**Key:** Darker shades of blue indicate higher scoring/rating, while lighter shades blue indicates lesser scoring/rating

# Step 1A.1: Performance Evaluation Results by Measures

2028-3030 Regional Flexible Fund Allocation: Step 1A.1 Candidate Project Performance Evaluation Results Summary

Evaluation Section	Measure	Sunrise	185th Overcross	Better Bus	Burnside Bridge	OR99E	Montgomery Park	72nd Ave	82nd Ave	TV Highway
Bond Purpose & Principles Consistency	Use regional revenues on regional or corridor scale projects									
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.									
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro									
	Leverage significant discretionary federal, state and/or local funding									
RTP Goals & Outcomes Advancement	Improves transit service for residents in an Equity Focus Area									
	Increases speed, frequency and reliability of high capacity transit									
	Provides safer and more convenient access to transit									
	Improves access to jobs and essential services by transit									
	Identified by communities who face disparities in the transportation system as a priority									

**Key:** Darker shades of blue indicate higher scoring/rating, while lighter shades blue indicates lesser scoring/rating

# Step 1A.1: Project Delivery Assessment Results

Nomination	Delivery Challenge/Factor	Mitigation Effort
Sunrise Corridor	EC, DE, CN*	Low/Low/Med
185 <sup>th</sup> MAX Overcrossing	DE, CN*	Low/Low
Better Bus Program	PS, CN	Low/Low
Burnside Bridge	CN	Low
McLoughlin Boulevard/OR99E	DE	Med
Montgomery Park Streetcar Extension	DE, CN, FTA	Med/Med/Low
72 <sup>nd</sup> Avenue	PL	Low
82 <sup>nd</sup> Avenue Transit Project	DE, CN	Low/Low
TV Highway Transit Project	DE, CN	Low/Med

**Key:** CN: construction; DE: design; EC: environmental considerations; FTA: FTA considerations; PL: planning; PS: partnerships & support

# Step 1A.1: Capital Investment Program (CIG)/Large Transit Projects

Capital Investment Grant (CIG)/Large Transit	Applicant	Funding Request
Portland Streetcar: Montgomery Park Extension	City of Portland	\$20,000,000
82nd Ave. Transit Project	TriMet	\$30,000,000
Tualatin Valley (TV) Highway Transit Project	TriMet	\$30,000,000

- **Main performance takeaway:**
  - Major transit capital + supportive elements comprehensive investments led to best performance results
- **Main project delivery takeaway:**
  - CIG process requires more delivery checkpoints to pass

# Step 1A.1: First-Last Mile/Safe Access to Transit

First/Last Mile & Access to Transit Projects	Applicant	Funding Request
OR99E First and Last Mile & Safe Access to Transit Streetscape Enhancements	City of Oregon City	\$ 9,000,000
72nd Ave. Phase 1 Tigard Triangle Corridor Improvements	City of Tigard	\$ 15,904,000
Sunrise Gateway Corridor/Hwy 212	Clackamas County	\$ 15,000,000
Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project	Multnomah County	\$ 25,000,000

- Main performance takeaway:
  - Move the outcomes dial, but not as much from corridor/regional perspective
- Main project delivery takeaway:
  - Group had more projects w/more mitigation efforts needed

# Step 1A.1: Transit Vehicle Priority

Transit Vehicle Priority Projects	Applicant	Funding Request
SW 185th Avenue MAX Overcrossing Project	City of Hillsboro	\$ 12,618,499
Better Bus Program	Metro	\$ 11,000,000
Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project	Multnomah County	\$ 25,000,000

- **Main performance takeaway:**
  - Bundling priority + supportive transit access elements perform better than stand alone vehicle priority
- **Main project delivery takeaway:**
  - Delivery challenges flagged; low mitigation effort needed

# Overall Draft Findings

- All candidates carry one+ delivery challenge to mitigate
  - Delivery challenges actively considered/address to extent controllable
  - Project Development Candidates: Confidence in delivery of scope; construction challenges remain
- All candidates advancing regional outcomes
  - Larger comprehensive projects perform best towards advancing regional outcomes, smaller focused project have localized impact
- Varying degrees of funding leverage and opportunities
  - Trade offs w/regional outcomes impact and delivery risk<sup>15</sup>



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# **Next Steps – Step 1A.1 – Bond Concepts Input**

# Step 1A.1 - Bond Concepts Input

## Bond Scenario Assessment: Content

- Schedule of proceeds availability
  - Relative to project schedules
- Length of debt repayment
- Annual obligations of debt servicing
- Overall bond size
- Trade offs with Step 2
  - Near & long term



# Step 1A.1 - Bond Concepts Input

## Bond Scenarios Input

- Focused on concepts & theme
- *Not project specific*
- Combination of themes

## Starting Points

- Handful of scenarios + book ends/reference scenarios
- Pass Program Direction sniff test



# Step 1A.1 - Bond Concepts Input

## Example concepts, themes, and combinations

- Emphasized RTP Outcome: Equitable Transportation
  - Higher scoring in equitable transportation measures
- Combination: Diversified Infrastructure & RTP Outcome: Safety
  - Representation across each project category & higher scoring safety measures
- Transformative Corridor
  - Significant investment and change at a corridor/regional scale

