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Clackamas County
www.clackamas.us

Wednesday, March 19, 2025
7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/87525550445?pwd=gtZTwumpmQNSUKtEHzxAaQSI9G5tsd.1>

Agenda

7:30 a.m. Welcome & Introductions

7:35 p.m. Cities Caucus: Selection of C4 Metro Subcommittee Co-Chair
Presenting: Jaimie Lorenzini, Clackamas

7:45 a.m. TriMet Safety Briefing
Presenting: Andrew Wilson, TriMet

8:00 a.m. JPACT Updates ([JPACT Materials](#))

- March 20 JPACT Agenda
Presenting: Mayor Joe Buck, Lake Oswego
- 2028-2030 Regional Flexible Fund Step 1A.1 (Bond) and Step 2 (Grants) Updates
Presenting: Grace Cho and Jean Senechal Biggs, Metro
- March 7 TPAC Updates
Presenting: Jeff Owen, Clackamas; Will Farley, Lake Oswego

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

- March 19 MPAC Agenda
Presenting: TBD
- February 19 MTAC Updates
Presenting: Jamie Stasny, Clackamas; Laura Terway, Happy Valley

Attachments:

JPACT and MPAC Work Programs	Page 02
C4MS Co-Chair Selection Information	Page 06
TriMet Safety Materials	Page 07
RFFA Step 1 and 2 Support Materials	Page 14
TPAC Update	Page 40
MTAC Update	Page 45

2025 JPACT Work Program

As of 1/8/25

Items in italics are tentative

<p>January 16, 2025- in person</p> <ul style="list-style-type: none"> • Comments from the Chair- Regional Rail Study Update (5 min) • Resolution no. 5456 For The Purpose Of Adding Or Amending Nine Projects To The 2024-27 Mtip Including Six New Americans With Disabilities Act Upgrade Projects To Meet Federal Project Delivery Requirements (consent) • Consideration of the 12/19 JPACT Minutes (consent) • JPACT workplan review (Ted Leybold, Metro; Betsy Emery, Metro; 20 min) • Cooling Corridors (Andre' Lightsey-Walker, Metro; 30 min) • RFFA: Draft Scenario Assessment (Grace Cho and Ted Leybold; 30 min) 	<p>February 20, 2025- online</p> <ul style="list-style-type: none"> • Consideration of January 16 Minutes (consent) • Resolution no. 25-5464 For the Purpose of FFY 2025 Redistribution Funding Awards (consent) • Resolution no. 25-5465 For The Purpose Of Canceling An ODOT Rail Hazards Safety Project And Adding Three New Metro Planning Studies To The 2024-27 MTIP (consent) • RFFA: Revised Scenario Assessment (Grace Cho, Metro, 30 min) • Rose Quarter MTIP discussion (Megan Channel, ODOT 30 min) • 82nd Avenue Transit Project LPA update (Melissa Ashbaugh, 30 min)
<p>March 20, 2025- in person</p> <ul style="list-style-type: none"> • State Legislative Update (Anneliese Koehler, Metro; 10 min) • Resolution no. 25-5463 For The Purpose Of Amending Three Related I-5 Rose Quarter Projects To The 2024-27 Mtip To Add \$250 Million Dollars Of Approved Funding To The Projects (action) • RFAA Step 1A: Scenario packages recommendation for public comment (action) (Grace Cho, Metro) • Federal Surface Transportation Reauthorization regional priorities & T4A Transportation Overview (Beth Osbourne (invited), Transportation for America; Betsy Emery, Metro; 30 min) 	<p>April 17, 2025- online</p> <ul style="list-style-type: none"> • TV Highway LPA Update (Jess Zdeb, Metro; 20 min) • Unified Planning Work Program (John Mermin, Metro; 20min) • Community Connections Transit Study: Policy Framework and Vision Considerations (Ally Holmqvist, Metro; 20 min) • US DOT Certification of MPO: Findings (Tom Kloster and Ted Leybold & Federal staff; 40 min)
<p>May 15, 2025- in person</p> <ul style="list-style-type: none"> • State Legislative Update (Anneliese Koehler, 10 min) • UPWP (action) • 82nd Avenue LPA Adoption (action) 	<p>June 12, 2025- online</p> <ul style="list-style-type: none"> • JPACT Trip update • Montgomery Park LPA Update (Alex Oreschak, Metro; 20 min)

<ul style="list-style-type: none"> • Regional Flexible Funds Allocation: Step 2 (Grace Cho, Metro; 30 min) • Comprehensive Climate Action Plan: greenhouse gas inventory and targets (Eliot Rose, Metro; 30 min) • Oregon Transportation Survey (in packet) 	<ul style="list-style-type: none"> • Federal Surface Transportation Reauthorization regional priorities (draft discussion) • Regional TDM Strategy Update • RFFA Step 1A: Bond discussion (HOLD)
<p><u>July 17, 2025- in person</u></p> <ul style="list-style-type: none"> • Annual Transit Budget Updates (comment) • State Legislative Update (Anneliese Koehler, 10 min) • Montgomery Park LPA Adoption (action) • RFFA Step 1A Bond (action) • Federal Surface Transportation Reauthorization regional priorities (action) • Comprehensive Climate Action Plan: greenhouse gas inventory and targets (Eliot Rose, Metro; 30 min) 	<p><u>August- cancelled</u></p>
<p><u>September 18, 2025- online</u></p> <ul style="list-style-type: none"> • 82nd Avenue Transit project; Possible RTP amendment • TV Highway LPA Discussion • Cooling Corridors 	<p><u>October 16, 2025- in person</u></p> <ul style="list-style-type: none"> • TV Highway (action) • JPACT trip report back • CCT Study: Priorities • Hold for IBR LUFO <p>MPACT- October 25th</p>
<p><u>November 20, 2025- online</u></p>	<p><u>December 18, 2025- in person</u></p> <ul style="list-style-type: none"> • SS4A Annual update •

Holding Tank:

- Better Bus Program update

2025 MPAC Work Plan

Updated 1/8/25

<p><u>January 22, 2025- online</u></p> <ul style="list-style-type: none"> • Consideration of the December 11, 2024 MPAC Meeting Minutes (consent) • MPAC Leadership Action (Commissioner Treece, MPAC Chair; 10 min) • Cooling Corridors (Andre Lightsey-Walker, Metro; 30 min) • Follow up on UGB process (Eryn Kehe, Metro; 30 min) <p>Send by Jan 31st- Annual compliance Report</p>	<p><u>February 26, 2025- online</u></p> <ul style="list-style-type: none"> • Consideration of the January 22, 2025 MPAC Minutes (consent) • MTAC Nominations (consent) • MPAC intro/workplan review (Malu Wilkinson, Metro; 30 min) • 82nd Avenue Transit Plan LPA update (Melissa Ashbaugh; 30 min)
<p><u>March 19, 2025- in person</u></p> <ul style="list-style-type: none"> • Regional Housing Coordination Strategy: scope of work and engagement plan (Emily Lieb and Eryn Kehe, Metro; 45 min) • Housing Funding Update 	<p><u>April 23, 2025- online</u></p> <ul style="list-style-type: none"> • TV Highway LPA Update (Jess Zdeb, Metro; 30 min) • Future Vision: Scoping and workplan (Jess Zdeb, Metro; 30 min) • Community Connections Transit Study
<p><u>May 28, 2025-online</u></p> <ul style="list-style-type: none"> • 82nd Avenue LPA (action) • Regional Housing Coordination Strategy - engagement themes; categories of preliminary list of strategies (Emily Lieb and Eryn Kehe, Metro; 45 min) • Comprehensive Climate Action Plan: greenhouse gas inventory and targets (Eliot Rose, Metro; 30 min) • Montgomery Park Streetcar LPA discussion (Alex Oreschak, Metro; 30 min) 	<p><u>June 25, 2025- in person</u></p> <ul style="list-style-type: none"> • • Cooling Corridors • Future Vision • Housing Funding Update
<p><u>July 23, 2025- online</u></p> <ul style="list-style-type: none"> • Montgomery Park Streetcar LPA (action) • CPRG 	<p><u>August 27, 2025 cancelled</u></p>

