

DATE: Thursday, May 6, 2021

TIME: 1:30 – 3:00 p.m.

Zoom Meeting: <https://us02web.zoom.us/j/83557871584>

Or call in (audio only): +1 253 215 8782, Phone Conference ID: 884 8227 7733

1. **Welcome and Introductions** (5 min)
- ✓ 2. **Metro Regional Mobility Policy** Information (30 min)
Purpose: Seek input on the draft policy elements and measures proposed for testing in the Regional Mobility Policy Update
Presenter: Kim Ellis, Metro
Lidwien Rahman, ODOT
More Info: [Examples of Current Approaches fact sheets](#)
[Most Promising Mobility Measures for Testing memo](#)
[Regional Mobility Policy Update website](#)
- ✓ 3. **2025-2027 Regional Flexible Funds Allocation Process** Information (30 min)
Purpose: Discuss the recent Metro RFFA workshops and draft proposals
Presenter: Chris Deffebach, Washington County
More Info: [RFFA website](#)
- * 4. **TPAC Agenda** Information (5 min)
More info: [Click here for the TPAC agenda and packet](#)
5. **Other Business and Agency Updates** Information (20 min)
 - MSTIP 3f work plan
 - Countywide Transit Study

✓ Material included in packet

Material will be distributed at the meeting

* Material available electronically and/or in advance of the meeting

Upcoming Dates <u>WCCC Transportation Advisory Committee</u> 1:30 PM – 3:00 PM
Thursday, June 3
Thursday, July 8
Thursday, August 5
Thursday, September 2
Thursday, September 30
Thursday, November 4
Thursday, December 2



Regional mobility policy update

This joint effort between Metro and the Oregon Department of Transportation will update the way the region defines mobility and measures success.

Project overview

The purpose of this project is to update how mobility is defined and measured in the Regional Transportation Plan (RTP) and local transportation system plans (TSPs), and during the local comprehensive plan amendment process in the Portland area. The updated policy (and associated measures, targets and standards) will guide the development of regional and local transportation plans and studies, and the evaluation of potential impacts of plan amendments and zoning changes on the transportation system.

What is the regional mobility policy?

The region's current mobility policy relies on a vehicle-based measure and thresholds adopted in the RTP and Policy 1F (Highway Mobility Policy) of Oregon Highway Plan (OHP). The measure is referred to as the volume-to-capacity ratio (v/c ratio). As the primary way of measuring vehicle congestion on roads and at intersections, the current measure is used to calculate the number of motor vehicles relative to the motor vehicle capacity of a given roadway during peak weekday travel times (currently defined as being from 4 to 6 p.m.).

Why update the policy now?

We are a region on the move – and a region that is rapidly growing. More than a million people need to get to work, school, doctor's appointments, shopping, parks and home again each day. With a half-million more people expected to live in the Portland area by 2040, it's vital to our future to have a variety of safe, affordable and reliable options for people to get where they need to go – whether they're driving, riding a bus or train, biking, walking or moving goods.



Key terms

Policy: a statement of intent and direction for achieving desired outcomes at the regional and system level.

Measure: a metric that is used to set targets and standards and to assess progress toward achieving the policy. The current measure for mobility is defined as a ratio of vehicle volume-to-capacity (v/c ratio).

Target: a specific level of performance that is desired to be achieved within the time horizon of transportation system plans. The RTP and OHP define v/c-based targets of .99 and 1.1

Standard: a performance threshold that is less flexible than a target. ODOT and local governments use the v/c ratio to regulate plan amendments, mitigate development impacts and determine road design requirements at a local or project level.

The 2018 RTP identified the need to update the plan's 20-year old "interim" mobility policy so that it better aligns with the comprehensive set of shared regional values, goals and desired outcomes identified in the RTP and 2040 Growth Concept, as well as with local and state goals.

There are several reasons why the time is right to begin an update to the mobility policy and associated measures for the Portland region.

- The current policy and measure focus solely on vehicles and do not measure mobility for people riding a bus or train, biking, walking or moving goods.
- The targets and standards in the current policy do not reflect the fiscal capacity of ODOT and local governments to construct transportation projects necessary to meet the mobility policy. This is especially true in planned growth areas including urban growth boundary expansion areas.
- Projects that are built to the current adopted targets and standards may have undesirable land use, housing, air quality and environmental impacts.
- The 2018 RTP failed to meet the current target, particularly for the region's throughway system, triggering the need to consider alternative approaches for measuring mobility and success under state law.
- The Oregon Transportation Commission (OTC) will be updating the Oregon Transportation Plan and Oregon Highway Plan during the next couple of years and will conduct its own statewide stakeholder engagement process to inform those plan updates. This project provides an opportunity for coordination and for the region to help inform those efforts.

What are our expected outcomes?

The project's primary outcome is to recommend an updated mobility policy, measures and performance targets for the greater Portland region that clearly define mobility expectations for people and goods.

The process will result in policy recommendations to the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Oregon Transportation Commission (OTC). Pending approval by JPACT and the Metro Council and concurrence from the OTC, the updated policy for the Portland region will be applied and incorporated in the next update to the RTP (due in 2023). The OTC will be asked to consider adoption of the updated mobility policy for the Portland region, including amending Table 7 in Policy 1F (highway mobility policy) in the OHP.

Current uses of the volume-to-capacity ratio in the Portland region



* focus of this update

Planning for the future

Who: Metro, ODOT, cities, counties and consultants.

What: Evaluate traffic performance of roads and intersections given current and projected population and jobs.

When: Updates to transportation system plans (TSPs) and development of corridor or area plans, including concept plans, using thresholds defined in the RTP, OHP and local transportation plans.

Why: Diagnose the extent of vehicle congestion to identify deficiencies and projects to address them, and determine consistency of the RTP with the OHP for state-owned facilities.

Regulating plan amendments

Who: Cities, counties and consultants, in coordination with ODOT.

What: Evaluate the potential impacts of land use zoning changes on roads and intersections, including state-owned roads as required by the TPR during development review.

When: Amendments to land use zoning designations using thresholds defined in the OHP.

Why: Identify mitigation measures to address transportation impacts anticipated from a new or changed land use designation.

Mitigating development impacts

Who: Cities, counties and developers.

What: Collect fees based on the development of or use of land or identify needed transportation project(s) in-lieu of fees. Projects typically include expanding capacity to add new travel lanes, turn lanes and/or signals.

When: Development approval process using thresholds defined in local transportation plans and the OHP.

Why: Mitigate traffic impacts from new development.

Managing and designing roads

Who: Cities, counties, ODOT and consultants.

What: Calculate anticipated volume-to-capacity ratio of project area using thresholds defined in the 2012 Oregon Highway Design manual and criteria in ODOT's 2020 Blueprint for Urban Design for state-owned roads.

When: Operations and project design, including preliminary engineering.

What: Inform the design of roads and intersections, such as the number of travel lanes and turn lanes, and signal operations.

Potential new measures to be explored

The volume-to-capacity (v/c) ratio has been the primary way to measure the region's mobility. We will continue to explore different approaches to applying v/c in addition to other ways to measure the health and success of the transportation system, including:

- Multimodal level of service (MMLOS)
- Level of traffic stress (LTS)
- Pedestrian Crossing Index
- System completeness
- Travel speed
- Accessibility to Destinations
- Hours of congestion/duration of congestion
- Travel Time Reliability (Planning and Buffer Travel Time Indexes)
- Vehicle miles traveled (VMT) per capita
- Travel time

To sign up for project updates and learn more, visit oregonmetro.gov/mobility

Project contacts:

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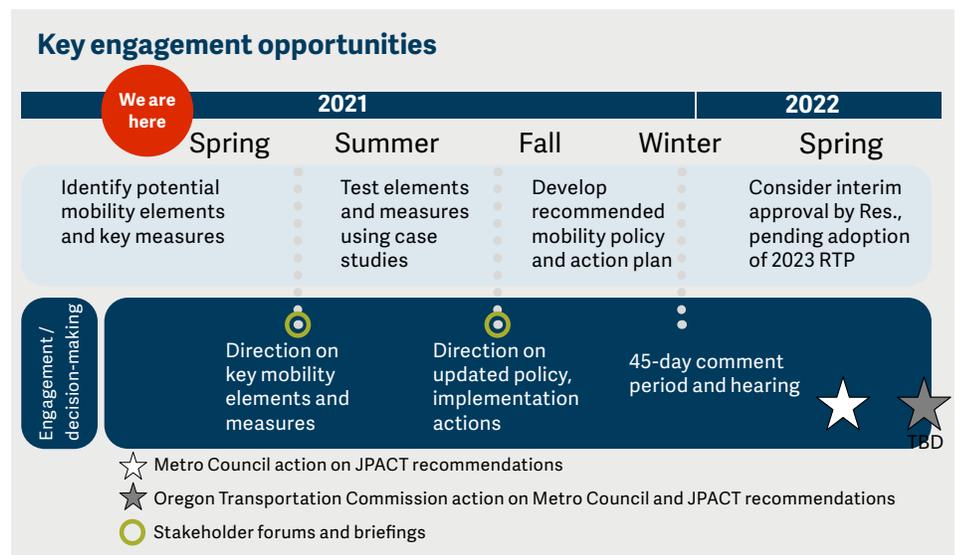
Lidwien Rahman

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Lidwien.Rahman@odot.state.or.us

Where are we now?