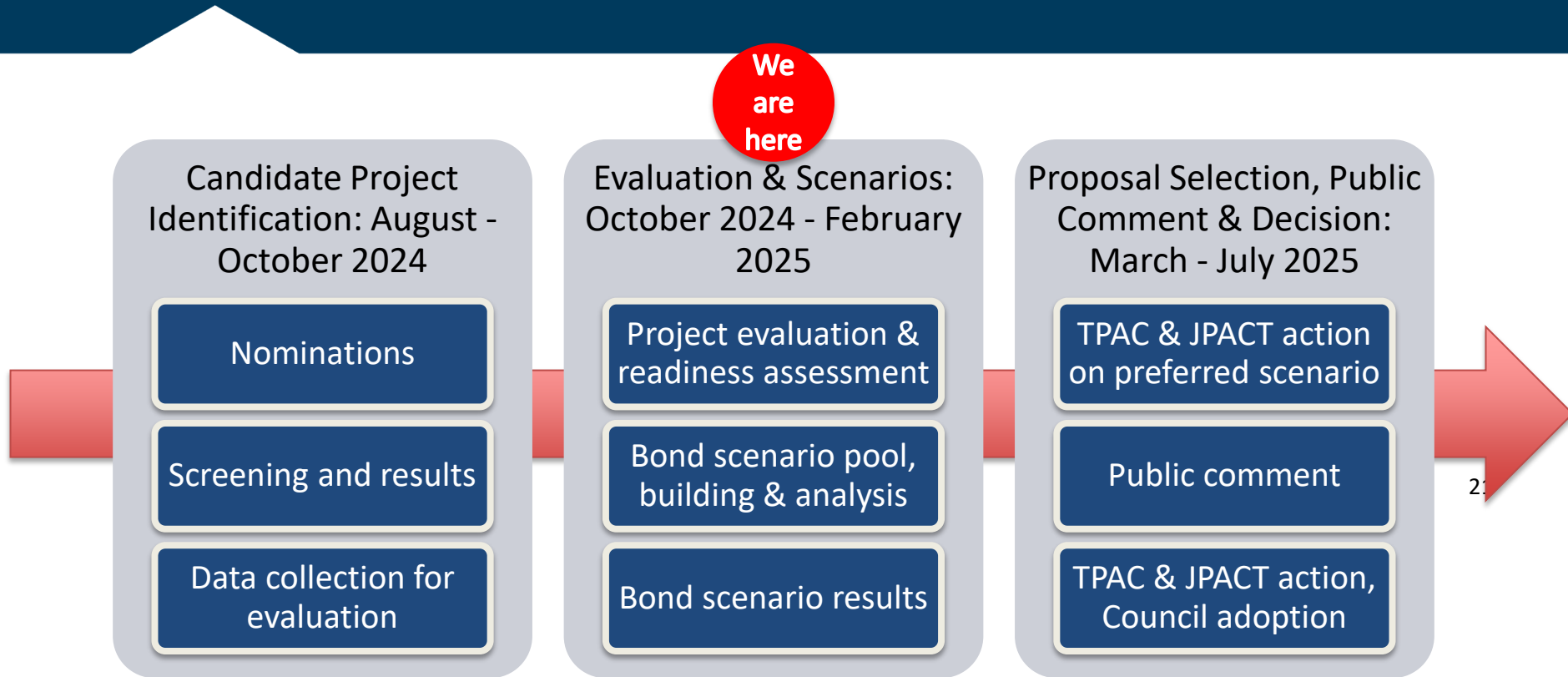


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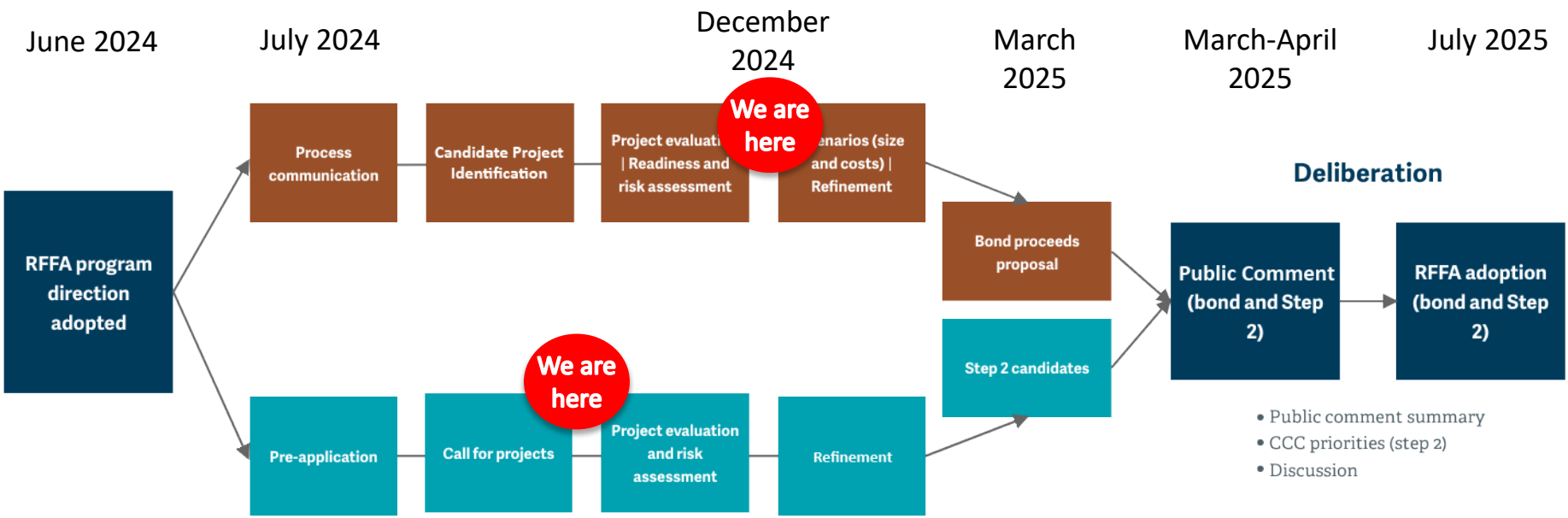
# Next Steps

# Where we are: 28-30 Regional Flexible Fund

## Step 1A.1 Process



# Where we are: New Project Bond & Step 2



# Next Steps – Step 1A.1 (Bond)

Candidate project evaluation: end  
October – early December

- Tentative results rollout: December 6<sup>th</sup>  
TPAC
- Finalized results: December 19<sup>th</sup> JPACT

Scenario building & analysis

- Input opportunity: December 6<sup>th</sup> & 19<sup>th</sup>



# Next Steps– Step 1A.1 (Bond)

Bond Scenario Assessment: December 2024 – February 2025

- Draft scenario assessments\*: January 2025
- Revised scenario assessment: February 2025
  - Input on preferred scenarios, local priorities, etc.



# Next Steps– Step 1A.1 (Bond)

Selecting Preferred Bond Scenario:  
March 2025

- Recommendation to JPACT: March 7<sup>th</sup>
- JPACT approval: March 20<sup>th</sup>
- Open public comment: March 24<sup>th</sup>
  - Includes public comment on Step 2 applications





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# Discussion

# Step 1A.1 - Bond Concepts Input

## Discussion Questions

### Discussion Questions

- What central themes should inform the building blocks of a bond scenario?
- Are there preferred theme combinations for consideration?

# Questions? Comments

Contact: Grace Cho

[grace.cho@oregonmetro.gov](mailto:grace.cho@oregonmetro.gov)

[oregonmetro.gov/rffa](https://oregonmetro.gov/rffa)



**Metro**

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Oregon Zoo

Parks and nature

**[oregonmetro.gov](https://oregonmetro.gov)**



# Memo

Date: Thursday, December 12, 2024  
To: Joint Policy Advisory Committee on Transportation and Interested Parties  
From: Grace Cho, Principal Transportation Planner  
Noel Mickelberry, Senior Transportation Planner  
Subject: 2028-2030 Regional Flexible Fund – Step 1A.1 – Bond Evaluation Results, Concepts Input, and Next Steps

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**Purpose:** Three parts:

- Provide an overview of the performance evaluation & project delivery assessment results for the candidate projects in consideration.
- Gather JPACT input on concepts/themes to build potential bond scenarios,
- To provide an overview of the next steps in the 28-30 Regional Flexible Fund Allocation new project bond development process (Step 1A.1).

**Background & Current Place in Development:**

As part of the adoption of the 2028-2030 Regional Flexible Fund Program Direction, regional leadership agreed to move forward in the development of a new project bond proposal (also referred to as Step 1A.1) for consideration by the region. After a project nomination period was held a total of nine (9) bond nominations moved forward to undergo the candidate project evaluation, in which the results are being shared with JPACT. With the resulting information JPACT members are also asked to give input towards concepts/themes as direction to Metro staff in developing bond scenarios for financial assessment. The input will get utilized to shape the next part of the new project bond development process as described below.

**2028-2030 RFFA Step 1A.1: Getting to a Preferred Bond Scenario**

The three technical pieces shared today (highlighted) as well as the input on the concepts/themes (highlighted) for the bond scenarios are among several pieces of information to inform and shape bond scenarios and an eventual preferred bond scenario/proposal for consideration by TPAC, JPACT, and Metro Council. These are:

- Technical Information
  - Performance evaluation
    - Bond purpose and principles
    - Regional Transportation Plan (RTP) goals and outcomes
  - Project delivery assessment
    - Financial assessment of bond scenarios
- Financial, Administrative, and Regulatory
  - Bond mechanism selection and requirements (e.g. restrictions, reporting, costs)
  - Regulatory and economic outlook
- Policy Direction
  - Objectives of the 28-30 RFFA Program Direction are met
- Partner and Public Input
  - TPAC, JPACT, and Metro Council input bond scenario themes/concepts
  - Public comment
  - TPAC, JPACT, and Metro Council input on local priorities

**Candidate Project Evaluation Overview**

The candidate project consists of three separate evaluations which assesses 1) the consistency towards the bond purpose and principles; 2) the performance towards advancing Regional Transportation Plan (RTP) goals and outcomes; and 3) project delivery challenges outstanding. The purpose of the first two evaluations – comprising the performance evaluation – is not to rank projects, but to instead assess the relative performance by measure and to use the information as one input within the larger discussion of the candidate projects for the bond scenario phase.

Each project was evaluated based on the associated measures for each evaluation shown in Table 1. For the performance evaluation methodology, each measure was weighted equally and each received five (5) total points. Each measure had a quantitative or geospatial analysis element assessed using the specific project characteristics as well as a qualitative element assessed based on application and supplemental materials. The RTP goal advancement assessment applied the RTP goals and outcomes in relation to transit, given the program direction focus on transit. A map and summary of the candidate project applications can be found in Attachment 1.

Metro staff conducted the first two evaluations and utilized an external firm to conduct a project delivery assessment. The candidate project evaluation was conducted from late October through November 2024. Specifically in the bond purpose and principles consistency evaluation, the results are based on historic precedence of federal surface transportation programs. As new information emerges through the development process, the aim is to incorporate it into the bond development considerations.

*Table 1. Evaluation Measures for the Three Part Candidate Project Evaluation*

<b>Technical Evaluation Component</b>	<b>Measure</b>	<b>Evaluation Results</b>
Bond Purpose & Principles	Regional/Corridor scale project	Rating + brief narrative
	Leverage significant discretionary funding	
	Advance ability to construct projects early	
	Consideration of funding strategy and request relative to other available funding sources	
RTP Goal Advancement	Improves transit service for residents in an Equity Focus Area	Rating + brief narrative
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	
Project Delivery Assessment	Planning	One qualitative rating for overall project delivery assessment
	Partnerships and Support	
	Environmental Considerations	
	Preliminary Engineering and Design	
	Construction	

**Candidate Project Evaluation Results and Draft Findings**

Table 2. is a summary of the evaluation results by the individual measures for performance evaluation and project delivery assessment organized by the category the project was nominated. Table 3. is a summary of all projects and their ratings on each measure for the three evaluations and by nomination categories. Included as Attachment 2 are individual rating sheets for each project with qualitative comments on each evaluation component. Lastly, the analysis and details of the project delivery assessment of the bond nominations are included as Attachment 3.

The following are findings from the technical evaluation.