<ul style="list-style-type: none"> • Future Vision • State Legislative Update • Regional Housing Coordination Strategy - evaluation framework and draft RHCS (Emily Lieb and Eryn Kehe, Metro; 30 min) 	
<p><u>September 24, 2025- in person</u></p> <ul style="list-style-type: none"> • Future Vision • Cooling Corridors 	<p><u>October 22, 2025- online</u></p> <ul style="list-style-type: none"> • Regional Housing Coordination Strategy - evaluation framework and draft RHCS ((Emily Lieb and Eryn Kehe, Metro; 45 min) • Future Vision
<p><u>November 19, 2025- online</u></p> <ul style="list-style-type: none"> • Future Vision 	<p><u>December 17, 2025- in person</u></p> <ul style="list-style-type: none"> • Future Vision

Holding Tank:

- Regional Housing Coordination Study
-

Memo

Date: March 19, 2025
To: C4 Metro Subcommittee
From: C4 Staff
RE: Co-Chair Appointment

On March 19, the cities of the C4 Metro Subcommittee will caucus to select the co-chair of the C4 Metro Subcommittee.

BACKGROUND

The C4 Metro Subcommittee is comprised of C4 members who are within the Metro jurisdiction or serve on the Joint Policy Advisory Committee on Transportation (JPACT) or the Metro Policy Advisory Committee (MPAC). The subcommittee is led by two co-chairs consisting of (1) one Clackamas County commissioner and (1) one Clackamas city member. Both co-chairs will serve as voting members on either JPACT or MPAC. Pursuant to the bylaws, the subcommittee is empowered to facilitate a caucus of city members to discuss the selection of the city co-chair.

The cities, special districts, and Clackamas County representatives to JPACT and MPAC are encouraged but not required to have their representative as a voting member or alternate on C-4

City Representatives to JPACT/MPAC

Member	Represents
Mayor Joe Buck, Lake Oswego	JPACT – Cities of ClackCo (Primary) MPAC – Largest City in ClackCo (Primary)
Councilor Brett Sherman, Happy Valley	JPACT – Cities of ClackCo (Alt)
Councilor Rachel Verdick, Lake Oswego	MPAC – Largest City in ClackCo (Alt)
Mayor Denyse McGriff, Oregon City	MPAC – Second Largest City in ClackCo (Primary)
Commissioner Mike Mitchell, Oregon City	MPAC – Second Largest City in ClackCo (Alt)
Councilor Brett Sherman, Happy Valley	MPAC – Other Cities in ClackCo (Primary)

TriMet Safety & Security



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.

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

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

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

TRI MET

3

Fast Stats

Calls for police service dropped **52%** since 2021.

Busiest call times: **7 a.m.** and **4 – 10 p.m.**

3 Transit Police precincts:

- Central (Rose Quarter)
- Beaverton
- Clackamas Town Center

Dispatched Calls for Police Services: 2021 - 2024

Year	Dispatched Calls
2021	8,541
2022	7,345
2023	4,572
2024	4,387

3

Fast Stats

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

73% decrease in assaults since 2022

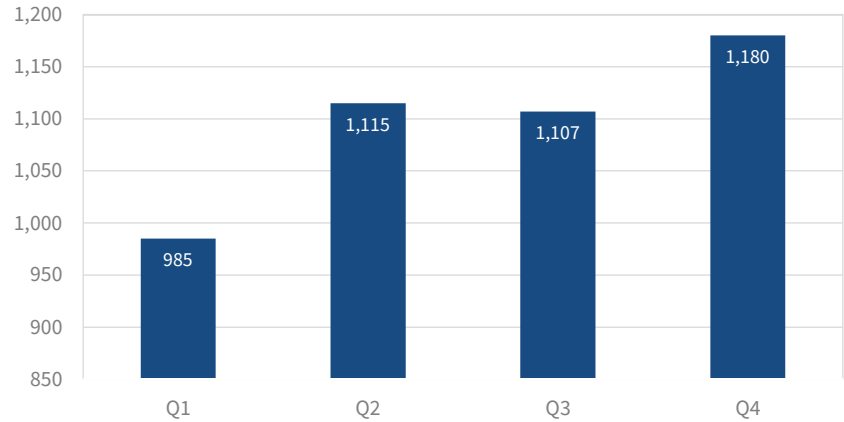
2022: 249
2023: 95
2024: 66

76% decrease in robberies since 2022

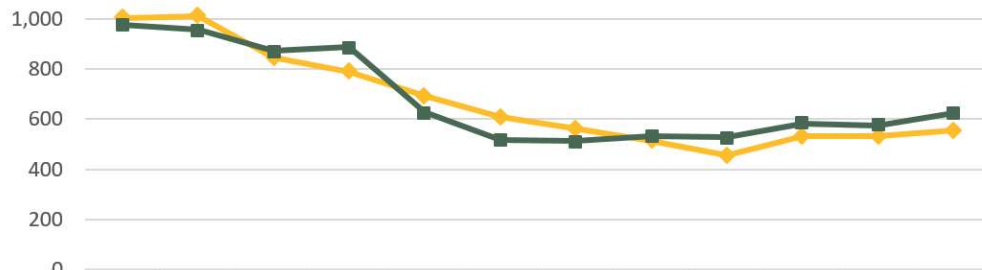
2022: 38
2023: 14
2024: 9



Dispatched Calls for Police Services: 2024



Priority Levels Calls for Police Services



	2022				2023				2024			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Emergency	1004	1012	845	790	692	610	564	515	457	531	532	555
Non-Emergency	978	957	871	888	627	519	512	533	528	584	575	625

Safety & Security Staff: By the Numbers



Safety and Security	2022	2023	2024
Transit Police Division	18	20	22
Transit Security Officers	101	160	271
Customer Safety Supervisors	37	51	51
Customer Safety Officers	42	80	80
Safety Response Team	48	68	70
Total:	246	379	494

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




District Attorneys



- Expanded partnership with Multnomah County prosecutors
- Addressing riders' concerns about passenger conduct

Safe Transit Legislation



NEWSWATCH

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


- 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



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.



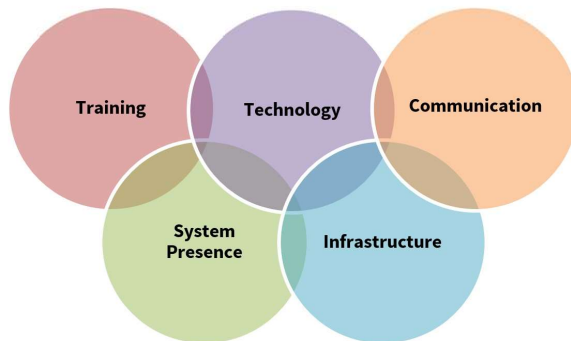
Vehicle Cleaning:

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
- Providing enhanced De-Escalation training for all front line employees
- Enhancing education of TriMet’s rules for riding
- Increasing code enforcement
- Continuing Crime Prevention through Environmental Design (CPTED) and security camera upgrades





Contact TriMet Security



Text or Call

503-238-7433 (RIDE)





Memo

Date: Thursday, March 13, 2025
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Grace Cho, Principal Transportation Planner
Jean Senechal Biggs, Resource Development Section Manager
Ted Leybold, Transportation Policy Director
Subject: 2028-2030 Regional Flexible Fund Step 1A.1 –Draft Bond Allocation Scenario

Purpose & Request:

- To provide an overview of a draft bond allocation scenario and share input provided at TPAC for JPACT consideration; and
- Request JPACT approve the release of the draft bond allocation scenario for the purpose of gathering public comment.