Informed by research and input from stakeholders, the project team has identified five key transportation outcomes that are integral to how we view mobility in the Portland region. This spring, Metro and ODOT are engaging policymakers, practitioners, community leaders and other stakeholders to help shape the potential elements and measures to include in the updated mobility policy. Regional decision-makers will work together to develop the recommended outcomes and measures. In June, JPACT and the Metro Council will be asked to direct staff on the measures to be tested through case studies this summer.

The process to update the regional mobility policy started in 2019 and will continue through spring 2022.



Next steps

Spring 2021

Report on examples of current approaches

Seek input on potential policy elements and potential mobility measures to test

Summer 2021

Test measures with case studies

Fall 2021

Report findings

Draft policy and implementation plan

Winter - Spring 2022

Public review and refinement

Final policy recommendations go to JPACT, the Metro Council and the Oregon Transportation Commission

Potential Mobility Policy Elements

Access - All people and goods can get where they need to go.

Time Efficiency- People and goods can get where they need to go in a reasonable amount of time.

Reliability- Travel time is reliable or predictable for all modes.

Safety- Available travel options are safe for all users.

Travel Options- People can get where they need to go by a variety of travel options or modes.

Potential Mobility Policy Elements and Most Promising Performance Measures to Consider for Testing

Metro and the Oregon Department of Transportation (ODOT) are working together to update the policy on how we define and measure mobility in the Portland region in the Oregon Highway Plan (OHP), Regional Transportation Plan (RTP), local transportation system plans (TSPs) and corridor plans, and during the local comprehensive plan amendment process. This document summarizes the potential mobility policy elements and most promising performance measures being considered for testing through case studies. Throughout April and May, Metro and ODOT will engage the Metro Council, regional advisory committees (JPACT and the Metro Policy Advisory Committee), county coordinating committees (staff and policy-levels), and other stakeholders to seek feedback on the key policy elements and most promising measures. In June, staff will report back on stakeholder feedback received on the elements and measures and seek JPACT and Metro Council direction on the measures to be recommended for testing.

Potential Mobility Policy Elements

The project team reviewed existing state and regional policy documents and [past stakeholder input](#) from the 2018 Regional Transportation Plan update, development of the Get Moving 2020 funding measure and the [Scoping Engagement Process](#) for this effort. Based on this review and subsequent feedback received through two workshops with the Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) in fall 2020, five key transportation outcomes were identified as integral to how we view mobility in an urban environment, specifically in the Portland region:

- **Access** – All people and goods can get where they need to go.
- **Time Efficiency** – People and goods can get where they need to go in a reasonable amount of time.
- **Reliability** – Travel time is reliable or predictable for all modes.
- **Safety** – Available travel options are safe for all users.
- **Travel Options** – People can get where they need to go by a variety of travel options or modes.

TPAC and MTAC also provided feedback on criteria to be used to screen and select potential mobility performance measures for testing that address one or more mobility policy elements. Since January 2021, the Consultant team applied the criteria through a four-step process to narrow a list of 38 potential mobility measures to 12 potential mobility measures that appear most promising for testing through case studies this summer. The screening process is summarized on page 2.

Most Promising Performance Measures to Consider for Testing

The most promising performance measures to consider for testing are shown below, listed in order from highest to lowest screening score. As a group, the measures cover all modes. Seven of the 12 measures relate to more than one mobility policy element. Seven of the measures can be used for both system planning and plan amendments, the focus of this regional mobility policy update.

ID	Measure	Definition	Mobility Policy Elements					Planning Applications		
			Access	Time Efficiency	Reliability	Safety	Travel Options	System Performance/ Scenario Testing/Target	Needs Identification/ Project Identification	Plan Amendments/ Standard
13A	Multimodal Level of Service (MMLOS)	MMLOS is a level of service (LOS) system that measures the quality and level of comfort of facilities per mode based on factors that impact mobility from the perspectives of pedestrians, cyclists, and transit riders, respectively.	●			○	All modes	●	●	●
13B	Level of Traffic Stress (LTS)	Level of traffic stress (LTS) classifies points and segments on routes into different categories of stress ranging from 1 (low stress) to 4 (high stress) based on factors that correlate to the comfort and safety of the bicyclist or pedestrian using that facility.	●	○		●	Bike, Pedestrian	●	●	●
15	Pedestrian Crossing Index	The distance between pedestrian crossings compared to a target maximum distance.	●	●		●	Pedestrian	●	●	●
24	System Completeness	The percent of planned facilities that are built within a specified network	●	○		○	All modes	●	●	●
27	Travel Speed	Average or a percentile speed for a network segment or between key origin-destination pairs, during a specific time period.			○	●	Vehicle, Freight, Transit	●	●	●
2	Accessibility to Destinations	The number of essential destinations within a certain travel time or distance, by different modes.	●	○	○		All modes	●	●	●
10	Hours of Congestion/ Duration of Congestion	The number of hours within a time period, most often within a weekday, where a facility's congestion target is exceeded.		●	●		Vehicle, Freight, Transit	●	●	●
29	Travel Time Reliability (Planning and Buffer Travel Time Indexes)	Indicators of congestion severity that assess on-time arrival and travel time variability.		○	●		Vehicle, Freight, Transit	●	●	●
36	VMT per Capita	The number of miles traveled by motorists within a specified time period and study area, per the study area's population.	○	●		○	Vehicle, Freight, Transit	●	●	●
28	Travel Time	Average or a percentile time spent traveling between key origin-destination pairs, during a specific time period.		●			All modes	●	●	●
38	V/C for Roadway Links	The ratio of traffic volume to the capacity of a roadway link during a specified analysis period.		●	○		Vehicle, Freight	●	●	●
37	Volume-to-Capacity Ratio (V/C) at Intersections	The ratio of traffic volume to the capacity of an Intersection during a specified analysis period.		●	○		Vehicle, Freight	●	●	●

● = direct measure ○ = indirect measure

Together, the technical screening process and stakeholder input will help shape staff’s recommendation to JPACT and Council on the key policy elements and measures recommended for testing through case studies.

Screening Process Leading to Most Promising Mobility Measures For Testing



Gray measures are not moved forward in the next screening process step.

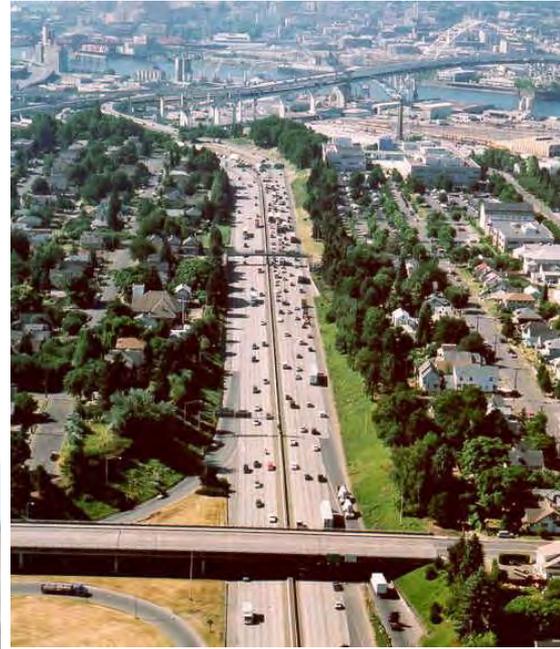
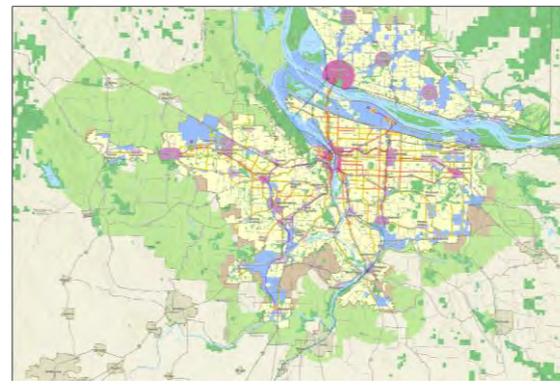
The measures above are listed in order from highest to lowest screening score for each step. A memo documenting each step of the screening process is available on the project website.