- Candidates which included elements from more than one transit project category (e.g. major transit capital infrastructure, pedestrian transit access, and signal priority) performed best in the performance evaluation. The comprehensive packaging and scale better advance regional goals.
- Inversely, singularly focused candidate projects (i.e. candidates with their scopes elements primarily in one transit project category) do not perform as well as in the performance evaluation. There is recognition these candidate projects address an identified regional need for the system and a part of the region's transportation strategy, but being more tightly focused and/or smaller in scale even when compiled together programmatically is less impactful in advancing regional goals. For some candidates the consideration of other funding opportunities to advance those projects was also a factor in the performance evaluation ratings.
- Candidates which have a funding strategy that matches the program direction performed best in the bond purpose and principles consistency assessment.
  - Articulation specifically on the role the bond proceeds play in leveraging other funding and targeting different discretionary opportunities and local commitment of funding effected the different ratings for the candidate projects.
- While each project is in different stages of development, the project delivery assessment identified at least one or more areas of project delivery challenges for each candidate, with mitigations needed for project delivery.
  - The nominating agencies demonstrated an awareness of the project delivery challenges the candidate project faces and seek to address those challenges through their development processes. This led to no one candidate project receiving a high mitigation effort rating.
  - For some candidates, the project delivery agency demonstrated through the proposed scope, schedule, and budget are adequate to address needed mitigations.
  - Project development only candidates tend to show ability to deliver the project development work as proposed with the bond proceeds, but additional project delivery mitigations will be needed in progressing the project into construction.
  - The major transit capital candidates were assessed under additional criteria specific to the Federal Transit Administration (FTA) Capital Investment Grant (CIG) process. The results highlight the additional rigor required of those candidate projects to meet project delivery milestones in efforts to meet the CIG program requirements.

Based on the draft fundings, some nominations tended to perform better than others, but also maintain project delivery matters in need of resolution. As expressed, the technical evaluation is not to rank projects, but to instead assess the relative performance and flag for implementation challenges. This information is to help shape the next stage of the bond development process, which will introduce additional technical information – in particular the financial analysis of the bond scenarios. These are expected to roll out in the following months to continue to inform the discussion. (See the Next Steps section of this memorandum.)

*Table 2. Summary of Results by Individual Measures for the Performance Evaluation According to Bond Project Category*

2028-3030 Regional Flexible Fund Allocation: Step 1A.1 Candidate Project Performance Evaluation Results Summary												
Evaluation Section	Measure	Capital Investment Grant (CIG)/Large Transit Projects			First/Last Mile & Access to Transit Projects				Transit Vehicle Priority			
		Montgomery Park	82nd Ave	TV Highway	Sunrise	Burnside Bridge	OR99E	72nd Ave	185th Overcross	Better Bus	Burnside Bridge	
<b>Bond Purpose &amp; Principles Consistency</b>	Use regional revenues on regional or corridor scale projects											
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.											
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro											
	Leverage significant discretionary federal, state and/or local funding											
<b>RTP Goals &amp; Outcomes Advancement</b>	Improves transit service for residents in an Equity Focus Area											
	Increases speed, frequency and reliability of high capacity transit											
	Provides safer and more convenient access to transit											
	Improves access to jobs and essential services by transit											
	Identified by communities who face disparities in the transportation system as a priority											
<b>Project Delivery Assessment</b>	Number of mitigations	3	2	2	3	1	1	1	2	2	1	
	Level of mitigation effort	Med/Med/Low	Low/Low	Low/Med	Low/Low/Med	Low	Med	Low	Low/Low	Low/Low	Low	

Key: Darker shades of blue indicate higher scoring/rating, while lighter shades blue indicates lesser scoring/rating. For the Project Delivery Assessment, the number of mitigations reflect areas of identified project delivery challenges within the project delivery agency’s scope of control. The level of mitigation effort reflects by mitigation area the efforts needed to address the project delivery challenge.

*Table 3. Summary of Candidate Evaluation Ratings*

Evaluation Component/Category	Sunrise	185th	Better Bus	Burnside Bridge	OR99E	Montgomery Park	72nd Ave	82nd Ave	TV Highway
<b>Overall score</b>									
<b>Capital Investment Grant (CIG)/Large Transit</b>									
<b>First/Last &amp; Access to Transit</b>									
<b>Transit Vehicle Priority</b>									
<b>Bond Purpose &amp; Principles Consistency</b>									
<b>RTP Goals &amp; Outcomes Advancement</b>									
<b>Project Delivery Assessment (see attachment 3 for details)</b>	Number of Mitigations								
	3	2	2	1	1	3	1	2	2
	Level of Mitigation Effort								
	Low/Low/Med	Low/Low	Low/Low	Low	Med	Med/Med/Low	Low	Low/Low	Low/Med

Key: Darker shades of blue indicate higher scoring/rating, while lighter shades blue indicates lesser scoring/rating.

### **Input on Bond Scenario Concepts/Themes**

The input on the bond scenarios concepts and themes is the first of three areas of input to help guide and shape development of the new project bond. The bond scenarios concepts or themes are intended to shape different potential investment packages (also known as scenarios) to undergo a financial assessment which will look at answering critical questions on debt servicing, schedule, proceeds availability and whether the scenarios meet Program Direction objectives.

The aim is to have a maximum of five bond scenarios taken through the financial assessment to understand the overall commitment and costs for advancing revenues and the financial tradeoffs. In addition to the bond scenarios, Metro will assess a set of reference book ends scenarios (i.e. a no bond scenario and a max bond scenario) to set context. Regardless of the bond scenario concept, all bond scenarios taken through the financial assessment will need to meet the policy direction adopted in the 2028-30 RFFA Program Direction.

At the December 6<sup>th</sup> TPAC meeting, members had the opportunity to weigh in on initial concepts and themes for the bond scenarios. What was heard included the following:

- Have bond scenarios continue to remain true to the bond purpose and principles adopted as part of the 28-30 Regional Flexible Fund Program Direction.
  - The input on the bond scenarios should not “game the system” by introducing a new factor outside of program direction objectives.
  - Prioritize implementation readiness and leverage of discretionary dollars knowing the trade-off of future investment
  - Maximize advancing the RTP goals, with particular emphasis on equity, safety, and climate. Advancing the outcomes of the RTP goals are critical.
- Have bond scenarios comprise of candidates from the three transit project categories.
  - Honor the deliberation by JPACT to expand bonding for other types of transit projects beyond high capacity transit.
- Have bond scenarios which represent regional-scale projects meeting regional needs and are representational of the Portland metropolitan area.
  - In effort to have public support and lobbying power federal discretionary dollars.
- Consider a bond scenario which advances the region’s land use strategy.

With TPAC members input on the bond scenarios and the results of the first three technical components as starting points to kick off discussion, what main themes or concepts do JPACT members support in shaping bond scenarios? To help generate ideas, examples may include:

- Maximum Leverage – those candidate projects that demonstrate the greatest ability to draw in federal and/or state discretionary funding
- Emphasized RTP Outcomes – a mix of candidate projects that emphasizes performance across one or a few priority RTP priority outcomes (e.g. Climate and Equity)
- Diversified Infrastructure & Balanced RTP Outcomes – a mix of candidate projects represented across the three transit project categories (i.e. CIG, Transit Vehicle Priority, Access to Transit) that maximizes performance across all five RTP priority outcomes.
- Implementation Readiness & Emphasized RTP Outcomes – a mix of candidate projects which demonstrate least risk towards completion and emphasizes performance across one or a few priority RTP priority outcomes (e.g. Mobility and Thriving Economy)

#### Discussion Questions

1. What central themes should inform the building blocks of a bond scenario?
2. Are there preferred theme combinations for consideration?

### 2028-2030 RFFA – New Project Bond Development Process – Next Steps

Between December 2024 through March 2025, Metro staff will continue analysis and provide information to support the discussion of shaping bond scenarios and ultimately taking action on a preferred bond scenario to carry through public comment. Tables 4. and 5. both summarize upcoming bond development activities and key dates. Short descriptions of the activities follow.

JPACT will continue to play a key role in new project bond, where regional partners will have the opportunity to weigh in each month on information which continues to get rolled out. Additionally, JPACT will specifically be asked to take action at two key points in the development. These are:

- March 2025 – Approve the release the New Project Bond proposal for public comment
- July 2025 – Approve and recommend adoption of the 2028-2030 Regional Flexible Fund Allocation – including the New Project Bond (Step 1A.1) and Step 2 – to the Metro Council.

*Table 4. Upcoming Activities, Timeframe, and Audiences*

<b>Timeframe</b>	<b>Activities</b>	<b>Audiences</b>
December 2024	Technical Information <ul style="list-style-type: none"> <li>• Performance evaluation               <ul style="list-style-type: none"> <li>○ Bond purpose and principles consistency</li> <li>○ Regional Transportation Plan (RTP) goals and outcomes advancement</li> </ul> </li> <li>• Project delivery assessment</li> </ul> Partner and Public Input <ul style="list-style-type: none"> <li>• TPAC and JPACT input bond scenario themes/concepts</li> </ul>	TPAC JPACT
January 2025	Technical Information <ul style="list-style-type: none"> <li>• Financial assessment of bond scenarios (draft)</li> </ul> Financial, Administrative, and Regulatory <ul style="list-style-type: none"> <li>• Bond mechanism selection and requirements (e.g. restrictions, reporting, costs)</li> </ul> Partner and Public Input <ul style="list-style-type: none"> <li>• Metro Council input bond scenario themes/concepts</li> </ul>	TPAC JPACT* Metro Council
February 2025	Technical Information <ul style="list-style-type: none"> <li>• Financial assessment of bond scenarios (revised)</li> </ul> Policy Direction <ul style="list-style-type: none"> <li>• 28-30 RFFA Program Direction objectives met</li> </ul> Partner and Public Input <ul style="list-style-type: none"> <li>• TPAC, JPACT, and Metro Council input on local priorities</li> </ul>	TPAC JPACT
March 2025	Technical Information <ul style="list-style-type: none"> <li>• Financial assessment of bond scenarios (for preferred scenario)</li> </ul> Policy Direction <ul style="list-style-type: none"> <li>• 28-30 RFFA Program Direction objectives met</li> </ul> Partner and Public Input <ul style="list-style-type: none"> <li>• TPAC, JPACT, and Metro Council input on local priorities</li> <li>• Open public comment</li> </ul>	TPAC JPACT Metro Council*
April 2025	Public comment	Public

\*Indicates tentative date. Unconfirmed on committee or Metro Council calendars.