Background & Current Place in Development:

As part of the adoption of the 2028-2030 Regional Flexible Fund Program Direction, JPACT and the Metro Council 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.

At the March 20th JPACT meeting, JPACT will be asked to take an action to release the draft bond allocation scenario for public comment. The Program Direction bond principle specifically states:

“The list of identified projects for bond proceeds is made available for public comment during the 2028-2030 RFFA cycle comment and decision period.”

Per the Program Direction, bond content for the public comment primarily needs to include the list of identified projects. The action to release the bond allocation scenario for public comment is not a final action codifying the bond; it is an action to support gathering input to provide information to decision-makers for acting on the bond decision in July 2025.

The approach to the draft bond allocation scenario utilizes up to the full \$84 million of the bond proceeds available to provide each of the five remaining candidate projects with a meaningful level of bond proceeds to advance each project and support the candidate project’s success. The proposed allocation levels are based on the information gathered from the candidate project’s staff while also balancing the purpose and principles as defined in the 2028-30 RFFA Program Direction and input received. Further TPAC discussion and additional project specific comment on the draft bond allocation scenario are provided as Attachments 1 and 2.

Other factors remain in regard as a final bond proposal package is prepared for TPAC and JPACT consideration in July 2025. This includes the new information in the rapidly changing federal landscape and from state legislative activities later this spring and summer. Metro staff will continue to monitor the funding landscape, and the clarity of the landscape may potentially impact consideration of the viability and desirability of proceeding with a bonding proposal starting in the 2028-2030 Regional Flexible Fund cycle. The draft bond allocation scenario outlined below is moving forward to prepare the region to act on a bond decision later this summer if conditions are favorable to do so.

A draft bond allocation scenario that meets this approach and distributes \$84 million to the five projects is shown in Table 1.

Table 1. 28-30 Regional Flexible Fund Draft Bond Allocation Scenario for Consideration

<i>Candidate Project</i>	<i>Bond Proceeds Allocation</i>	<i>Bond Proceeds Activity</i>	<i>Description</i>	<i>Project Amount Description</i>
82 nd Avenue Transit Project	\$24 million	Construction	Construct a new FX transit line (in replacement of existing transit line 72) along 82nd avenue from Clackamas Town Center to Northeast Portland. Frequency to turn into 10-minute service every day of the week for most hours of the day. Project includes enhanced crossing or traffic signal at all stations; platforms with curbs and waiting areas, weather protection and amenities at stations, ADA accessibility, other transit priority treatments, and zero emissions buses.	High performing relative to program direction objectives, multi-jurisdictional corridor scale project, with strong local funding contributions and potential for significant federal leverage. Proportionate to the previous Regional Flexible Fund bond allocation of \$25 million to the similar Division FX project. Project will need to look to project partners for additional funds or scope reductions for \$6 million reduction from request.
Tualatin Valley Highway Transit Project	\$27.5 million	Construction	Construct a new FX transit line (in replacement of existing transit line 57) along Tualatin Valley Highway from Beaverton to Forest Grove. Frequency to turn into 12-minute service every day of the week for most hours of the day. Project includes enhanced crossing or traffic signal at all stations; platforms with curbs and waiting areas, shelters, lighting, seating, real-time arrival, ADA accessibility, other transit priority treatments, and zero emissions buses.	High performing relative to program direction objectives, multi-jurisdictional corridor scale project, with strong local funding contributions and potential for significant federal leverage. Proportionate to the previous Regional Flexible Fund bond allocation of \$25 million to the similar Division FX project. Project will need to look to project partners for additional funds or scope reductions for \$2.5 million reduction from request.
Montgomery Park Streetcar Extension	\$10 million	Construction	A 1.3 mile extension of the existing Portland Streetcar North-South (NS) Line to Montgomery Park in Northwest Portland. This project includes construction of an approximately 0.65 one-way route mile corridor extension with a total of four stations. Project includes multimodal extensions of area streets to support the extension and will also include rehabilitation of NW 23rd Avenue between NW Vaughn and NW Lovejoy streets.	High performing relative to program direction objectives. Bond proceeds contribution meets timing of developer right-of-way dedication for streetcar alignment and keeps Capital Investment Grant funding plan together, but requires additional \$10 million to raise from other local sources. Bond proceed allocation is consistent with Regional Flexible Fund bond contribution of \$10 million to previous streetcar project in North Macadam and proportional to the Burnside Bridge and Sunrise Corridor projects.

<i>Candidate Project</i>	<i>Bond Proceeds Allocation</i>	<i>Bond Proceeds Activity</i>	<i>Description</i>	<i>Project Amount Description</i>
Burnside Bridge Transit Access and Vehicle Priority Project	\$10 million	Construction	As part of the new seismically durable Burnside Bridge, this project includes constructing a dedicated eastbound bus-only lane on the bridge with a bus dwell area and preserving right-of-way to accommodate future streetcar operations. The new bridge includes separated sidewalks and bike lanes on each side of the bridge, protected from vehicles.	A significant contribution to demonstrate regional support for lead agencies' efforts to leverage additional discretionary state and federal funding. A \$10 million contribution supports an allocation to a project in the new transit categories of transit vehicle priority and transit access. It is also proportional to contributions to the Streetcar and Sunrise Corridor projects.
Sunrise Gateway Corridor Project	\$12.5 million	Project Development	Complete the NEPA Re-evaluation of Sunrise Gateway Highway. Complete 20% design of the Sunrise Gateway Highway from 122 nd to 172 nd (Stages 1 through 4 in Sunrise Visioning Corridor Refinement Plan). At 20% design, complete additional work to reach Design Acceptance Package for Stage 1: Safety and Local Connections on Highway 212/224 between 135 th and 152 nd . Stage 1 includes for a mix of local circulation roadway reconfigurations such as a new roundabout, a new local roadway connection north of Highway 212/224 to allow for consolidation of intersections and signal modifications, and a grade separated intersection at 142 nd with a bicycle-pedestrian overpass. Integrate transit readiness elements in Stage 1 area.	A \$12.5 million contribution provides funding support of corridor planning and project development work in this corridor in the new transit category of transit access. Prepares the lead agency to begin seeking state and federal leverage opportunities for implementation. It is a proportional contribution to the Streetcar and Burnside Bridge projects in the Central City and extends benefits of bond revenues to the southeast portion of the region. At this funding level, anticipate reducing scope from 100% final design of the Local Safety and Community section of the Corridor to a level of design work needed for a Design Acceptance Package (50% to 60% preliminary design) milestone.

Consistency with Program Direction

The 28-30 Regional Flexible Fund Draft Bond Allocation Scenario largely meets the 2028-2030 RFFA Program Direction in a balanced manner where the scenario demonstrates a medium-high overall performance across the purpose and principles while also incorporating the emphasized areas Metro staff heard to include as part of a draft bond allocation proposal. In summary, the draft bond allocation scenario meets the Program Direction by:

- Investing in regional and larger-scale corridor projects;
 - At allocation levels which support the candidate project ability to advance while maintaining the Program Direction financial principles.
- Demonstrating strong potential to leverage significant federal, but also state and local funding;
- Comprehensively advancing the region’s progress towards its transportation goals of safe system, equitable transportation, mobility options, thriving economy, and climate action and resilience;
- Advancing candidate project timelines for implementation and realized benefits that are a reasonable trade off in future purchasing authority of Regional Flexible Funds;
 - The majority of the proposed allocation are for construction activities;
- Allocating bond proceeds to supporting project benefits across the region without suballocation;
- Representing the three transit investment categories in which the Program Direction expanded in the development of the bond proposal;
- Remaining financially constrained to a bond proceed level which does not reduce the ability of future Regional Flexible Funds to maintain the program’s primary elements, including
 - Step 1A: meeting the previous debt service commitments and repayments;
 - Step 1B: on-going support for programmatic regional transportation investment;
 - Step 2: support for local capital projects which have meaningful impact towards regional goals
- Remaining financially constrained at a bonding level commitment contained to the next four Regional Flexible Fund Allocation cycles (through the year 2039) to preserve the ability of future JPACTs and Metro Councils to direct spending to priority projects and to minimize risk to Metro guaranteeing the bonding of these revenues.