¹ Removed because of its similarities to System Completeness and Accessibility to Destinations.
² Although a useful corridor-level metric, removed because it is difficult to apply.
³ Removed because it is an outcome and goal for the region, rather than a direct measure of mobility.
⁴ Removed because of its similarity to Hours/Duration of Congestion.
⁵ Removed because VMT per capita better reflects impacts to mobility.

Regional mobility policy update

WCCC TAC

May 6, 2021



Oregon
Department
of Transportation

Today's purpose

Hear your ideas and feedback about:

- Potential elements of updated mobility policy
- Approaches to measuring mobility

Project purpose

- Update the policy on how we define and measure mobility for the Portland area transportation system
- Recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area



Visit oregonmetro.gov/mobility

State, regional and local decisions

TARGETS

Planning for the future *

*

Transportation system plans, corridor and area plans, including concept plans to set performance expectations to identify needs as defined in the RTP and Oregon Highway Plan

STANDARDS

Regulating plan amendments *

*

Mitigating development impacts

Zoning changes and land use plan amendments using transportation thresholds defined in the Oregon Highway Plan for state-owned roads and local codes for city- and county-owned roads

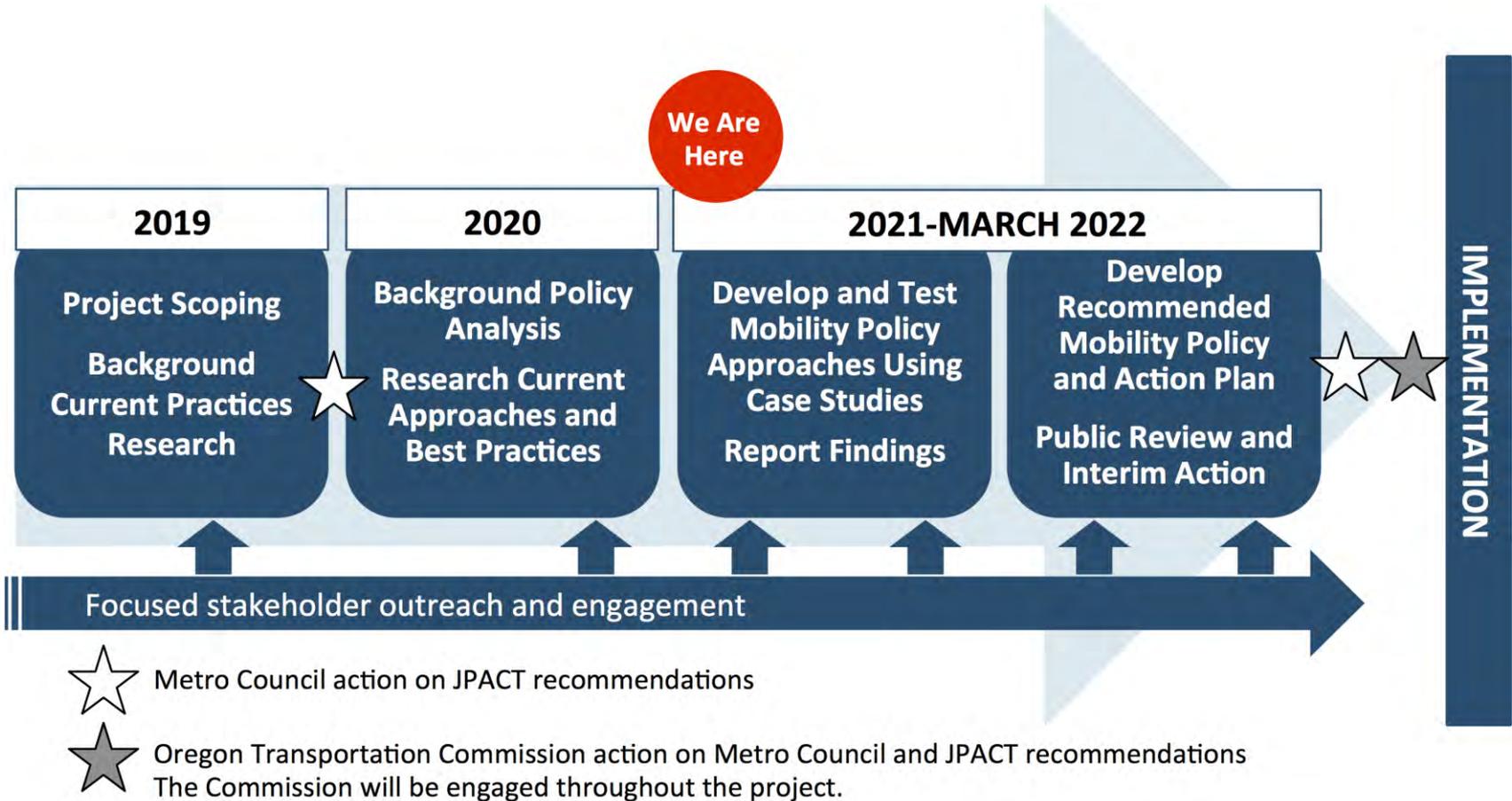
Managing and designing roads

Development approval process to mitigate traffic impacts using thresholds defined in the OHP and local codes

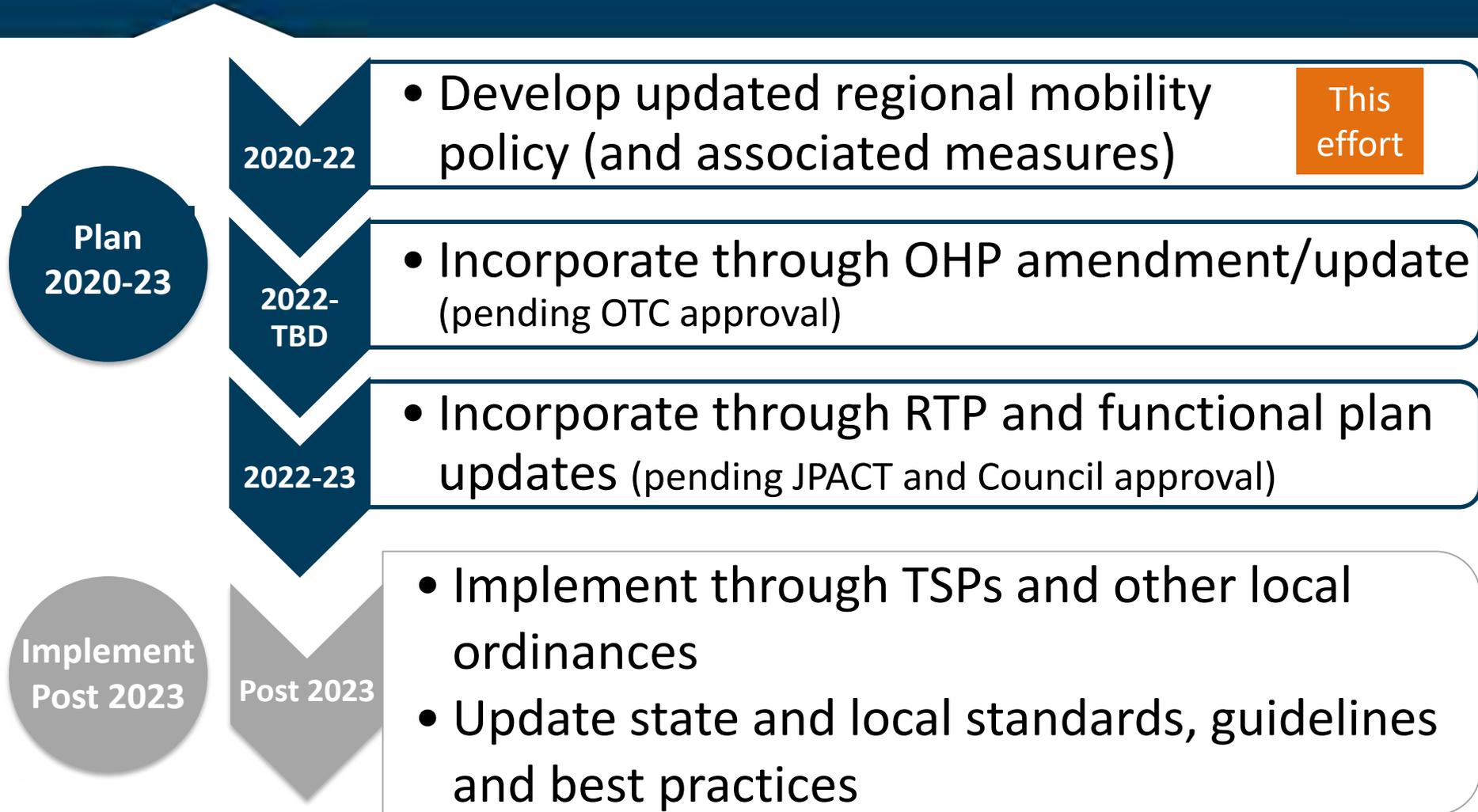
Operational and road project designs as defined in the 2012 Oregon Highway Design Manual and local codes

* Focus of this effort

Project timeline



Where is this headed?