### Project Evaluation and Bond Scenarios Assessment (December 2024 – February 2025)

Following the candidate project evaluations, Metro staff seeks to gather regional partner input concepts/themes build different scenarios for financial evaluation. With the candidate evaluation results as a starting point for the discussion, this input is primarily being sought in December 2024 in efforts to maintain the schedule for completing the financial analysis of the scenarios.

With the combination of the concepts/themes input and the candidate evaluation results, Metro staff will develop scenarios to go through a financial analysis to understand additional information regarding costs, revenues advances, future revenues committed to debt service, and implications for Step 2. Scenarios will be assessed under the selected bond mechanism, which may add new considerations or complexity towards the incurred costs for bonding. The financial analysis will convey the different funding tradeoffs relative of each composed scenario while adhering to the bond principles in the Program Direction.

Metro staff will engage with community members on potential bond scenarios during this time frame through outlets such as Metro news. A first look at the draft financial analysis of the bond scenario analysis is anticipated for January 2025 with revised updates in February and March as input and further information on the regulatory and economic outlook comes into focus. The bond scenario analysis results will be shared with TPAC, JPACT, and Metro Council. The committees will have the opportunity to provide input and/or recommendations as they deliberate composing the preferred bond scenario/proposal.

#### Preferred Bond Scenario/Proposal Selection and Public Comment (February – May 2025)

The results of the bond scenarios assessment will be presented at TPAC and JPACT. At the committee meetings regional partners will have the opportunity to express their preferred bond scenario or local priorities, or components of different scenarios to create a preferred bond scenario/proposal. The preferred bond scenario will be assessed one last time to assure the size, schedule of repayment, and funding availability meet the bond purpose and principles. At the following meeting, Metro staff will request TPAC recommendation for JPACT to consider releasing the preferred bond scenario/proposal for public comment.

Step 1A.1 and Step 2 will converge at the public comment period, where the public comment will solicit whether there is general support for the preferred bond scenario, gather input on the Step 2 candidates. Following the public comment period, a summary and public comment report with responses and, as appropriate, recommendations in response to comments will be available for TPAC and JPACT deliberations.

#### Deliberations and Adoption (June – July 2025)

Following the public comment period and public comment report, the regional committees will have until July to deliberate on the preferred bond scenario/proposal. Any additions or significant changes via an amendment to the preferred bond scenario at this stage will be subject to re-evaluation for meeting policy objectives and financial analysis. Metro staff will request TPAC and JPACT for recommendation to approve the full 2028-2030 Regional Flexible Fund Allocation at their July 2025 meetings.

*Table 5. 2028-2030 RFFA – New Project Bond Development – Key Dates*

<b>Activity</b>	<b>Date</b>
Candidate project evaluation	October – December 2024
Candidate project evaluation results and summary <ul style="list-style-type: none"> <li>TPAC first look of draft results; final results at JPACT</li> </ul> Bond scenario concepts and themes input	December 6* & 19, 2024

<b>Activity</b>	<b>Date</b>
Bond scenarios development and assessment <ul style="list-style-type: none"> <li>Utilizing concept and themes input</li> <li>Gather Metro Council input</li> </ul>	December 2024 – January 2025
First draft bond scenarios with assessments released	January 10 & 16*, 2025
Second draft bond scenarios assessment <ul style="list-style-type: none"> <li>Gather TPAC input on preferred bond scenario</li> </ul>	February 7 & 20, 2025
Request action to release recommended preferred bond scenario/proposal (TPAC and JPACT)	March 7 & 20, 2025
2028-2030 RFFA public comment opens	March 24, 2025
2028-2030 RFFA public hearing/testimony	April 17, 2025*
2028-2030 RFFA public comment closes	April 28, 2025
Summary of 2028-2030 RFFA public comments with responses and draft/tentative staff recommendations for refinements to TPAC & JPACT	May 2 & 15, 2025*
TPAC and JPACT opportunity to deliberate input received on preferred bond scenario and finalize the preferred bond proposal	June 2025
TPAC and JPACT action on 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	July 2025

\*Indicates tentative date. Unconfirmed on committee or Metro Council calendars or delivery date project work is on the aggressive side and may change.

## Memorandum

**To:** C4 Metro Subcommittee  
**From:** Team TPAC, Representing Clackamas County & Clackamas Cities  
**Re:** December 6, 2024 TPAC Highlights  
**Date:** December 6, 2024

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### Overview

Following is a summary of the December TPAC Meeting and a look ahead into future meetings. December meeting materials can be found [here](#).

### General Updates

- **Fatal Crash Update:** According to recent data available, Metro shared that there were approximately 15 traffic deaths in November across Clackamas, Multnomah, and Washington counties. Of this total, 3 people died while walking, 10 while driving, and 2 while using a scooter. Five fatalities occurred in Clackamas County. Metro continues their commitment to a safe systems approach, advocating for safe streets, speeds, and people. Links to recent efforts made possible by the Safe Streets for All federal grant program in the [region](#), [Milwaukie](#), [North Portland](#) and [Northeast Portland](#) were shared, along with Metro's [High Injury Corridors Explorer](#), [Fatal and Serious Crash Compendium](#), and [High Injury Corridor Profiles](#) to give local jurisdictions data and resources to study the determinants of fatal and serious crashes in the region.
- **Transit Minute:** October ridership rose to 70% of pre-pandemic levels, nearing 7 million riders. TriMet engaged communities on Transit-Oriented Developments at East 122<sup>nd</sup> and 181<sup>st</sup> Avenue park-and-rides. CTRAN received clearance for its Highway 99 Bus Rapid Transit Project, enhancing regional connectivity.
- **RFFA Step 2:** Metro received 24 applications, requesting a total of \$139 million, which is nearly 3 times the amount of available funds. Metro has revised their schedule to push the refinement period for application reviews to January, giving applicants a two-week turnaround time to address feedback.
- **STIP Programming for 2027-30:** Due to reduced capital and scoping budgets, the 2027-30 STIP will focus on a narrowed 100% list of projects rather than the usual broader 150% list. Project priority has been given to "fix-it" categories (preservation, culverts, and operations) as well as safety programs. Region 1 is allocated \$42.5 million for safety (ARTS) projects. An additional \$18.6 million will fund four operations projects, including signal rebuilds. Higher than anticipated construction costs are expected to reduce the total number of funded projects.
- **Comprehensive Climate Plan Open House:** Metro has launched the online open house for the Comprehensive Climate Action Plan, part of the EPA Climate Pollution Reduction Grant initiative. The link to the online open house can be found [here](#).
- **Minutes Approved:** The November 1<sup>st</sup> TPAC minutes were approved with no changes.
- **MTIP Amendments:** TPAC recommended JPACT approval of MTIP Resolution 24-5448 for the purpose of amending or adding a total of eleven projects to meet federal transportation project delivery requirements. Of these eleven, 9 are new projects and 2 are amendments to existing projects. The following summarizes each:
  - **New Projects:**

- Target Safe Routes to School Interventions in Portland Area (Key 23807) – Safe Routes to School planning project.
- Safety Assessment of Harrison Street Corridor (Key 23751) – identify crash hotspots and contributing factors within the Harrison Street corridor.
- 82<sup>nd</sup> Avenue Safe Systems: NE Lombard – SE Clatsop (Portland) (Key 23813) – complete project development actions on 82<sup>nd</sup> Avenue to improve safety.
- Cloud Connectivity for Light Rail Vehicles: 185<sup>th</sup> Avenue (Key 23811) – at 185<sup>th</sup> Avenue and the MAX line to provide connecting technology to traffic signals to increase safety.
- Washington Street: Metro South – Abernethy Road (Key 23759) – upgrade for safer access by constructing center turn lane, pedestrian level street lighting, sidewalks, and storm water upgrades
- I-5: Truck Charging and Fueling Stations (Key 23815) – deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along I-5 corridor.
- Tualatin and Neighbors Charging Up (TANC-UP) (Key 22787) – deploy and install EV chargers across Oregon’s North Willamette Valley supporting EV charging network expansion.
- Oregon Transportation Network – TriMet FFY26 (Key 23790) – supports FTA Section 5310 in 2026 enhanced mobility of seniors and individuals with disabilities program.
- Oregon Transportation Network – TriMet FFY27 (Key 23800) – supports FTA Section 5310 in 2027 enhanced mobility of seniors and individuals with disabilities program.
- Existing Projects:
  - Tualatin Valley Hwy Transit & Development Project (Key 23623) – adds remaining authorized Carbon funds to the project to complete project development actions.
  - Oregon Transportation Network – TriMet FFY25 (Key 23727) – corrects a previous reduction error for the authorized FFY 2025 5310 program support funds for FFY 2025.