Comments received at TPAC on the Draft Bond Allocation Scenario

At their March 7th meeting TPAC members had a robust discussion on the draft bond allocation scenario. When the TPAC chair called the question on the motion, TPAC could not come to consensus to recommend releasing the draft bond allocation scenario for public comment.

Therefore, TPAC did not take action to put forward a recommendation to JPACT to release the draft bond scenario or any amended scenarios for consideration.

JPACT Discussion Questions

Based on the information presented, Metro staff seek JPACT’s input and, if plausible, action on the following:

- What further comments or discussion do JPACT members have regarding the development of a potential Regional Flexible Fund draft bond allocation scenario for JPACT consideration?
- What recommendation does JPACT want to make regarding a Regional Flexible Fund bond proposal to release for public comment?

Next Steps – 2028-2030 RFFA Step 1A.1 – Updated Schedule for Bond Development Process

Table 2 outlines the updated next steps in the 28-30 Regional Flexible Fund Step 1A.1 New Project Bond development process. With pending action by JPACT to release a 28-30 Regional Flexible

Fund draft bond scenario to public comment, the Step 2 allocation and new project bond development process will converge with the public comment starting in late March 2025. The bond package proposal is anticipated to return to JPACT in June following the public comment.

Table 2. 2028-2030 RFFA – Updated New Project Bond Development Process – Key Dates

Activity	Date
JPACT: Request action to release draft 28-30 Regional Flexible Fund bond package for public comment	March 20, 2025
2028-2030 RFFA public comment opens	March 24, 2025
2028-2030 RFFA public opportunity for testimony - As part of April 17 th JPACT meeting	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 (if needed) issued to TPAC and JPACT	May 16, 2025*
TPAC: 28-30 Regional Flexible Fund bond proposal package refinement - Opportunity to deliberate input received on bond candidate projects and allocation amounts - Overview of draft 28-30 Regional Flexible Fund bond legislation	June 6, 2025
JPACT: 28-30 Regional Flexible Fund bond proposal package refinement - Opportunity to deliberate input received on bond candidate projects and allocation amounts - Opportunity to deliberate on TPAC input - Overview of draft 28-30 Regional Flexible Fund bond legislation	June 12, 2025
Metro Council: Work session with updates on Step 1A.1 bond proposal & Step 2 staff recommendation	June 10 or 17, 2025*
TPAC: Request action on 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2 - Includes staff recommendation on bond proposal package	July 11, 2025
JPACT: Review TPAC recommendation. Request action on 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	July 17, 2025
Metro Council: Adoption of 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	July 31, 2025*

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

Attachments

- Attachment 1- TPAC Comments from 3/7 meeting
- Attachment 2- Candidate Project Comments on Developing a Draft Bond Allocation Scenario
- Attachment 3- Memo to Mayor Buck on RFFA Bond History

Attachment 1 – 28-30 Regional Flexible Fund Draft Bond Allocation Scenario – TPAC Comments

At the March meeting of TPAC, Metro staff provided an overview of the draft bond allocation scenario seeking a TPAC recommendation to JPACT to release the draft bond allocation scenario for public comment. After robust discussion and deliberations over a motion and amendments to the motion, TPAC could not reach consensus to move forward with a recommendation to JPACT. However, TPAC's discussion and comments on the draft bond allocation scenario conveyed by members are summarized here for JPACT information. Comments organized by topic.

A recording of the meeting can be found at: <https://www.oregonmetro.gov/regional-leadership/metro-advisory-committees/transportation-policy-alternatives-committee>

Draft Bond Allocation Scenario Comments

- Some members of TPAC expressed they are unable to support the draft bond allocation scenario.
 - Different members noted they are unable to support the draft bond allocation scenario because their priority candidate project is not proposed to receive the full amount of bond proceeds requested.
- Some members of TPAC indicated support for the draft bond allocation scenario, but asked for recognition the draft bond allocation scenario remains fluid.
- Some TPAC members requested to see a second draft bond allocation option with different allocation levels of bond proceeds for JPACT consideration.
 - Some members asked to see a bond allocation scenario which increases the allocation level of bond proceeds to the transit capital projects, with particular emphasis on the frequent transit (TriMet FX) projects. This request was considered but did not receive majority support of the committee.
 - Another ask was for a scenario to support an investment of bond proceeds in all three transit categories eligible in this bond, but with priority allocations to Federal Transit Administration (FTA) Capital Investment Grant (CIG) projects. This request was considered but did not receive majority support of the committee.
- Several TPAC members requested Metro staff communicate to JPACT the following:
 - With the draft bond allocation scenario not fully funding any of the projects requested amount of bond proceeds, but in particular for the FX projects/CIG projects, it creates significant risk on all the project's ability to move forward as envisioned. Additional time is needed to process the implications prior to taking action on a final bond allocation scenario.
 - Some TPAC members suggested JPACT put forward only the list of candidate projects with the overall amount of bond proceeds available for the public comment period and not with individual allocation of bond proceeds to candidate projects.
- Some TPAC members reiterated and requested Metro staff include additional information about how the requested bond amount fits into each project's funding strategy, including any leveraged funding and local funding represented in each project proposal as a result of the bonding amount.
- One TPAC member continued to stress the regional significances of the candidate projects despite geography. The same member encouraged regional partners and Metro staff to reach a draft bond scenario which creates regional unanimity even without uniformity.

Process Questions

Attachment 1 – 28-30 Regional Flexible Fund Draft Bond Allocation Scenario – TPAC Comments

- TPAC members requested flexibility in the timing of different bond scenario development activities while recognizing the need to meet the July 2025 timeline for adoption of the 28-30 Regional Flexible Fund Allocation.
 - TPAC members noted the uncertainty at the federal level as well as the discussions during the state legislative session may impact or influence the funding strategy for several of the candidate projects. Several suggested taking more time to see how the overall funding landscape evolves before putting forward a final bond allocation scenario for TPAC, JPACT, and Metro Council action.
 - Several TPAC members asked whether information on the draft allocation scenario can be structured to meet the Program Direction process objective while allowing for more time to work through the specific details between public comment and up to the requested action in July 2025.
- Several TPAC members noted that the action to amend the content of the draft bond allocation scenario for release to public comment is a JPACT decision, and not one in which TPAC staff representatives have authority to make on behalf of their agency's role in the projects.

Public Comment Questions

- Several TPAC members provided input and asked questions as it pertains to the public comment format and how Metro plans to engage the public on the draft bond allocation scenario.
- Additionally, TPAC members asked about the level of detail that will be shared on the draft bond allocation scenario as part of the public comment.
- A TPAC member suggested that the public comment materials connect the draft bond allocation scenario to implementation of goals and values in the Regional Transportation Plan.