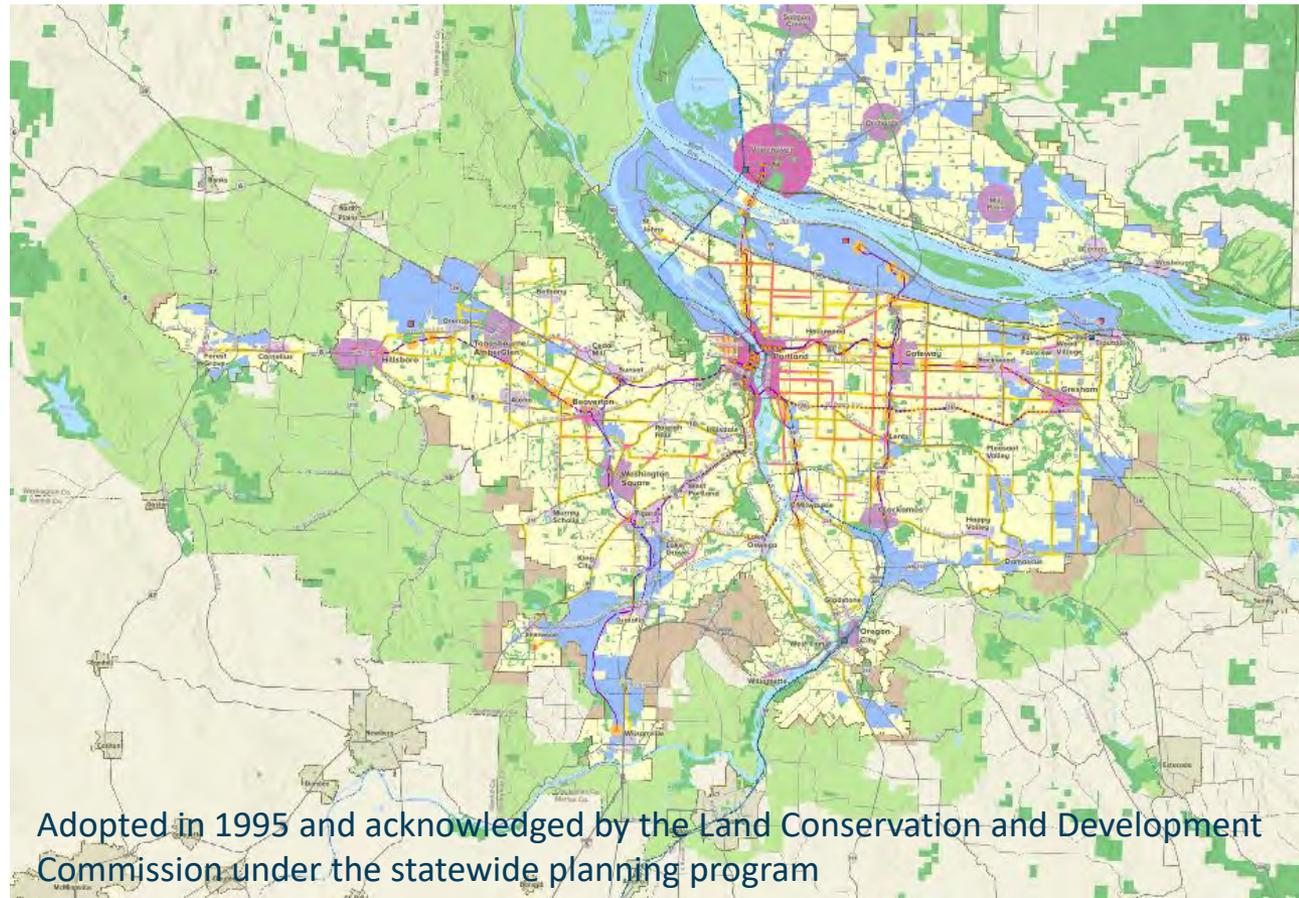


2040 Growth Concept is our foundation

Adopted as the land use plan for the region under state law (ORS 197)

Transportation plans must be adequate to serve planned land uses

Codified in regional functional plans governing cities and counties



2018 Regional Transportation Plan priorities

The updated mobility policy must advance 2040 plan and these overarching RTP priorities.



Equity



Climate



Safety



Congestion

Oregon Transportation Commission Strategic Action Plan priorities



Equity

Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.



Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.



Sufficient and Reliable Funding

Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.

Oregon Transportation Commission Strategic Action Plan priorities

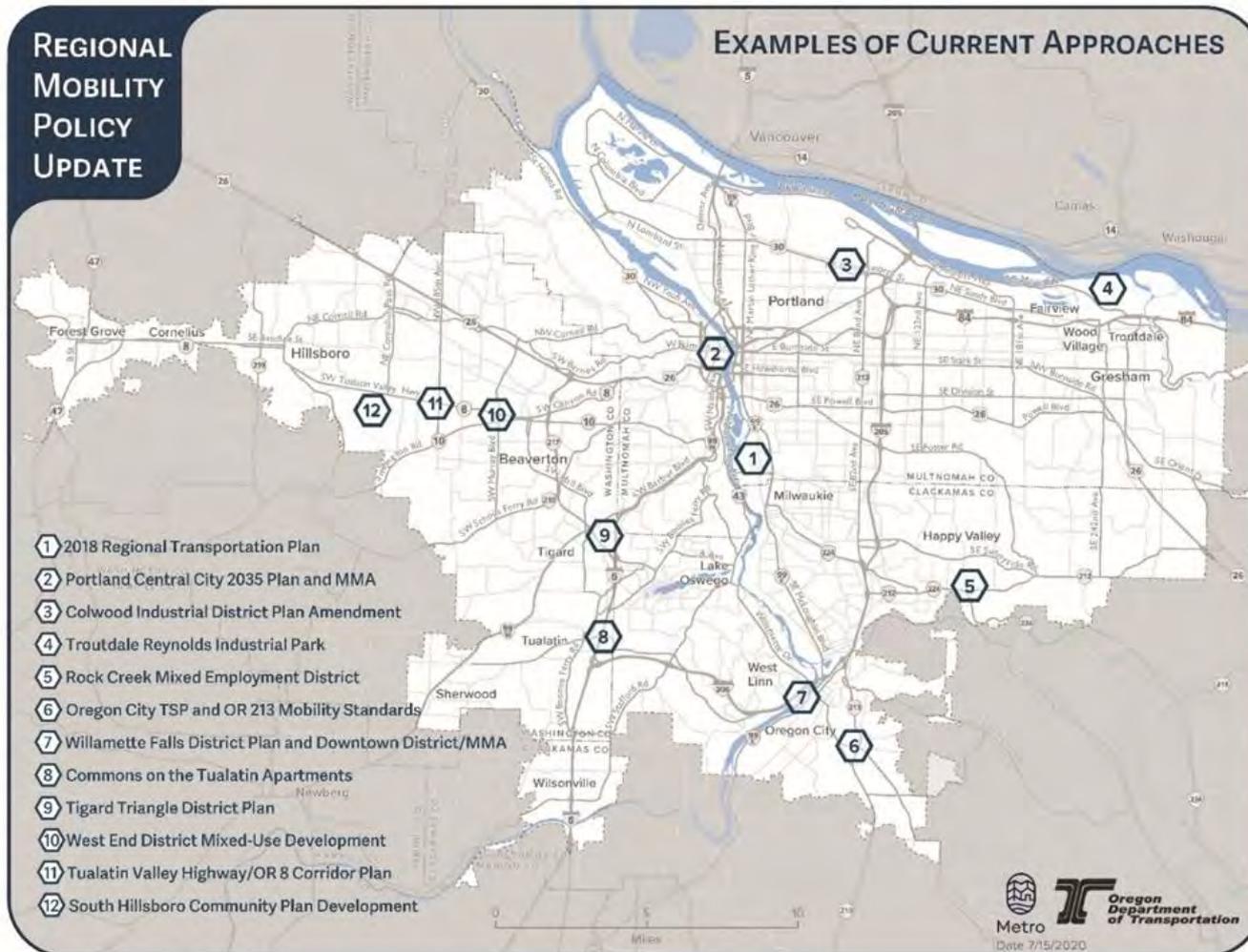


Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.