## **Regional Flexible Fund Allocation 2028-30 Step 1A.1 New Project Bond Candidate Project Evaluation Results**

### Overview and Components of Evaluation

Key components of the candidate project evaluation include (1) consistency with bond purpose and principles, (2) advancement of Regional Transportation Plan (RTP) goals, and (3) project delivery assessment. The evaluation assigns up to five points per criterion without weighting measures and the evaluations consider a mix of quantitative (geospatial analysis and specific project metrics) and qualitative (application review) methods. Nine candidate projects were evaluated across three categories: (1) large transit or capital investment grants, (2) first/last mile and safe access to transit projects, and (3) transit vehicle priority projects.

### Project Delivery Challenges and Mitigation Efforts

Metro discussed findings from the project delivery assessment conducted by an external consultant. This assessment identifies challenges for each project within six broad categories: construction, design, environmental considerations, FTA considerations, planning, and partnerships and support. No project was flagged as requiring excessive mitigation efforts, which is seen as a positive indicator of readiness for bond funding. Metro provided key takeaways from the assessment in that Large Transit / Capital Projects demonstrate a strong alignment with RTP goals and bond principles due to their comprehensive scope, combining major capital elements with transit-supportive features. Secondly, projects in the First/Last Mile and Safe Access category are designed to enhance regional connectivity and safety while advancing RTP goals. Though these projects may face delivery challenges typical of their scale and scope, mitigation efforts are manageable. Lastly, projects in the Transit Vehicle Priority category performed better than standalone projects in advancing outcomes. These projects also displayed the least need for mitigation efforts among all categories.

### TPAC Discussion, Questions, and Feedback on Evaluations

Several TPAC members raised questions about the evaluation process, with concern of equity focus areas (EFA) ratings and the suggestion for follow up discussions to clarify the criteria applied to EFA scoring. Another concern about the evaluation process was the found difficulty in differentiating scoring due to similar color gradients in the tables. Some members noted challenges of applying a uniform scoring system across differing project types. Questions about how funding availability and project delivery challenges were assessed were also raised, particularly for non-construction projects. Metro acknowledged these points, committing to follow up with jurisdictions across specific concerns.

### **FOOD FOR THOUGHT**

Jurisdictions with Step 1A.1 applications should connect with Metro to get a deeper understanding of the scoring process and discuss any individual concerns they may have regarding their applications.

## **Regional Flexible Fund Allocation Step 1A.1 New Project Bond – Bond Scenarios Input and Process Next Steps**

### Overview of Bond Scenarios Input Process

Metro explained that the program direction adopted in July of 2024 guides the development of the bond proposal, aiming to advance regionally specific projects aligned with regional policy objectives. The second Phase (October 2024 to February 2025) involves evaluating candidate projects, gathering input, and constructing bond scenarios for financial investment. The third phase will involve selecting a preferred bond scenario to recommend for public comment. Technical evaluations, combined with stakeholder input, will shape the bond scenarios.

### Framework for Bond Scenario Development

The guiding principles and key questions driving the development of bond scenarios for the RFFA process will include different financial considerations, themes for scenarios, and a timeline for development. For financial impact, the process will consider bond size, debt repayment length, and alignment with project schedules. Metro staff aim to create five diverse scenarios for detailed financial analysis and public comment. In January and February of 2025, Metro will draft assessments of bond scenarios based on input and evaluations. In March of 2025, the public comment period will open, following a preferred bond scenario recommendation from TPAC and approval by JPACT.

### TPAC Discussion, Questions, and Feedback on Bond Scenarios Framework and Process

TPAC members stressed the importance of valuing all three project categories (capital investment, first/last mile access, and vehicle priority) as outlined in program direction, cautioning against introducing additional layers of policy that might shift priorities. Other committee members emphasized the need for a bond package that clearly addresses major regional needs and alignment with RTP goals, ensuring broad public recognition and support.

### Next Steps

Feedback from today's meeting will be included in the refinement of themes and Metro will prepare draft scenarios for review in early 2025.

## FOOD FOR THOUGHT

- It will be important to understand how regional need and how regional project are defined by Metro and jurisdictions, in efforts to bridge any gap in interpretation.
- The amount of funds available for RFFA Step 2 will be impacted by the amount of funding available in the bonding scenarios. This should be considered and brought forward in future discussions between Metro and jurisdictions who have applied for funding.

## Overview of the Expanded Metropolitan Planning Area in North Marion County

### Summary and Next Steps

The Metropolitan Planning area expanded unexpectedly during the 2020 Census, adding 7,800 people from Aurora, Hubbard, and surrounding areas. Expansion was driven by census-defined urbanized areas, though conflicting with local rural designations. This expansion has created planning complexities due to overlapping rural and urban designations. Metro plans to work with Marion County, local jurisdictions, and the Salem area MPO to integrate this area into planning processes. Implication of MPA inclusion, such as project eligibility for federal funding, will require clarification in upcoming discussions.

## Safe Streets for All Update

### Accomplishments in 2024 and Next Steps for 2025

Metro's Safe Streets for All (SS4A) Program continues to integrate local safety plans into a broader regional framework, aligning with a vision to eliminate traffic fatalities and serious injuries. In 2024, SS4A has made key accomplishments in the areas of data management, coordination and engagement, and preliminary analysis. Additionally, SS4A has created local safety plans for East Multnomah County, focused on systemic safety analysis, and for Tigard, which is currently in the task force phase, aligning with the safe system approach and engaging the public to shape its safety action plan.

Metro plans to update the Regional Transportation Safety Strategy in 2025, consolidating ongoing work into actionable steps. Data-driven systemic analyses will continue to guide targeted interventions, such as addressing high-risk pedestrian crash scenarios on arterial roads. In SS4A engagement efforts, stakeholders emphasized the need to explore behavioral trends, vehicle design impacts, and other systemic factors that have contributed to the rise in fatalities. Metro will refine its safety strategy and plans to host a practitioner roundtable to share best practices in 2025.

## Upcoming Agenda Highlights

JANUARY 10 – REGULAR MEETING	FEBRUARY 7 – REGULAR MEETING
<ul style="list-style-type: none"> <li>• MTIP Formal Amendment 25-XXX Recommendation to JPACT</li> <li>• 82<sup>nd</sup> Avenue Transit Project</li> <li>• 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Initial Bond Scenarios</li> <li>• RTP Implementation Schedule</li> <li>• MetroMap and the Quick Facts Viewer</li> <li>• Safe Streets for All Update</li> </ul>	<ul style="list-style-type: none"> <li>• MTIP Formal Amendment 25-XXXX Recommendation to JPACT</li> <li>• MTIP Performance Measure Discussion and MTIP Update</li> <li>• Climate Smart Strategy and Climate Pollution Reduction Grant Update</li> <li>• 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Final Bond Scenarios / Proposal Input</li> <li>• 2028-30 Regional Flexible Fund Step 2 – Outcomes Evaluation Results and Risk Assessment Initial Results</li> </ul>
FEBRUARY 12 – WORKSHOP MEETING	MARCH 7 – REGULAR MEETING
<ul style="list-style-type: none"> <li>• Regional Emergency Transportation Routes Phase 2: tiering methodology</li> </ul>	<ul style="list-style-type: none"> <li>• TBD</li> </ul>

## For More Information, Contact Team TPAC

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# Memorandum

**To:** C4 Metro Subcommittee  
**From:** **Team TPAC, Representing Clackamas County & Clackamas Cities**  
**Re:** TPAC Roster Updates  
**Date:** December 6, 2024

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## Background

The Transportation Policy Alternatives Committee (TPAC) provides technical input to the Joint Policy Advisory Committee on Transportation (JPACT) on transportation planning and funding priorities for the region. TPAC reviews regional plans and federally funded transportation projects, and advises area leaders on transportation investment priorities and policies related to transportation.

In late October, the TPAC seat representing Clackamas Cities was vacated. Before Metro will recognize a replacement, the full C4 body must issue a nomination.

## Proposed Roster

The Clackamas Transportation Advisory Committee (CTAC) has identified jurisdictional staff who are interested in participating in TPAC. Staff submits the following list for C4 consideration:

2024 Representatives	2025 Representatives – Proposed
<p><u>Primary:</u> Jaimie Lorenzini, City of Happy Valley</p> <p><u>Alternate:</u> Dayna Webb, City of Oregon City Will Farley, City of Lake Oswego</p>	<p><u>Primary:</u> Will Farley, Assistant City Engineer, Lake Oswego</p> <p><u>Alternate:</u> Dayna Webb, Public Works Director, Oregon City Laura Terway, Planning Manager, Happy Valley Tanya Battye, Civil Engineer, Milwaukie</p>

Note: Clackamas Cities may only have one primary member, but there is no limit to the number of alternates.