Attachment 2 – Candidate Project Comments on Developing a Draft Bond Allocation Scenario

As noted, Metro staff initiated conversations with the project teams for the five remaining candidate projects in consideration for the 28-30 Regional Flexible Fund new project bond. Project teams conveyed important factors for regional partners to understand while entering into deliberations. The comments conveyed are:

- Clackamas County communicated that a reduction in funding would reduce the amount of design work possible on the Stage 1 Local Safety and Community portion of the corridor, slowing progress on development of the project.
- Multnomah County communicated that a \$15 million contribution is a minimum acceptable allocation of bond proceeds to the Burnside Bridge transit access project. Multnomah County seek an increased allocation based on a more proportional reduction approach to the candidate projects from requested amounts. The contribution would better support the project's ability to leverage its local and state funds and further recognize the project's transit benefits. The County expressed disappointment the draft bond allocation scenario fulfills 40% of the requested amount of bond proceeds whereas other candidate projects funding requests were at higher percentages of the requested amount.
- TriMet has communicated the agency cannot support the draft bond allocation scenario because any bond proceeds allocation which does not meet the full request for 82nd Avenue and Tualatin Valley (TV) Highway Transit projects risks the ability of the projects to meet their funding strategy and proceed. In addition:
 - TriMet and Washington County have and continue to communicate a \$30 million contribution is a minimum acceptable allocation of bond proceeds to the Tualatin Valley Highway Transit Project and are communicating with state legislators for a state funding contribution based on this amount. Washington County, with support from project partners, seek an increased allocation based on the need to secure a full regional match of \$150 million for the project's Capital Investment Grant application and leverage dollar-for-dollar funding. Additionally, partner agencies involved have further indicated the significant risk to the project's ability to move forward with the partner agencies currently negotiating intergovernmental agreements for local matching funds while also navigating local government budget challenges. Furthermore, TV Highway local partners expressed with the draft bond allocation scenario not proposing to allocate the full request of bond proceeds, it signals a waning support for the project.
 - TriMet staff has communicated that for the 82nd Avenue Transit Project a \$30 million contribution is necessary to complete the scope of the project as anticipated for the Capital Investment Grant application. A reduction from the \$30 million contribution creates risks associated with reassessing and reducing scope elements on an already agreed upon project by the project partners.
- City of Portland and Portland Streetcar Inc. staff have communicated that the requested \$20 million is necessary to complete the funding strategy for the Montgomery Park Streetcar Extension. A reduction in funding puts at risk the ability to utilize private sector donations as local match to the Capital Investment Grant application and leverage dollar-for-dollar funding. In addition, the project is minimally scoped as possible leaving no possibility to value engineer/reduce the scope of the project without risking the viability of the entire project.


Metro

 600 NE Grand Ave.
 Portland, OR 97232-2736

Date: February 28, 2025
 To: Mayor Joe Buck
 From: Ted Leybold, Transportation Policy Director
 Subject: History of RFFA Bond Allocations

In response to your inquiry regarding the history of prior RFFA bond funding allocations, I have provided this historic summary. Please let me know if you have any questions regarding this summary or the projects that were funded.

Bonding of Regional Flexible Funds Allocation (RFFA) funds began in the late 1990's to support the expansion of the rail transit system after construction of the Westside light rail line to Hillsboro. At that time, the Federal Transit Administration had begun reducing the share of federal funding that would be awarded to transit capital projects and additional revenue sources were needed to fill the funding gap created by this reduction. The largest source of local transportation revenue - the state generated gas tax, weight mile tax and vehicle registration fees, were not eligible to be used for transit capital projects. Therefore, the region needed to be innovative in finding revenue sources that could provide the match to leverage the federal transit grants and build the next priority projects.

A series of RFFA bonding decisions, coordinated with decisions on sequencing the next transit capital projects for the region, were made after the original RFFA bond decision in 1996, with the most recent decision made in 2017. In the most recent decision, RFFA bond funding support was extended to the region's first Bus Rapid Transit project (also an eligible project for FTA Capital Improvement Grants like the prior supported rail transit projects), a new Better Bus program that funds development and construction of spot bus priority treatments, a contribution to support development of the arterial and active transportation elements connecting to three ODOT led highway expansion projects (I-5 Rose Quarter, I-205, and Highway 217), and project planning for a slate of active transportation projects across the region.

Table 1 – RFFA Bond Funded Projects

Project	Bond Allocation
Interstate LRT	\$32.9 million
I-205/Transit Mall LRT	\$48.5 million
South Waterfront Streetcar	\$10.0 million
Commuter Rail (WES)	\$23.3 million
Milwaukie LRT	\$99.9 million
Lake Oswego Streetcar	\$6.0 million
Southwest Corridor LRT	\$66.0 million
Division FX Bus	\$25.0 million
Arterial/Highway Corridor Project Planning	
I-5 Rose Quarter	\$5.0 million
I-205: Abernethy Bridge to Stafford	\$2.5 million
Highway 217: B-H Hwy to Hwy 99W	\$2.5 million
Better Bus Program	\$5.0 million
Active Transportation Project Planning	\$2.0 million

The region also made a similar allocation of funding to transit corridor projects when a new federal funding source; the Carbon Reduction Program, was created by the Bipartisan Infrastructure Law. These funding allocations are summarized in Table 2 below.

Table 2 – Carbon Reduction Program Transit Corridor Allocations

Project	Fund Allocation
82 nd Avenue Transit Corridor	\$5.0 million
Tualatin Valley Highway Corridor	\$5.0 million
TriMet Line 33 / McLoughlin transit signal priority	\$4.0 million

The region is again considering whether to bond future RFFA revenues to support a new slate of project expenditures. This decision is guided by the recently adopted 2028-30 RFFA Program Direction and a decision on whether to bond is expected in the Summer of 2025.

2028-30 Regional Flexible Funds Allocation (RFFA): Step 1A.1 Draft Bond Scenarios & Step 2 Evaluation Draft Results

C4 Metro Subcommittee
March 19, 2025





Metro

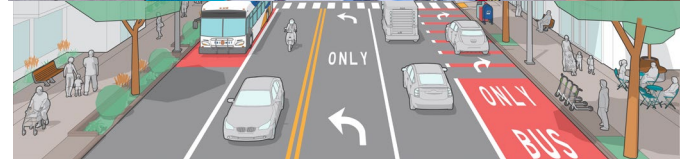
Step 1A.1: New Project Bond

(JPACT Agenda 5.2)

March 20th JPACT Action

Request release of draft bond allocation scenario for public comment

- Not a final action
- Gather community input before acting on a final bond scenario



Draft Bond Scenario: Allocation Approach

- Utilize up to \$84 million
- Investment into all five candidate projects
- At levels to support project advancement
 - Project team conversations informed scenario development
- Reviewed previous allocations to similar projects
- Similar investment levels for new transit categories

Draft Bond Allocation Scenario



Candidate Project	Allocation	Activity	Description
82 nd Avenue Transit Project	\$24 million	Construction	Construct a new FX transit line with increased frequency, pedestrian access enhancements, transit vehicle priority, and other amenities and features.
Tualatin Valley Highway Transit Project	\$27.5 million	Construction	Construct a new FX transit line with increased frequency, pedestrian access enhancements, transit vehicle priority, and other amenities and features.
Montgomery Park Streetcar Extension	\$10 million	Construction	A 1.3 mile extension of the existing Portland Streetcar North-South (NS) Line to Montgomery Park in Northwest Portland with multimodal extensions of area streets and rehabilitation of NW 23rd Avenue.

Draft Bond Allocation Scenario



SUNRISE GATEWAY CORRIDOR

Candidate Project	Allocation	Activity	Description
Burnside Bridge Transit Access and Vehicle Priority Project	\$10 million	Construction	Construct a dedicated eastbound bus-only lane on the bridge with a bus dwell area and preserve right-of-way to accommodate future streetcar operations as part of the replaced seismic upgraded Burnside Bridge.
Sunrise Gateway Corridor Project	\$12.5 million	Project Development	Complete Sunrise Gateway Highway NEPA re-evaluation. Complete 20% design of the Sunrise Gateway Highway from 122 nd to 172 nd . Build off 20% design for Stage 1: Safety and Local Connections on Highway 212/224 between 135 th and 152 nd to complete Design Acceptance Package.