- **Preservation and Stewardship:** Preserve, maintain, and operate Oregon's multimodal transportation system and achieve a cleaner environment.
- **Safety:** Prevent traffic fatalities and serious injuries and ensure the safety of system users and transportation workers.
- **Accessibility, Mobility and Climate Change:** Provide greater transportation access and a broader range of mobility options for Oregonians and address climate change.
- **Congestion Relief:** Invest in a comprehensive congestion management strategy for the Portland metropolitan region to benefit all Oregonians. Implement system and operational innovations to reduce traffic congestion throughout Oregon.
- **Project Delivery:** Develop practical solutions to transportation problems in order to address community needs and ensure system reliability and resiliency.
- **Innovative Technologies:** Invest in and integrate technologies to improve transportation services and operations throughout Oregon.

Research on current approaches in the region



Information about all twelve available on the project website

oregonmetro.gov/mobility

Key themes and observations

- Mobility is one of many policies and measures considered in system planning
- V/C measure is a useful diagnostic tool
- V/C ratio is more strictly applied as we move from system planning to project design



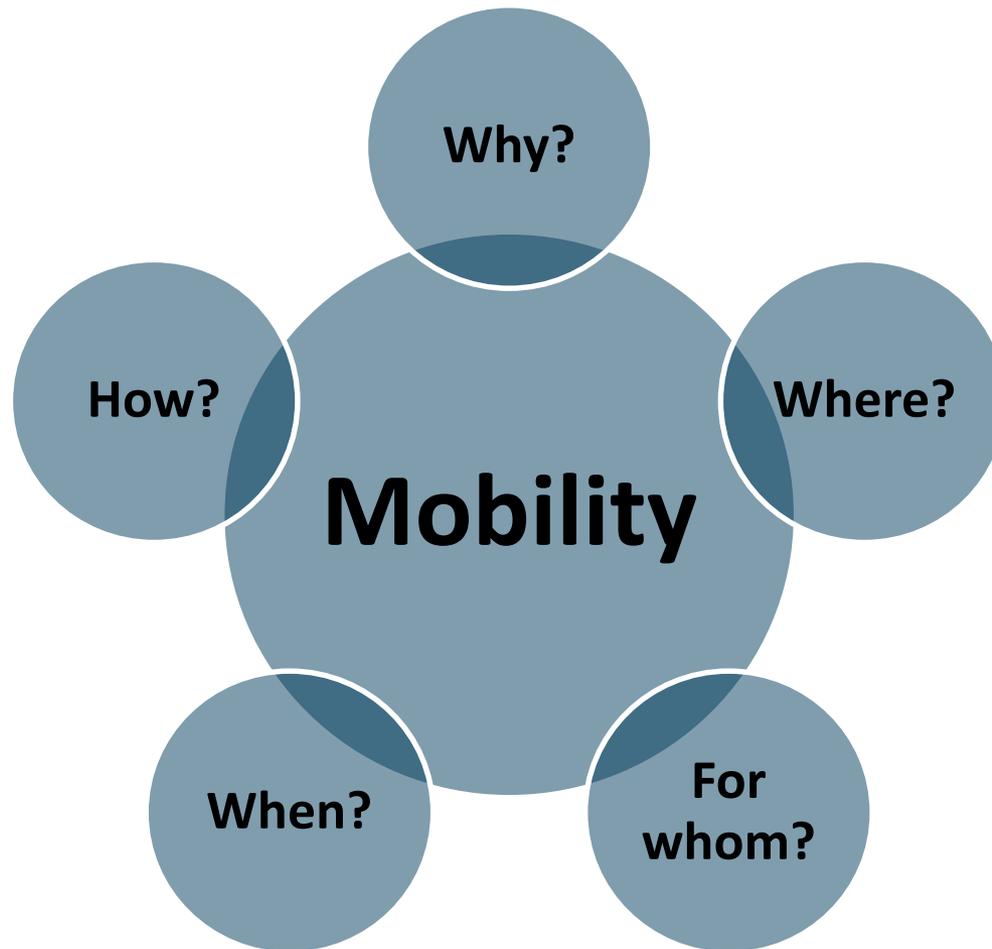
- Broad support to use multi-modal measures when evaluating transportation impacts of plan amendments and development
- Plan amendments should focus more on consistency with the local plans than the v/c measure

Stakeholder definitions of mobility

- “Getting to where you need to go safely, affordably and reliably no matter your [mode of travel], age, gender, race, income level, ZIP code...”
- "Mobility – focus on moving people and moving goods predictably and efficiently.”
- "Efficient freight movement and access to industry and ports...play a key role in the state’s economic development."



How do you *define* mobility?



Draft Mobility Policy Elements

Access

- All people and goods can get where they need to go.

Time Efficiency

- People and goods can get where they need to go in a reasonable amount of time.

Reliability

- Travel time is reliable or predictable for all modes.

Safety

- Available travel options are safe for all users.

Travel Options

- People can get where they need to go by a variety of travel options or modes.

Mobility policy considerations

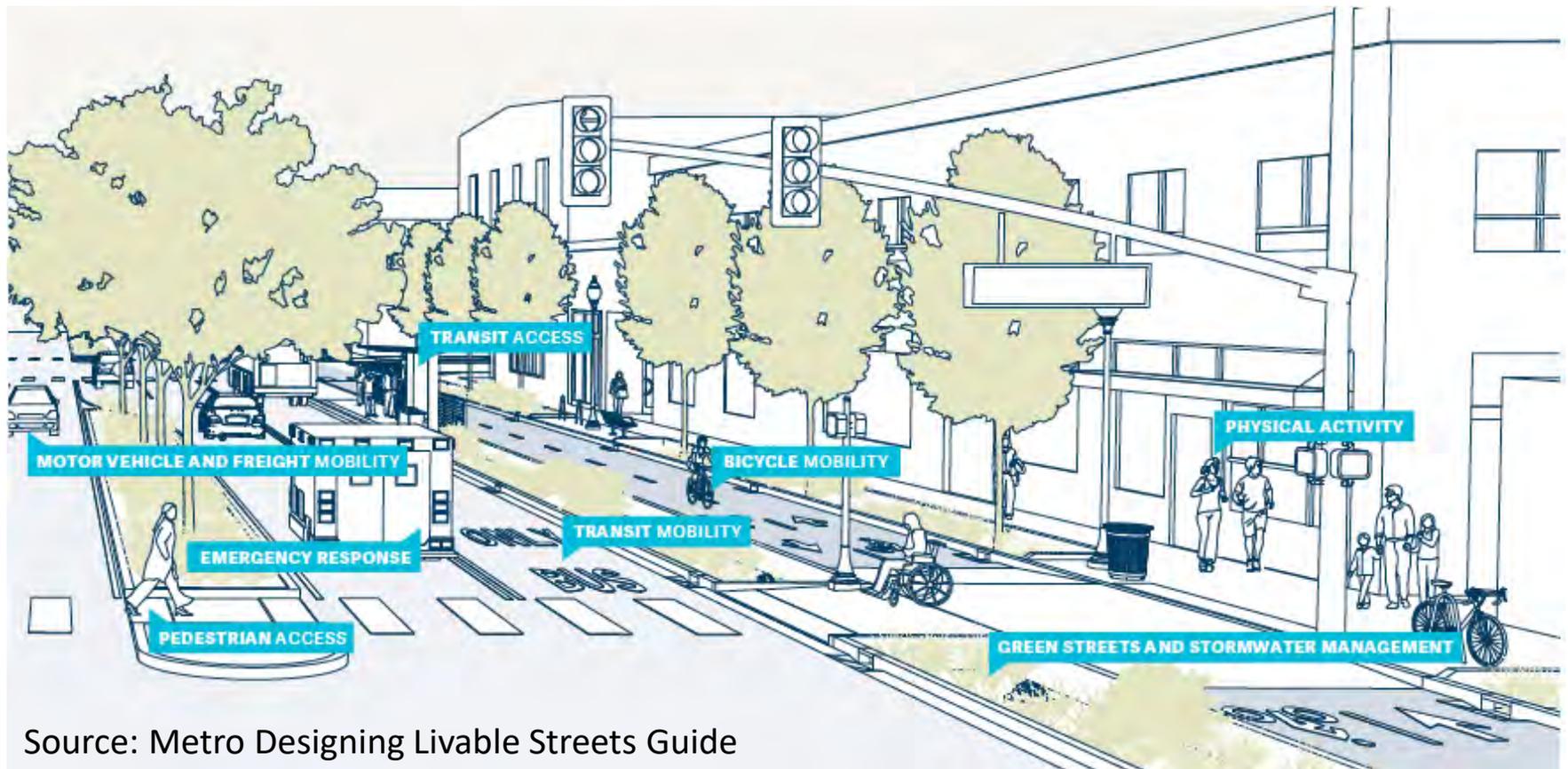
Updated policy needs to:

- Be equitable
- Include multiple measures that consider:
 - land use context
 - facility type and function(s)
 - user needs
 - time of day
 - travel options
- Consistently inform different planning applications



What does mobility look like?