## Next Steps

On December 18, the C4 Metro Subcommittee will be introduced to proposed TPAC membership changes. The Subcommittee may issue a recommendation to the full C4 body for consideration. On January 9, C4 will consider formal nomination of a new TPAC roster. Note: The January 9 meeting will occur on the second Thursday of the month due to the holidays.

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee (MTAC)  
Date: Wednesday, December 18, 2024  
Time: 9:00 a.m. to 12:00 p.m.  
Place: Virtual meeting held via Zoom  
*video recording is available online within a week of meeting*  
[Connect with Zoom](#)  
Passcode: 982966  
Phone: [888-475-4499](tel:888-475-4499) (Toll Free)

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<b>9:00 a.m.</b>	<b>Call meeting to order, Declaration of Quorum and Introductions</b>	Chair Kehe
<b>9:10 a.m.</b>	<b>Comments from the Chair and Committee Members</b> <ul style="list-style-type: none"><li>• Updates from committee members around the Region (all)</li></ul> <b>Public communications on agenda items</b>  <b>Consideration of MTAC minutes, October 16, 2024</b>	Chair Kehe
<b>9:30 a.m.</b>	<b>MetroMap and the Quick Facts Viewer (20 min)</b> Purpose: Demonstrate two new tools from Metro’s Data Resource Center that provide easy access to authoritative regional GIS data and demographic statistics. <ul style="list-style-type: none"><li>• <i>MetroMap</i>: <a href="https://gis.oregonmetro.gov/metromap/">https://gis.oregonmetro.gov/metromap/</a></li><li>• <i>The Quick Facts Viewer</i>: <a href="https://gis.oregonmetro.gov/quick-facts-viewer">https://gis.oregonmetro.gov/quick-facts-viewer</a></li></ul>	Madeline Steele, Metro
<b>9:50 a.m.</b>	<b>Urban Growth Management Decision: Follow-up on Process (15 min)</b> Purpose: An update on the UGB decision.	Ted Reid, Metro
<b>10:05 a.m.</b>	<b>Safe Streets for All Update (45 min)</b> Purpose: Provide an update on the Safe Streets for All project and serious traffic crash trends and seek feedback on using crash profiles to support systemic safety analysis and countermeasure selection.	Lake McTighe, Metro
<b>10:50 a.m.</b>	<b>Adjournment</b>	Chair Kehe

# 2028-30 Regional Flexible Funds Allocation (RFFA) – Step 1A.1 & Step 2 Updates

C4

December 18, 2024



# Presentation Overview

## Step 2

- Summary of Applications

## Step 1A.1 (New Project Bond)

- Technical evaluations results
- Outline next steps
- Gather bond scenarios input
  - Concepts/themes for further technical evaluation



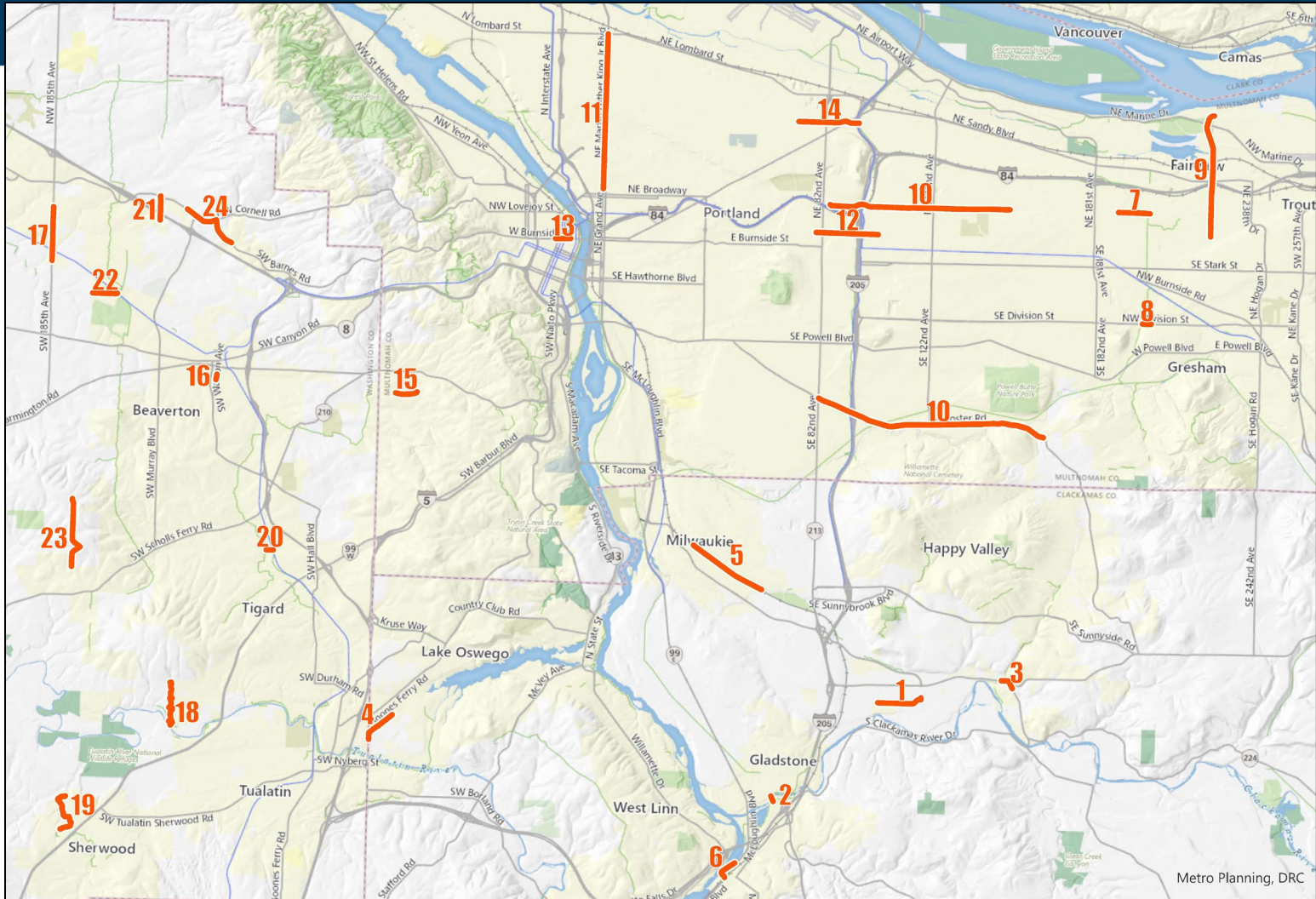


Metro

# **Step 2 – Summary of Applications Received**

# Overview

# 28-30 Regional Flexible Fund Step 2 – Summary of Applications Received



## Overview

# 28-30 Regional Flexible Fund Step 2 – Summary of Applications Received

Map Label	Project Name	Project Sponsor/ Nominating Agency	Sub-Regional Location	Requested Regional Flexible Funds	Total Project Cost Estimate
1	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	Clackamas	\$7,228,290.00	\$8,055,600.00
2	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas	\$8,721,932.00	\$9,720,196.00
3	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	Clackamas	\$12,026,120.00	\$13,402,560.00
4	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	Clackamas	\$983,000.00	\$1,095,500.00
5	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas	\$2,707,217.00	\$3,017,070.00
6	OR99E (McLoughlin Boulevard) 10th Street to Tumwater Village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	Clackamas	\$3,832,341.00	\$4,270,970.00
7	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	Multnomah	\$9,420,793.00	\$10,499,050.00
8	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdales Avenue	Gresham	Multnomah	\$4,067,496.00	\$4,533,038.00
9	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	Multnomah	\$897,300.00	\$1,000,000.00
10	Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland BOT	Multnomah	\$4,416,999.00	\$4,922,544.00
11	NE MLK Jr Blvd Safety and Access to Transit	Portland BOT	Multnomah	\$4,879,517.00	\$5,438,000.00
12	NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland BOT	Multnomah	\$7,732,932.00	\$8,618,000.00
13	W Burnside Green Loop Crossing	Portland BOT	Multnomah	\$7,677,446.00	\$9,176,962.00
14	NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland BOT	Multnomah	\$7,577,698.00	\$8,445,000.00
15	Red Electric Trail East of SW Shattuck Rd	Portland Parks	Multnomah	\$3,938,250.00	\$4,389,000.00
16	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	Washington	\$4,649,687.00	\$5,181,865.00
17	Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	Washington	\$4,572,738.00	\$5,272,738.00
18	Westside Trail Segment 1 - King City	King City	Washington	\$7,841,343.00	\$9,568,610.00
19	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	Washington	\$8,860,030.00	\$9,960,030.00
20	North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington	\$8,000,000.00	\$26,336,560.00
21	Bridge Crossing of Hwy. 26 by the Westside Trail	Tualatin Hills PRD	Washington	\$6,000,000.00	\$30,334,020.00
22	Beaverton Creek Trail: Merlo Road Improvements	Washington County	Washington	\$5,217,300.00	\$5,814,300.00
23	SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	Washington	\$2,593,196.00	\$2,890,000.00
24	Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington	\$5,252,300.00	\$6,690,000.00