Step 1A.1: Next Steps

March 20th 2025: Request Release Draft Bond Allocation Scenario for Public Comment

March – April 2025: Public Comment

- Open public comment: March 24th

May 2025: Public Comment Synthesis

June 2025: Discussions

July 2025: Request Recommendation to Adopt





Metro

Step 2: Technical Evaluation Draft Results

(in JPACT packet)

Overview

28-30 Regional Flexible Fund Step 2

Desired outcomes:

1. Advance implementation of RTP goals
2. Meet Program Direction objectives

Capital Grants – up to \$42 million

- Contingent on Step 1A.1 (bond) outcome

Step 2 allocation package inputs

- Program Direction objectives
- Technical evaluation results
- Public comment
- Allocation package concepts
- Coordinating Committee & Portland priority

Exhibit A to Resolution 24-5415



Resolution 24-5415

**2028-2030 Regional Flexible
Fund Allocation program
direction**

June 2024

How we got here

Call for Projects

- Pre-Application
- Application assistance
- 24 applications received

Technical Evaluations

- Outcomes Evaluation
- Project Delivery Risk Assessment

The screenshot displays the Metro ProjectTracker interface for a project titled "CFP3 RFFA Test". The status is "DRAFT" and it is "Project ready to submit." The interface includes a navigation menu with options like Dashboard, Projects, Plans, Reports, and Users. A search bar is present in the top right corner. Below the navigation, there are tabs for PROGRAMMING, OBLIGATION, MAP, IDS / CONTACTS, ATTACHMENTS, REVISION HISTORY, and PROJECT QUESTIONS. The Match Calculator section allows users to input data for calculating programming information match splits. The calculator shows a Total Amount of \$500, Primary Fund of RFFA, Primary Amount of \$448.65, Match of 10.27%, and Matching Fund of Local Match with a Match Amount of \$51.35. Below the calculator is a table with columns for FY, FUND TYPE, EA START DATE, AC/CP, PL, PE, RW, CN, UR, OT, and TOTAL. The table contains two rows of data for FY 2030, one for RFFA and one for Local Match. An ADD ROW button is located below the table. At the bottom of the table, there is a GRAND TOTAL row.

FY *	FUND TYPE *	EA START DATE	AC/CP	PL	PE	RW	CN	UR	OT	TOTAL
2030	RFFA			\$0	\$0	\$449	\$0	\$0	\$0	\$449
2030	Local Match			\$0	\$0	\$51	\$0	\$0	\$0	\$51
	FY 2030			\$0	\$0	\$500	\$0	\$0	\$0	\$500
	Local Match			\$0	\$0	\$51	\$0	\$0	\$0	\$51
	RFFA			\$0	\$0	\$449	\$0	\$0	\$0	\$449
	GRAND TOTAL			en	en	en	en	en	en	en

Outcomes Evaluation

(see Outcomes Evaluation Report and Appendix 2)

Outcomes Evaluation: Assess advancement of RTP goals + consistency with regional design guidelines

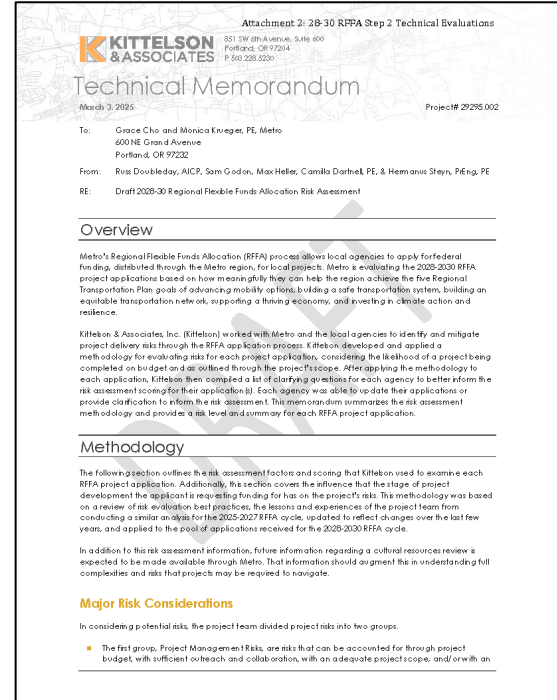


Project Delivery Risk Assessment

(see Attachment 2)

Flag for project delivery challenges in federal aid process

- Improve project delivery results
- Reduce financial risk to delivery agencies
- Education around federal funding requirements
- Bring more federal funding to the region



Project Delivery Assessment Draft Results

(see Technical Memorandum)

Jurisdiction	Project	Score	Tiers
Beaverton	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	14	Low
Clackamas County	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	44	Medium-High
Gladstone	Gladstone Historic Trolley Trail Bridge Construction	52	Medium-High
Gresham	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	30	Medium
Gresham	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdales Avenue	18	Low-Medium
Happy Valley	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	40	Medium
Hillsboro	Smart SW 165th Avenue ITS and Better Bus Project	16	Low-Medium
King City	Westside Trail Segment 1 - King City	34	Medium
Lake Oswego	Lakeview Blvd - Jean Rd to McEwan Rd	22	Low-Medium
Milwaukie	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	12	Low
Multnomah County	NE 23rd Ave/ NE Glisan to NE Marine Dr Safety Corridor Planning	14	Low
Oregon City	OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	14	Low
Portland (PBOT)	NE Glisan St: 82nd Avenue Multimodal Safety and Access	20	Low-Medium
Portland (PBOT)	NE MLK Jr Blvd Safety and Access to Transit	16	Low-Medium
Portland (PBOT)	NE Prescott St: 82nd Ave Multimodal Safety and Access	20	Low-Medium
Portland (PBOT)	Outer Halsey and Outer Foster (ITS Signal Improvements)	14	Low
Portland (PBOT)	W Burnside Green Loop Crossing	6	Low
Portland (PP&R)	Red Electric Trail East of SW Shattuck Rd	24	Low-Medium
Sherwood	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	38	Medium
THPRD	Bridge Crossing of Hwy. 26 by the Westside Trail	42	Medium
Tigard	North Dakota Street (FannoCreek) Bridge Replacement	50	Medium-High
Washington County	Beaverton Creek Trail: Merlo Road Improvements	42	Medium
Washington County	SW 175th Design: SW Condor Lane to SW Kemmer Road	22	Low-Medium
Washington County	Cedar Mill Better Bus and Access to Transit Enhancements	24	Low-Medium

Step 2: After Today

March 2025: Share technical results

- Share draft results w/regional partners
- Finalize results & share w/coordinating committees

March – April 2025: Public Comment

May 2025: Information for allocation package options

- Public comment summary
- Coordinating committee priority indication
- Package options concepts/themes

June – July 2025: Package options & request action



oregonmetro.gov



Memorandum

To: C4 Metro Subcommittee
From: **Team TPAC, Representing Clackamas County & Clackamas Cities**
Re: TPAC Highlights from March 7, 2025
Date: March 10, 2025