Streets serve many different functions. Various functions and modes may be prioritized on different streets depending on planned land use context.



Source: Metro Designing Livable Streets Guide

How should we measure mobility in different contexts?



Source: Metro Designing Livable Streets Guide

**Downtowns, main streets
business districts**



Source: Metro Designing Livable Streets Guide

Industrial areas



Throughways

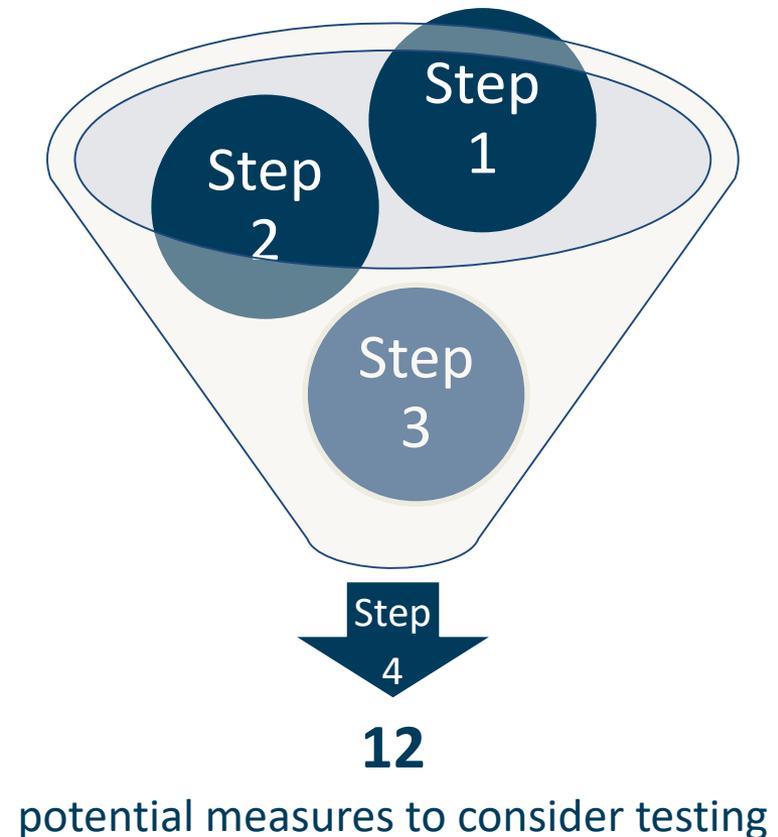
Screening process

Step 1 – Identify ways to measure the policy elements
(38 measures)

Step 2 – Screen and rank measures
(38 measures)

Step 3 – Select top 3-5 measures for each policy element
(17 measures)

Step 4 – Narrow top measures based on technical needs and feasibility
(12 measures)



Draft Potential measures

Being considered
for testing and
refinement

Listed in order
from highest to
lowest screening
score

Information about the screening
process is available on the project
website: oregonmetro.gov/mobility

Measure	Mobility Policy Elements				
	Access	Time Efficiency	Reliability	Safety	Travel Options
Multimodal Level of Service (MMLoS)	●			○	All modes
Level of Traffic Stress (LTS)	●	○		●	Bike, Pedestrian
Pedestrian crossing index	●	●		●	Pedestrian
System completeness	●	○		○	All modes
Travel speed			○	●	Vehicle, Freight, Transit
Accessibility to destinations	●	○	○		All modes
Hours of congestion/ duration of congestion		●	●		Vehicle, Freight, Transit
Travel time reliability		○	●		Vehicle, Freight, Transit
Vehicle miles traveled (VMT) per capita	○	●		○	Vehicle, Freight, Transit
Travel time		●			All modes
Volume-to-capacity ratio for roadway links		●	○		Vehicle, Freight
Volume-to-capacity ratio at Intersections		●	○		Vehicle, Freight

● direct measure ○ indirect measure

Next steps



April to May 2021 – Seek input on potential mobility policy elements and measures for testing

Stakeholder forums, briefings to Metro Council, regional advisory committees and county coordinating committees



June 2021 – Seek JPACT and Council direction on mobility elements and measures to test



Summer 2021 – Test mobility policy elements and measures through case studies



Fall/Winter 2021 – Report findings and develop draft mobility policy and measures for further review and input

Stakeholder forums, briefings to Metro Council, regional advisory committees and county coordinating committees

Discussion

Looking at the draft mobility elements and measures:

1. Are these the most important elements to include in the updated mobility policy? Anything missing?
2. Are these metrics going to produce the information needed to measure success on the five mobility elements? Anything missing?
3. Which elements and measures are most important in these different contexts – centers, industrial areas and throughways?

Thank you!

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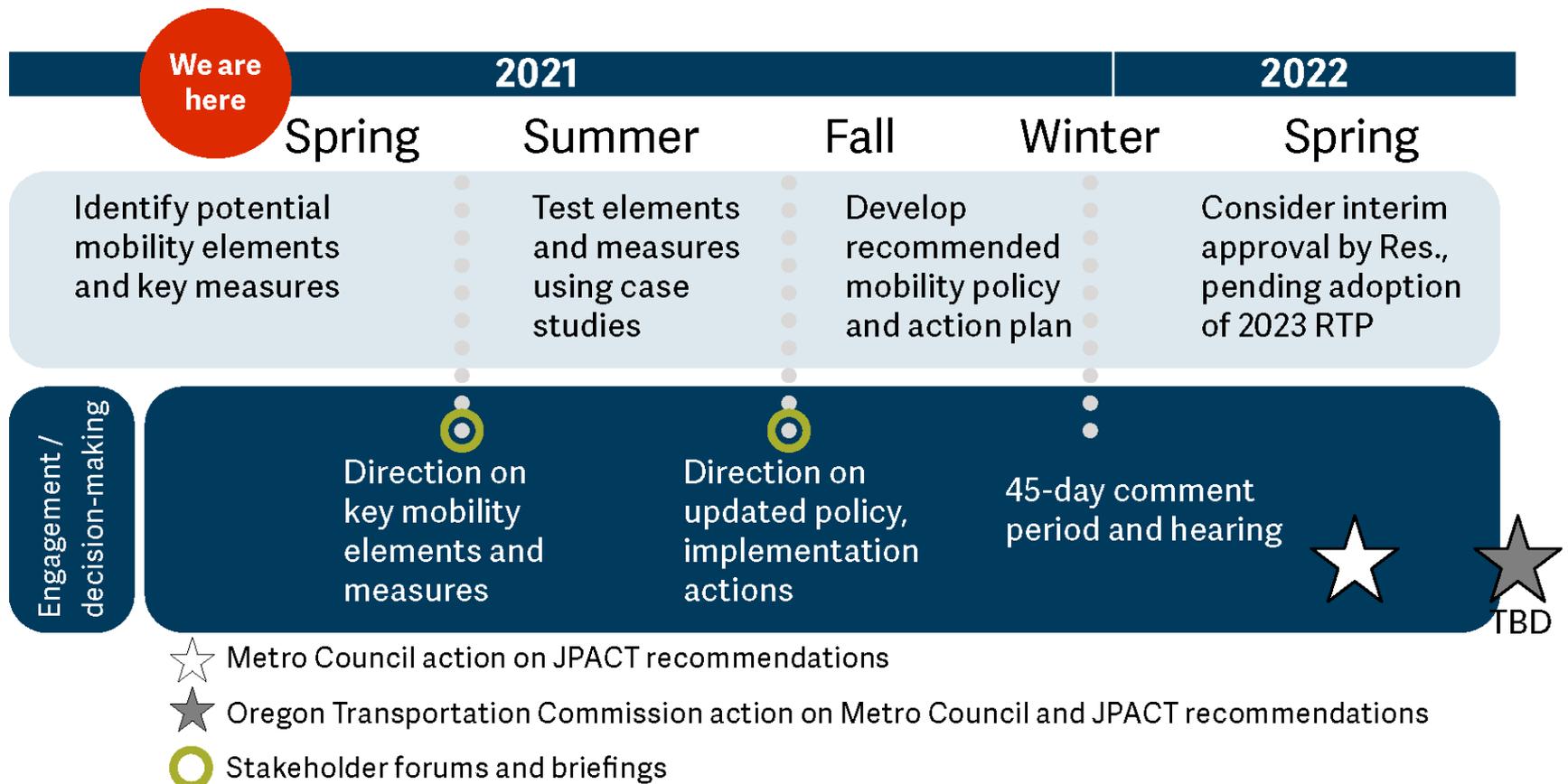
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oregonmetro.gov/mobility