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# Step 1A.1 – Background

## Overview

# 28-30 Regional Flexible Fund Step 1A.1 – New Project Bond Proposal Development

Exhibit A to Resolution 24-5415



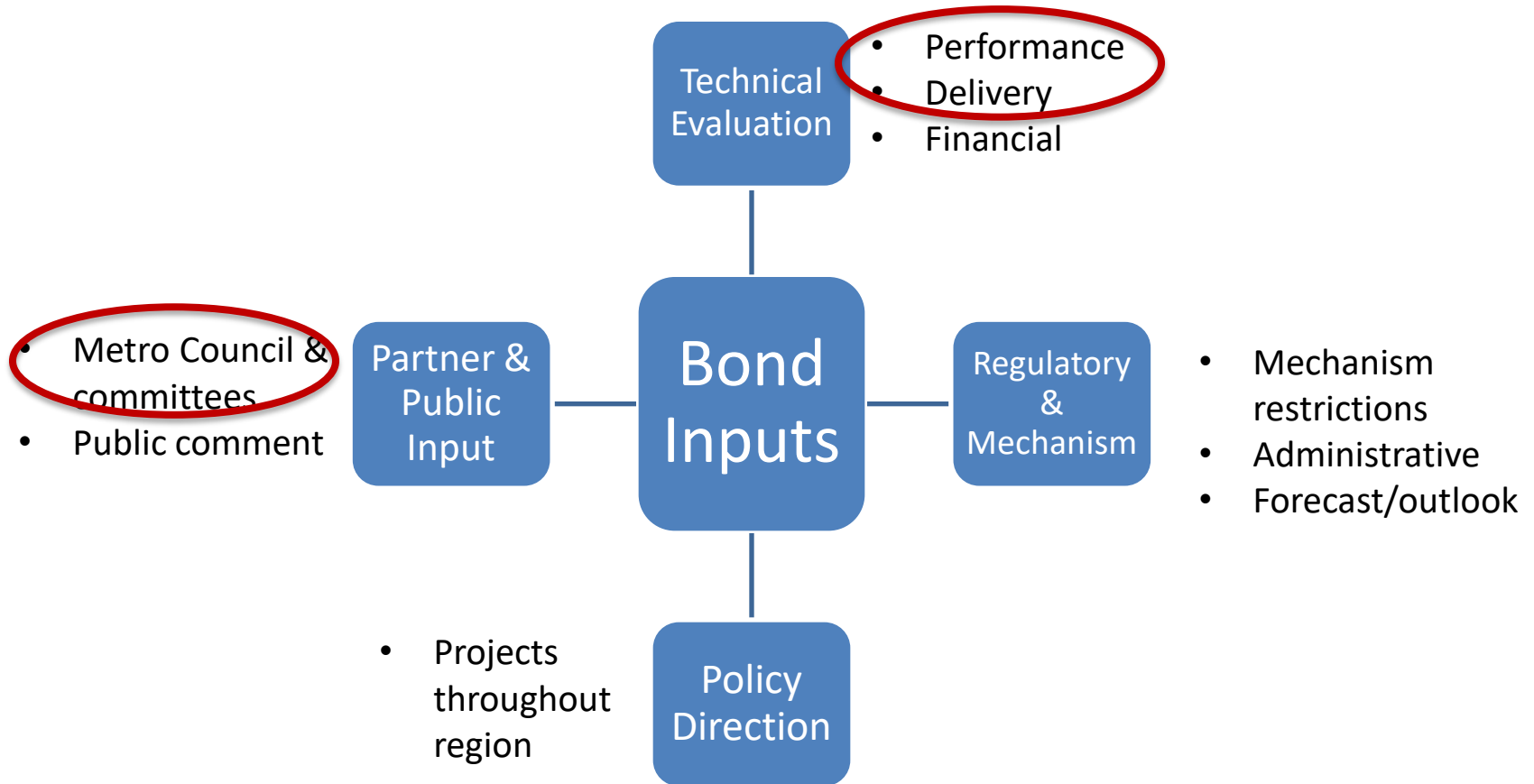
Resolution 24-5415

2028-2030 Regional Flexible  
Fund Allocation program  
direction

June 2024

- Region's intent on how to expend federal Flexible Funds to advance regional policy objectives
- Allocation categories
  - Step 1A – bond repayment
  - **Step 1A.1 – develop new project bond proposal (focused on transit)**
  - Step 1B – regionwide programs & planning
  - Step 2 – local projects

# Step 1A.1 – Bond Development Process





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# **Step 1A.1 – Technical Evaluation Results**

# Step 1A.1: Candidate Project Evaluation – Three Components

## Performance

- Bond purpose & principles consistency
- RTP outcomes advancement

## Delivery

- Project delivery assessment\*

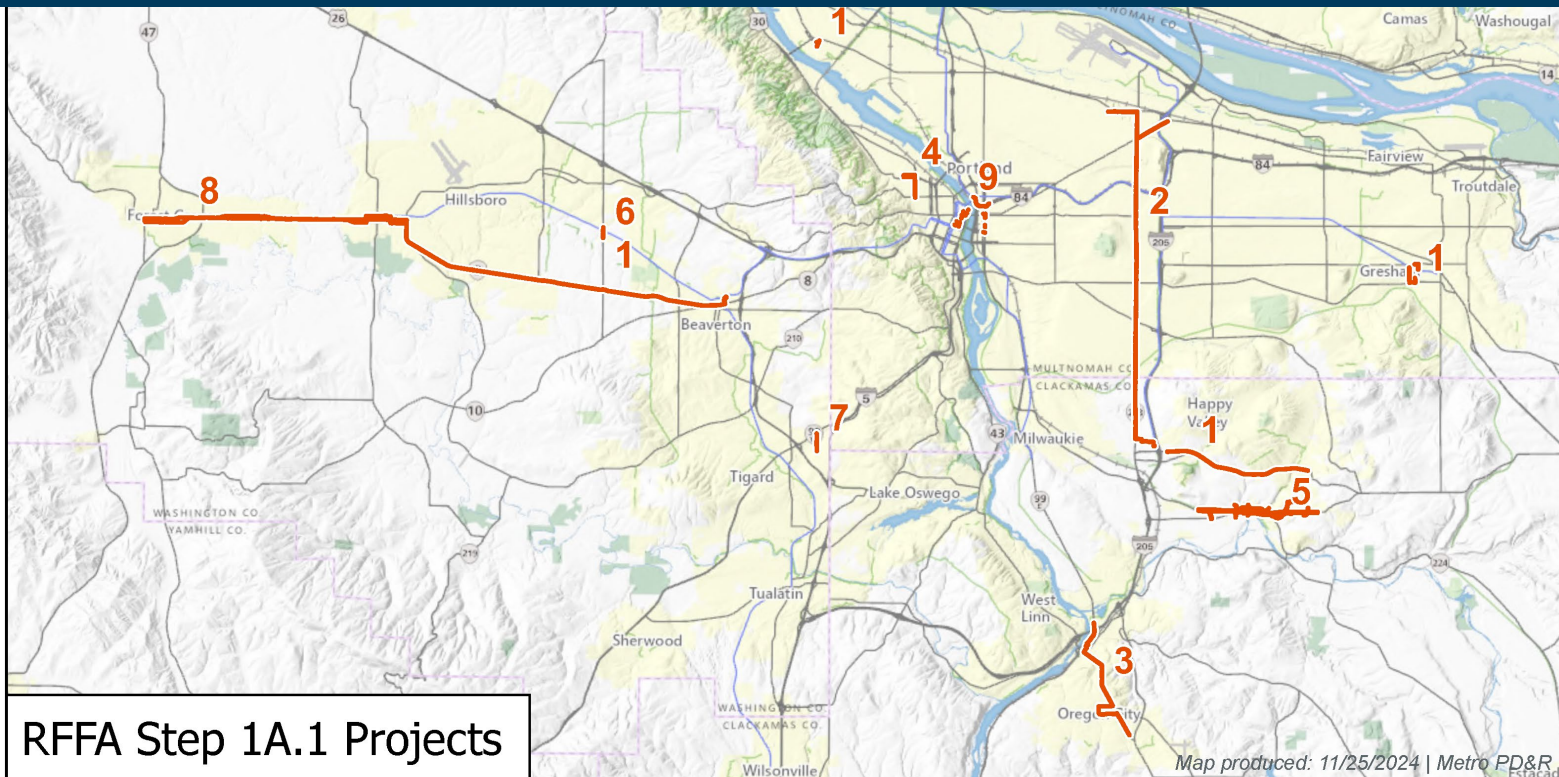
\*Consultant assessment of project proposal



# Step 1A.1 Evaluation: Three Components & Measures

RFFA Program Direction Component		Measure	Evaluation Results
Performance Evaluation	Bond Purpose & Principles	Regional/Corridor scale project	Rating + brief narrative
		Advance ability to construct projects early (construction projects)	
		Consideration of other transportation funding sources in the region by other agencies and Metro*	
		Leverage significant discretionary funding	
	RTP Goal Advancement	Improves transit service for residents in an Equity Focus Area	Rating + brief narrative
		Increases speed, frequency and reliability of high-capacity transit	
		Provides safer and more convenient access to transit*	
		Improves access to jobs and essential services by transit	
		Identified by communities who face disparities in the transportation system as a priority	
	Project Delivery Assessment	Planning	Qualitative rating for overall project delivery assessment
Partnerships and Support			
Environmental Considerations			
Design			
Construction			