Overview

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

General Updates

- **Fatal Crash Update:** According to recent data available, Metro shared that there were approximately thirteen traffic deaths in January across Clackamas, Multnomah, and Washington counties. Of this total, five people died while walking, three while operating a motor vehicle, two as passengers in a motor vehicle, and three while operating a motorcycle. Four fatalities occurred in Clackamas County. Metro continues their commitment to a safe systems approach, advocating for safe streets, speeds, and people. Some of the actions regional partners are taking for safer streets include:
 - **The City of Sherwood:** construction of a pedestrian bridge over Hwy 99 between the Sherwood Family YMCA and Sherwood High School to eliminate vehicle/pedestrian conflicts. This project is expected to be completed in the fall of 2025. More information can be found [here](#).
 - **PBOT:** is reconstructing SW Fourth Avenue from Lincoln to W Burnside streets in downtown Portland. This \$16.9 million investment brings safer crosswalks, ADA curb ramps, a protected bike lane, and enhanced street lighting to this busy corridor. More information can be found [here](#).
 - **ODOT:** beginning construction of systemic safety project along Highway 99W from the Ross Island Bridge to King City, and US 30 Bypass (Lombard and Sandy). More information can be found [here](#).
- **Transit Minute:** Although Metro lacked full ridership data for the month of January, Metro reported several improvements:
 - Multnomah County's Access Shuttle has doubled its frequency, shifting from hourly to half-hourly peak service. This enhancement improves connections in the Alderwood, Cornfoot, Columbia Corridor, Parkrose, and Colling neighborhoods.
 - C-TRAN and the City of Vancouver have launched a pilot project testing next-generation transit signal priority (TSP) at 12 intersections along the Mill Plain Corridor.
 - TriMet bus improvements took effect on March 2, including enhanced service for:
 - Line 6, improving transit access to Amazon jobs along North Schmier Road
 - Line 47, connecting commuters to Intel's Hillsboro campus
 - Other service expansions, such as additional buses, schedule adjustments, and improved bus stop organization.
- **Metro's Regional Barometer:** Metro announced the retirement of Metro's [Regional Barometer](#), a data dashboard previously available on Metro's website. Metro announced a [survey that is available](#) to provide input on data needs; ensuring datasets are not lost without replacement.
- **Safe Streets for All Grant Announcement:** Metro announced a potential 2025 Safe Streets for All (SS4A) grant opportunity, expected to be released at the end of March. The grant will have a one-time application

window of 90 days, closing in June. Metro invited regional partners to complete [a survey](#) to gauge interest in the 2025 SS4A application, in addition to the [SS4A application website](#).

- **Public Comments:** Chris Smith of the No More Freeways Campaign provided testimony on the Rose Quarter Project and MTIP amendment, raising concerns about the project’s phasing and financial risks.
- **Minutes Approved:** The February 7 TPAC minutes were approved with no changes.
- **MTIP Amendments Summary:** TPAC recommended JPACT approval of MTIP Resolution 25-5473 for the purpose of adding one new ODOT public transportation awarded project into the 2024-27 MTIP for TriMet supporting elderly and disabled persons transit needs. TPAC also recommended JPACT approval of MTIP Resolution 25-5463, for the purpose of amending three related Rose Quarter improvement projects to the 2024-27 MTIP to add \$250 million dollars of approved funding to the projects. The following summarizes each:
 - **New ODOT Public Transportation Division Award to TriMet:**
 - Transit Vehicle Replacement Tri-Met FFY25 (Key 23838) – ODOT PTD FFY 2025 award to TriMet supporting the procurement of FTA Section 5310 replacement paratransit buses/vehicles that support the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate.
 - **Adding Oregon Transportation Commission Approved \$250 Million to Three Projects:**
 - I-5 Rose Quarter Improvement Project (Key 19071) – adds \$12.5 million total to PE, ROW, UR, and other phases. Improve safety and traffic operations, and support economic growth, provide multi-modal, and improved bike and pedestrian facilities.
 - I-5 Rose Quarter: Broadway to Weidler Phase 1 (Key 23672) – adds \$177.5 million to the construction phase. Replace three of five aging I-5 bridges; construct highway central portion cover from Broadway to the southern end and beyond Weidler, and the facilities to support it.
 - I-5 Rose Quarter: Phase 1A (Key 23682) – adds \$60 million to the construction phase and widens scope. Construct Fremont Bridge stormwater facilities, structural deck overlay, bridge rail upgrades/seismic retrofit on two southern bridges.

2028-2030 Regional Flexible Fund Step 1A.1 New Project Bond – Project Proposal and Updated Approach for Getting to a Preferred Bond Scenario

Introduction and Overview

Metro staff presented an updated bond proposal for allocating up to \$84 million dollars in estimated bond proceeds for the 2028-30 Regional Flexible Fund cycle. The proposal aims to fund five candidate projects while maintaining regional equity, prioritizing project readiness, and leveraging other funding sources. Metro emphasized that in the proposed funding allocation, no single project would receive its full requested amount. Metro staff requested TPAC’s recommendation to JPACT to release the bond proposal for public comment, with engagement scheduled from March 24 to April 28.

Committee Discussion Themes and Highlights

TPAC members discussed strategies to effectively engage the public on the bond proposal, transparency, and funding distribution among nominated projects.

- **Public Engagement Approach** – TPAC members discussed how best to effectively communicate the potential bond funding complexities and projects to the public. One committee member raised the issue of ensuring clarity in public comment materials, advocating for a more accessible format. Metro staff

proposed using a story map approach, integrating graphics and simplified descriptions to illustrate funding concepts. Members discussed whether one or multiple bond scenarios should be presented for public comment, whether multiple scenarios could be confusing to the public, or using a compare-and-contrast framework with multiple scenarios.

- **Funding Allocation Priorities** – TPAC members discussed the potential risks of underfunding key transit projects of 82nd Avenue, TV Highway, and Montgomery Park Streetcar, highlighting that reduced allocations could impact project feasibility and the ability to secure federal matching funds. Several committee members underscored the importance of balancing regional priorities, with one member urging Metro to frame the proposal within the broader goals in the Regional Transportation Plan (RTP).

Motions, Amendments, and Voting Results

- **Original Motion:** Recommends the bond scenario for JPACT consideration moving forward, with an additional narrative that incorporates key concerns raised in discussions and shared virtually on the screen during the meeting.
 - **Amendment:** proposed that JPACT consider a second illustrative bond scenario which increases allocation amounts for Capital Investment Grant (CIG) projects (TV Highway, 82nd Avenue, and Montgomery Park Streetcar).
 - Opposition: several members opposed prioritizing certain projects over others.
 - **Vote Result: Amendment failed** (8 in favor, majority opposed or abstained; Needed 9 in favor to pass).
- **Vote on Original Motion:**
 - **Result: Motion failed** (6 in favor, 2 opposed, 7 abstentions. Needed 9 in favor to pass).
 - TPAC did not reach consensus, prompting Metro staff to suggest taking a break.

Topic Wrap-Up Proposal

- After the break, Metro staff conveyed they will document TPAC’s discussion themes as feedback for JPACT’s upcoming consideration, since there was no consensus reached during this TPAC meeting.

FOOD FOR THOUGHT

- What types of information should be included in the upcoming Public Comment period?

2028-30 Regional Flexible Fund Step 2 – Outcomes Evaluation and Risk Assessment Draft Results and Next Steps

Metro staff, joined by Kittleson & Associates consultants, presented an update on the Step 2 Allocation Process. Metro received 24 project applications in Fall 2024, far exceeding available funds. Eleven applicants received technical assistance from Metro. From within Clackamas County, there are six submittals requesting funding.

Step 2 Allocation Process and Key Inputs

Five factors guide Step 2 allocations:

- **Technical Evaluation** – assesses project alignment with regional goals.
- **Project Delivery Risk Assessment** – identifies potential implementation challenges.
- **Public Comment** – opens late March for community input.
- **Regional Partner Priorities** – coordinating committees can elect to prioritize if they choose.
- **Funding Constraints** -- \$42 million available vs. \$140 million in requests.

Evaluation Findings

- **Outcomes Evaluation** – assessed project benefits using GIS analysis, checklists, and scope reviews. Scoring criteria varied for construction vs. development projects.
- **Risk Assessment** – classified projects as low, medium, or high risk, considering:
 - Project Management Risks – scope, schedule, and coordination challenges.
 - Inherent Risks – external constraints like right-of-way or environmental issues.
- **Key Takeaway** – higher-risk projects may need modifications before receiving funding.

Next Steps

- March 2025 – finalize technical scores.
- Late March to April 2025 – public comment period.
- May 2025 – Metro compiles public input; jurisdictions rank funding priorities, if electing to do so.
- June 2025 – TPAC and JPACT deliberate allocation options.
- July 2025 – Final Step 2 funding package presented.

Metro encourages applicants to review scores and request clarifications by March to ensure fair evaluation.