Engagement and decision milestones



Screening criteria used in Steps 2 and 3 to rank and identify top measures by mobility policy element

■ Access

- ⑩ Does the measure help estimate potential increase in access to opportunities, social connections, and goods for all people?
- ⑩ Does it evaluate access for people and/or for goods at the statewide, regional, and local levels, consistent with functional classification?
- ⑩ Does it measure if a transportation system provides meaningful access to travel choices for all people?

■ Travel choices

- ⑩ Does the measure help evaluate the availability and viability of modal choices for people?
- ⑩ Does the measure help evaluate the availability and viability of modal choices for goods?

■ Reliable & efficient mobility

- ⑩ Does the measure help evaluate whether the transportation system is used efficiently?
- ⑩ Does the measure help evaluate whether the people and/or goods are able to travel efficiently?
- ⑩ Does the measure help evaluate whether people and freight can conduct their regular travel in a predictable and reasonable amount of time?

■ Safety

- ⑩ Does the measure help estimate potential reduction in crashes, especially fatal and serious injury crashes?
- ⑩ Does the measure correlate to factors that are known to increase or decrease safety?

■ Other regional goals

- ⑩ Does the measure have a positive correlation to equity goals?
- ⑩ Does the measure have a positive correlation to climate change and air quality goals?
- ⑩ Does the measure have a positive correlation to land use goals and support 2040 land use implementation?
- ⑩ Does the measure have a positive correlation to fiscal stewardship goals?

Note: The screening process utilized the screening criteria established in **Supporting Document C**. The memorandum identified 10 screening criteria categories, which were then pared down to those shown above.

Information about the screening process is available on the project website: oregonmetro.gov/mobility

Screening criteria used in Step 4 to identify most promising measures

Technical needs and feasibility

- Ease of analysis
- Direct correlation to mobility
- Overlap with other policy elements

Initial qualitative assessment of evaluation criteria that will be applied during the case studies.

Potential measures descriptions

Measure	Description
Multimodal Level of Service (MMLOS)	MMLOS is a level of service (LOS) system that measures the quality and level of comfort of facilities per mode based on factors that impact mobility from the perspectives of pedestrians, cyclists, and transit riders, respectively.
Level of Traffic Stress (LTS)	Level of traffic stress (LTS) classifies points and segments on routes into different categories of stress ranging from 1 (low stress) to 4 (high stress) based on factors that correlate to the comfort and safety of the bicyclist or pedestrian using that facility.
Pedestrian Crossing Index	The distance between pedestrian crossings compared to a target maximum distance.
System Completeness	The percent of planned facilities that are built within a specified network.
Travel Speed	Average or a percentile speed for a network segment or between key origin-destination pairs, during a specific time period.

Potential measures descriptions

Measure	Description
Accessibility to Destinations	The number of essential destinations within a certain travel time or distance, by different modes.
Duration of Congestion	The number of hours within a time period, most often within a weekday, where a facility's congestion target is exceeded.
Travel Time Reliability	Indicators of congestion severity that assess on-time arrival and travel time variability.
VMT per Capita	The number of miles traveled by motorists within a specified time period and study area, per the study area's population.
Travel Time	Average or a percentile time spent traveling between key origin-destination pairs, during a specific time period.
Volume to Capacity Ratio (for roadway links and intersections)	The ratio of traffic volume to the capacity of a roadway link or intersection during a specified analysis period.

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Regional Flexible Funds Allocation Workshop 3
Date: Wednesday, April 28, 2021
Time: 1 p.m. to 3 p.m.
Place: Zoom registration link: [Connect via Zoom](#)
After registering, you will receive a confirmation email containing information about joining the meeting.
Purpose: Discuss regional outcomes that can be further advanced through updates to the RFFA program direction.
Outcome(s): Input from workshop participants representing a diverse range of interests will be considered for the Metro staff recommendation on a draft 2025-27 RFFA program direction to bring to TPAC.

- 1 p.m. Welcome and introductions – Ted Leybold, Dan Kaempff, Molly Cooney-Mesker
- 1:15 p.m. Regional Flexible Funds Allocation presentation – review of Workshop 2 discussion, overview of today’s discussion questions – Dan Kaempff
- 1:30 p.m. Break-out group discussions – Discussion questions – Molly Cooney-Mesker
- The current RFFA evaluation process does not weight the four RTP investment priorities. Should the 2025-27 RFFA program direction weight certain categories?
 - What are people’s thoughts on outcomes relative to investment priorities? Do these outcomes adequately address the four RTP priority areas? Are there other outcomes we should consider (see examples in Exhibit A)
 - Should Step 2 project outcomes be focused solely on the four RTP investment priorities, or should additional outcomes be created?
 - TriMet has proposed a region-wide program of Enhanced Transit Corridor (ETC) investments. Since this is not a location specific project as is typical for Step 2, what do you want to know about those investments to help decision-makers consider this proposal relative to other investments?
- 2:30 p.m. Discussion report outs and Q&A – Molly Cooney-Mesker, Dan Kaempff, and Ted Leybold
- 2:55 p.m. Wrap-up
- Next steps: Input from workshop will inform staff’s recommended 2025-2027 RFFA Program Direction



Exhibit A - Step 2 Project outcome ideas

The following are potential outcomes to be considered in the Step 2 capital project funding selection. Staff is seeking input on these outcomes for inclusion in the 2025-2027 RFFA Program Direction.

Based on input from the 2022-2024 RFFA Retrospective, and from the two workshops to date, staff is considering using an outcomes-based, data-informed approach to evaluating projects in the current cycle. Outcomes reflect RTP policy and RFFA allocation objectives. Each outcome advances one or more of the four RTP Investment Priorities.

In Workshop #3, participants will be asked for input on the following possible outcomes to consider for inclusion in the RFFA Program Direction:

Outcome	Advances these Investment Priorities
Improves affordable access to community services, jobs, high value habitats	Equity, Safety
Removes barriers faced by BIPOC and Historically Marginalized Communities	Equity, Safety
Reduces fatalities, severe injuries	Equity, Safety
Improves regional networks with new, multi-modal route or improved transit service	Safety, Climate, Congestion
Improves reliability, travel time/reduce delay (particularly for transit?)	Climate, Congestion
Creates new travel choice(s)	Safety, Climate, Congestion
Improves access to freight and intermodal facilities	Congestion
(Other ideas to add to the list?)	



2025-2027 Regional Flexible Funds Allocation program direction - Workshop 2 discussion summary

Participants were asked three questions for their breakout group discussions. The following is a summary of the main points of feedback we heard.

Q1: Retain existing Step 2 structure, funding targets, or revise?

Consensus of attendees supported a single-category Step 2 Capital projects category.

Support for continuing to fund same types of projects – Complete Streets, Trails, Freight Mobility.

Continue funding project development. Important that projects are properly scoped to ensure adherence to scope, schedule, budget.

We heard a variety of opinions on the subject of prioritization within the existing structure that can be summarized as either prioritizing projects that can achieve multiple outcomes, OR emphasizing specific outcomes via weighting or other means?

Q2: Should additional outcomes be considered besides 4 RTP Priorities?

Support for including economic outcomes. Access to jobs, particularly low-wage or other jobs that can support economic prosperity for BIPOC residents.

Look at additional ways to evaluate 4 RTP Priorities? Ways to measure equity outcomes besides Equity Focus Areas. Consider if safety is improved by creating an alternative route to a dangerous street, or a new route that provides new opportunity for safer AT travel. How do projects not in EFAs demonstrate equity benefits?

Consider context. Projects may have factors – political, geographical, financial, etc. – that limit the extent of what can be built.

Also support for not expanding beyond 4 Priorities. Refine, fine tune how we measure in these four areas.