# Step 1A.1 – Candidate Projects



RFFA Step 1A.1 Projects

Map Label	Project Name	Applicant	Application Category	Funding Request
1	Better Bus Program [Representative projects]	Metro	Transit Vehicle Priority	\$11,000,000.00
2	82nd Avenue Transit Project	TriMet	CIG	\$30,000,000.00
3	OR99E First and Last Mile and Safe Access to Transit Streetscape Enhancements	City of Oregon City	First-Last Mile/Safe Access	\$9,000,000.00
4	Portland Streetcar: Montgomery Park Extension	City of Portland	CIG	\$20,000,000.00
5	Sunrise Gateway Corridor/Hwy 212	Clackamas County	First-Last Mile/Safe Access	\$15,000,000.00
6	SW 185th Avenue MAX Overcrossing Project	City of Hillsboro	Transit Vehicle Priority	\$12,618,499.00
7	72nd Ave. Phase 1 Tigard Triangle Corridor Improvements	City of Tigard	First-Last Mile/Safe Access	\$15,904,000.00
8	Tualatin Valley Highway Transit Project	TriMet	CIG	\$30,000,000.00
9	Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project	Multnomah County	Combined First-Last Mile and Transit	\$25,000,000.00

# Step 1A.1: Performance Evaluation Results by Measures across Nominating Category

2028-3030 Regional Flexible Fund Allocation: Step 1A.1 Candidate Project Performance Evaluation Results Summary

Evaluation Section	Measure	Capital Investment Grant (CIG)/Large Transit Projects			First/Last Mile & Access to Transit Projects				Transit Vehicle Priority		
		Montgomery Park	82nd Ave	TV Highway	Sunrise	Burnside Bridge	OR99E	72nd Ave	185th Overcross	Better Bus	Burnside Bridge
<b>Bond Purpose &amp; Principles Consistency</b>	Use regional revenues on regional or corridor scale projects										
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.				N/A				N/A		
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro										
	Leverage significant discretionary federal, state and/or local funding										
<b>RTP Goals &amp; Outcomes Advancement</b>	Improves transit service for residents in an Equity Focus Area										
	Increases speed, frequency and reliability of high capacity transit										
	Provides safer and more convenient access to transit										
	Improves access to jobs and essential services by transit										
	Identified by communities who face disparities in the transportation system as a priority										
<b>Project Delivery Assessment</b>	Number of mitigations	3	2	2	3	1	1	1	2	2	1
	Level of mitigation effort	Med/Med/Low	Low/Low	Low/Med	Low/Low/Med	Low	Med	Low	Low/Low	Low/Low	Low

Key: Darker shades of blue indicate higher scoring/rating, while lighter shades blue indicates lesser scoring/rating

# Step 1A.1: Performance Evaluation Results by Measures across Nominating Category

Evaluation Section	Measure	First/Last Mile & Access to Transit Projects			
		Sunrise	Burnside Bridge	OR99E	72nd Ave
<b>Bond Purpose &amp; Principles Consistency</b>	Use regional revenues on regional or corridor scale projects				
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project	N/A			
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro				
	Leverage significant discretionary federal, state and/or local funding				
<b>RTP Goals &amp; Outcomes Advancement</b>	Improves transit service for residents in an Equity Focus Area				
	Increases speed, frequency and reliability of high capacity transit				
	Provides safer and more convenient access to transit				
	Improves access to jobs and essential services by transit				
	Identified by communities who face disparities in the transportation system as a priority				
<b>Project Delivery Assessment</b>	Number of mitigations	3	1	1	1
	Level of mitigation effort	Low/Low/Med	Low	Med	Low

**Key:** Darker shades of blue indicate higher scoring/rating, while lighter shades blue indicates lesser scoring/rating

# Overall Findings

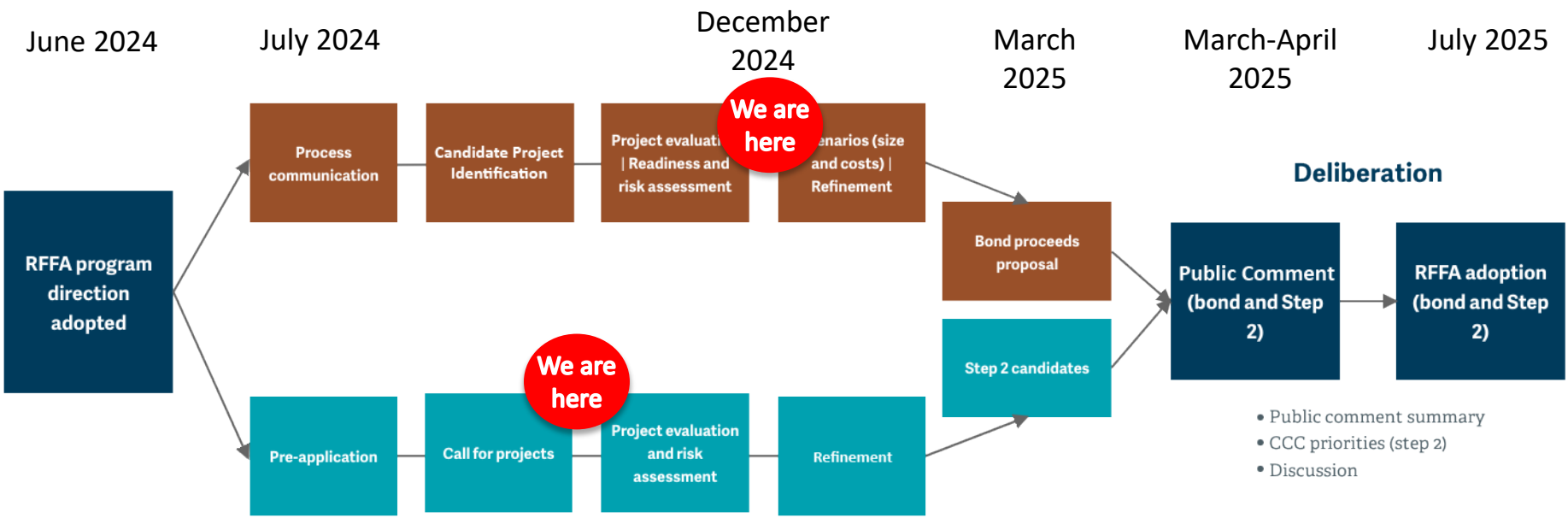
- Varying degrees of meeting bond purpose and principles
  - Candidate projects have greater performance variance given project development status, delivery challenges, funding strategy, and fund leverage ability
- All candidates advance regional outcomes
  - All projects needed to meet RTP goals, but comprehensive projects perform best; whereas focused projects have localized impact
- All candidates carry one+ delivery challenge to mitigate



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# Next Steps

# Where we are: New Project Bond & Step 2



# Next Steps – Step 1A.1 (Bond)

Candidate project evaluation: end  
October – early December

- Tentative results rollout: December 6<sup>th</sup>  
TPAC
- Finalized results: December 19<sup>th</sup> JPACT

Scenario building & analysis

- Input opportunity: December 6<sup>th</sup> & 19<sup>th</sup>



# Next Steps– Step 1A.1 (Bond)

Bond Scenario Assessment: December 2024 – February 2025

- Draft scenario assessments\*: January 2025
- Revised scenario assessment: February 2025
  - Input on preferred scenarios, local priorities, etc.



# Next Steps– Step 1A.1 (Bond)

Selecting Preferred Bond Scenario:  
March 2025

- Recommendation to JPACT: March 7<sup>th</sup>
- JPACT approval: March 20<sup>th</sup>
- Open public comment: March 24<sup>th</sup>
  - Includes public comment on Step 2 applications





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# **Next Steps – Step 1A.1 – Bond Concepts Input**

# Step 1A.1 - Bond Concepts Input

## Bond Scenario Assessment: Content

- Schedule of proceeds availability
  - Relative to project schedules
- Length of debt repayment
- Annual obligations of debt servicing
- Overall bond size
- Trade offs with Step 2
  - Near & long term



# Step 1A.1 - Bond Concepts Input

## Bond Scenarios Input

- Focused on concepts & theme
  - Not project specific
- Can combine themes

## Starting Points

- Handful of scenarios + book ends/reference scenarios
- Pass Program Direction sniff test

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# Step 1A.1 - Bond Concepts Input

## Input on concepts and themes from TPAC

- Adhering to the Program Direction
  - Bond purpose and principles
  - Emphasis on RTP outcomes
- Diversified transit investment
- Achieving land use goals
- Reflect regional

# Step 1A.1 - Bond Concepts Input Discussion Questions

## Discussion Questions

- What central themes should inform the building blocks of a bond scenario?
- Are there preferred theme combinations for consideration?

# Questions? Comments

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