Draft FY 2025-26 Unified Planning Work Program (UPWP)

Metro staff presented the Draft FY 2025-26 UPWP, a federally required document that coordinates regionally significant transportation planning efforts and ensures efficient use of federal funds.

Key Presentation Points

- **UPWP Function** – serves as documentation of ongoing planning work but does not create new policies or allocate funding.
- **UPWP Structure** – includes Metro-led, state-led, and locally led regional planning efforts.
- **Federal Compliance** – adjustments are being made to align with new federal guidelines, ensuring the Federal Highway Administration (FHWA) approval and avoiding funding delays.

TPAC Discussion & Feedback

Some committee members requested clarity on language adjustments for compliance. TPAC members also discussed the importance of messaging resilience amid political shifts at the federal level. Metro committed to providing a crosswalk of language updates to the committee and will confirm which local projects qualify for inclusion.

Approval Process & Next Steps

- March 2025 – TPAC reviews the UPWP and provides feedback.
- April 2025 – TPAC votes; JPACT and Metro Council adopt in a single round for expedited approval.
- June 30, 2025 – final federal approval deadline.

Upcoming Agenda Highlights

MARCH 10 – WORKSHOP	APRIL 4
<ul style="list-style-type: none"> • Regional Emergency Transportation Routes (RETR) Phase 2 Technical Workshop 1 	<ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX Recommendation to JPACT • Draft FY 2025-26 UPWP Recommendation to JPACT • Community Connector Transit Study: Policy Framework • TIP Performance Evaluation • TV Highway Transit Project
APRIL 9 – WORKSHOP	MAY 2
<ul style="list-style-type: none"> • Regional Transportation Demand Management Strategy Update 	<ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX Recommendation to JPACT • 2028-30 Regional Flexible fund Step 1A.1 & Step 2 Public Comment – Initial Comment Summary • EPA Climate Pollution Reduction Grant: Carbon Reduction Strategies • 82nd Avenue Transit Project LPA Recommendation to JPACT • Montgomery Park Streetcar LPA Informational Presentation

For More Information, Contact Team TPAC

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Memorandum

To: C4 Metro Subcommittee
From: **Team MTAC, Representing Clackamas County & Clackamas Cities**
Re: February 19th, 2025 MTAC Highlights
Date: March 7th, 2025

Overview

Following is a summary of the February MTAC Meeting. Meeting materials can be found [here](#).

General Updates

- Montgomery Park & Title VI Ordinances: MTAC's recommendation to amend Title 4 of Metro's Functional Plan for the Montgomery Park development was approved by Metro Council. A Title VI provision requiring cities to define center boundaries on the 2040 Growth Concept Map was also adopted.
- Federal Grant Updates: Metro is analyzing new federal regulations affecting funding opportunities and will provide updates as they develop.
- Approval of December MTAC Meeting Minutes: minutes were approved with four abstentions.

Draft Comprehensive Climate Action Plan Inventory, Projections, and Targets Discussion

Eliot Rose from Metro presented an update on the Comprehensive Climate Action Plan (CCAP), a key regional effort to align with state and federal climate policies and ensure progress toward long-term greenhouse gas (GHG) reduction targets. The discussion focused on emissions inventory and projections and emissions targets and policy alignment. Metro is incorporating updated emissions models and refining its climate action framework based on new state-level policy shifts. The projects consider the impact of transportation, land use, and economic factors on emissions reduction efforts. Oregon's updated climate goals are expected to require more ambitious reductions in emissions. Metro is working to ensure its targets are consistent with federal and state benchmarks.

Discussion Highlights & Next Steps:

- Members emphasized the importance of framing climate policies around economic benefits, safety, and environmental resilience to maintain broad public and political support.
- Concerns were raised about ensuring continuity of climate action initiatives despite potential changes in federal and state administrations.
- Committee members stressed the need for localized implementation strategies to ensure that climate efforts do not disproportionately affect historically underserved communities.

- Funding challenges remain a key barrier – Metro is exploring potential federal funding streams to support climate action prevention.
- Next Steps: Metro will refine climate policy alignment and update emissions projections in response to committee feedback. Metro will present a revised CCAP draft in Spring of 2025, incorporating Metro’s latest modeling results and funding strategies.

2024 Functional Plans Compliance Report

Metro staff presented the Annual Compliance Report, which evaluates how jurisdictions are meeting the requirements of Metro’s Urban Growth Management Functional Plan (UGMFP) and Regional Transportation Functional Plan (RTFP). The UGMFP ensures compliance with policies on housing, environmental protection, and growth management. Currently, most jurisdictions are fully compliant and some cities are still finalizing planning efforts for Urban Growth Boundary (UGB) expansions. All four cities affected by the 2018 UGB expansion (Beaverton, Hillsboro, King City, and Wilsonville) have exceeded Metro’s housing targets, planning for 2,000 more units than required. The RTFP guides local jurisdictions in planning and implementing transportation projects that align with regional mobility, equity, and sustainability goals. Currently, all jurisdictions are compliant with transportation system planning and project development requirements. Some jurisdictions continue refining their parking management strategies to better align with Metro’s climate and equity goals.

Discussion Highlights & Next Steps:

- Members raised concerns about potential gaps between regional growth forecasts and state-mandated housing requirements.
- The committee discussed the implications of Senate Bill 4, which allows for state-level UGB expansions for semiconductor and industrial development.
- Next Steps: Metro will continue working with local jurisdictions to ensure UGB expansions align with regional objectives. Further discussion on industrial land availability and regional employment targets is planned for mid-2025.

82nd Avenue Transit Project

Metro staff, along with representatives from TriMet and Portland Bureau of Transportation (PBOT), presented the 82nd Avenue Frequent Express (FX) Bus Rapid Transit (BRT) Project, which will upgrade TriMet’s Line 72 into a high capacity, high-frequency transit corridor.

Project Timeline:

- January 2025 – a Locally Preferred Alternative (LPA) is endorsed by the Steering Committee
- 2025-2027 – the project completes the design phase and community engagement
- Post-2027 – construction begins
- 2029 – service launch is expected

Project Goals

- Improve speed and reliability on the region’s highest-ridership bus corridor
- Upgrade bus stops, pedestrian crossings, and safety infrastructure
- Reduce transit delays and overcrowding, particularly during peak hours

Equitable Development Strategy & Community Impacts

The project is being developed alongside an equitable development strategy to address gentrification and displacement risks. Metro is working with APANO, Verde, and Unite Oregon to align transit investments with affordable housing protections.

Discussion Highlights & Next Steps:

- Members discussed the importance of integrating land use policies with transit investments.
- Questions were raised about how Metro and TriMet will secure remaining funding, with federal grant applications currently underway.
- Next Steps: Metro will return to seek MTAC’s recommendation for Metro Council’s LPA endorsement in Spring of 2025.

Upcoming Agenda Highlights

MARCH 19, 2025 – MEETING (VIRTUAL)	APRIL 16, 2025 – MEETING (HYBRID)
<ul style="list-style-type: none"> • Regional Housing Coordination Strategy: Work plan and engagement plan • 2023 Regional Transportation Plan Implementation and Local TSP Support Update • TV Highway Transit Project Update 	<ul style="list-style-type: none"> • Draft list of Comprehensive Climate Action Plan greenhouse gas reduction measures discussion • Community Connector Transit Study: Policy Framework • Montgomery Park Streetcar LPA Discussion • Future Vision Update
MAY 21, 2025 – MEETING (HYBRID)	JUNE 18, 2025 – MEETING (VIRTUAL)
<ul style="list-style-type: none"> • Metro Cooling Corridors Study Update • Regional Housing Coordination Strategy: Preliminary list of strategies, draft evaluation 	<ul style="list-style-type: none"> • Regional Housing Coordination Strategy: Technical analyses • Montgomery Park Streetcar LPA recommendation

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