Q3: Discussion of Enhanced Transit Corridors

Cautious interest, but concerns or uncertainty of how great a priority ETC is for RFFA. May not be a top priority for jurisdictions?

Is there enough of a shared regional vision for ETC to warrant a Step 1 allocation?

Concern about geographic equity; not all parts of region have robust levels of service, frequent service routes.

There may be more interest in suburban areas in funding transit service expansion than ETC.

Need for competitive process in selecting investments, eligibility to receive funding.

Need to understand value of ETC investments relative to other RFFA investments.

Maybe consider funding ETC projects as part of Step 2?

Group 1: Lake (facilitator) Kim and Tim (notes)

Participants:

Steve Williams, Clackamas County

Ray Atkinson, Clackamas Community College

Sarah Iannarone, Interim Director The Street Trust

Tammy Lundervold, TDM manager at Providence Health and Services

Robert Spurlock, Metro Parks and Nature

Erin Wardell, Washington County

Q1 Step 2 category proposals?

- RS – 75% has been oversubscribed in recent grant cycles, which is also true for other partner grant programs. There is the greatest gap between needs and funding available. If removing the categories is a way to address more AT needs – then supportive of
- SI – looking at PBOT comments and thinking about a more holistic approach for addressing mobility needs in the future – there are different needs for people going different speeds in urban area. need to rethink how ROW is assigned and be forward thinking with clear metrics – not just climate – reduction in VMT, reduction in GHG, and for equity – how do we know if we achieved our goals. Clarity on evaluation side and flexibility on investment side. What outcomes are we trying to achieve and clear measures of those outcomes so we know if we are achieving those
- EW – Agree it is time to remove the 75/25 split because it is difficult for freight to compete for a number of reasons – difficult to evaluate, the cost of projects are significantly more than AT projects. Freight projects may be better addressed as project development. Make criteria match what you want to get and ensure AT projects in employment areas can successfully compete based on the criteria used to evaluate projects.
- RA: Oregon city also submitted a project that overlapped with freight.
- SW: In Clackamas Co., the 4 priorities from RTP are good. If we could put a metric on each of those priorities you would be able to pick the best projects (e.g., that address multiple outcomes)
- RS: If the split went away, doesn't inherently change the types of projects submitted, correct? A freight project that doesn't have AT elements, could apply and be awarded funding.

Summary

- Agreement that AT/Freight categories aren't serving us well.
- Metrics to evaluate 4 outcomes will be very important to identify which projects address.
- Provides more flexibility to have a single bucket.

Q2 In addition to RTP priorities, what other regional outcomes should be considered in the evaluation? why?

- SW: With regard to equity category, income is as much a determination of transportation need as the equity focus areas. Some areas of the region where low income people live and have a lot of unmet transportation needs. Important to incorporate income as an equity criteria. Didn't realize low income was part of our equity focus areas in RTP – and request that Metro be more explicit about this. Housing and transportation cost burden households measure can be distorted because some areas of Clackamas county are paying very high housing prices and are high income households.
- RA: Safety category – connectivity should be part of that, e.g. well-connected streets helps provide alternatives to use of major routes. Measure connectivity by level of traffic stress analysis- it is a connectivity issue if the LTS is high. Trying to do mapping of downtown Oregon city.
- EW: how to capture the equity outcome of a project when the project is not immediately adjacent to an EFA. The last application focused on narrative versus being more data/information driven. Another section for projects that aren't in an EFA, ask applicant to describe how the project will advance equity goals and needs of the community. Access to low and middle wage jobs is important. Also recognize data is not always available so need to. Add something in about what employees will project serve – Intel has high wage and low wage jobs, for example, and lower wage employees have the most difficulty with access to work.
- RS: EFA for trails works well as a proxy and understand that it doesn't work as well for more utilitarian trips/work trips. P&N outreach has highlighted concerns about investments impacts on displacement – is a common theme. Maybe follow-up work like the ART ROI that focuses on unintended displacement, - retail and restaurants are things that can lead to gentrification
- SW: need to identify the amount of use of AT facilities – AT data and analysis tools needed by Metro and PSU to get at how AT use relates to demographics in the region to understand the benefit of an investment in different types of areas
- RA: nee app building on Ride Report to rate the stress of the route by segment. Intel staff/any employment sit can track stress routes being used by employees. This will be useful for providing information on this.
- LM: OHAS survey will also help inform this too. Last survey showed POC and LI.
- SW: National Personal Transportation Survey conducted by FHWA every 5 years is a useful data source. Trip purpose, mode, time of day included in this, and generally available for all census geographies. 3000 records in Oregon, about half in the Portland area.
- Thoughts on weighting:

- RA: concern about congestion weighting. Car throughput/congestion is the focus and not bike/ped congestion. Vehicle Congestion shouldn't be used as primary metric.
- EW: Measuring projects needs to take into account opportunity to fill gaps and provide options - and need funding to complete the gaps. Should thin about ways to measure potential usage of the system. WTFS looked at % jobs/population with 3 miles of bike project and within 1 mile of ped project to get at potential usage/shift from SOV to walking and biking. Equity and safety need to be the highest priority.
- SW: County satisfied with RTP priorities and haven't identified other outcomes to add. The roadway congestion projects that others are concerned about wouldn't compete well in this grant program. It is important to consider
- EW: Transit also get stuck in congestion, so addressing congestion doesn't only benefit cars, but also people riding busses.
- RS: Roads, transit have a connected network, AT gap completion is very important and often comes up in trail planning work. People expect their local government to provide good quality walking and biking environment. Prioritize projects that provide a connected network for bike and pedestrian travel/completion of gaps.
- RA: glad we are defining addressing congestion more broadly and thinking about as increasing transit, AT and other strategies to reduce vehicle trips and use of TSMO.

Summary

- No new outcomes identified, but want to expand equity evaluation to include access jobs, particularly low wage jobs.

Q3 Questions or comments on the TriMet ETC proposal?

- EW: like the idea of ETC and 185th Avenue project in Washington county was low cost and had big impact. Important to have geographic equity in how the – if in Step 1, there may not be opportunity for the County to compete. Supportive but want to ensure how it is implemented would allow for competitive process that addressed areas.
- Questions about how ETC was funded previously and who was eligible to receive funding.
- SW: county supportive of TriMet and services being received, but concern about how funding would be spent and what the value of the ETC investments would be. This would be important to understand. Other investments in AT may be a higher priority.
- RA: Fewer people use transit in Clackamas County, and network of transit not as robust as other parts of the region.

Summary:

- Supportive of TriMet and value of ETC investments overall.

- RFFA is not that much money and would like more information on how it would be implemented, who would be eligible/not eligible to apply, and better understanding of the value of these types of investments relative to other RFFA investment priorities given the limited RFFA money available.
- Transit service is not provided at same level throughout the region.
- What is the higher priority, more ETC investment vs funding other RFFA priorities – and why isn't TriMet making these investments with their existing funding given ETC benefits the system so much.

Group 2: Notes from RFFA workshop 4/8/2021

Karen B – suggested removing split in step 2 the split to allow for any project that can apply for federal funds, and judge based on outcomes. Get any kind of project.

Jean – did not submit proposal. More stepping back from split and thinking about priorities. Looking back to work done from Get Moving and if there were things there that were helpful. Focus on modal split we see a struggle, and have in other processes as well.

Scott – it can be hard with ped projects and what's a freight project. The categories is something that should be considered.

Kari – like the idea of focusing on investment priorities, thinking more intentionally how these priorities interplay. Then intention is good, but ultimately didn't work. Focusing on outcomes, and meeting multiple categories.

Amber – sounds like combining them makes sense, and the split is limiting. Add weight to AT projects.

Jaimie – is there a way to prioritize something that address a system deficit and is resulting in deaths and crashes. Different priorities in different areas. How to do targeted improvements.

Jean – how do we rank or tier, maybe its safety and it gets priority over others. Could reach performance measures. There are others in the RTP in the measurements that can guide us as well. Last time we blending the categories, but you can't just look at one mode, the work effects all modes. That's the flexible part. And how different modes are prioritized within that space.

Brad – get back to the definition of trails vs bikeways (which are on streets). When we talk about safety there is no comparison, and trails are more. Is the technical analysis say that trails are safer, what is the balance between money and safety. Trails get blown off because it's too expensive. Life span of a project should be considered too – trails will be around for 100 yrs.

Kari – interest in TOD program. Long past due to have TOD to be hand in hand with affordable housing. Is it a policy or a language change?

Brad – has an issue with transit and MAX. Over the years he has presented about how the corridor on 84 fits well with existing system, but there is no priority. It's too much money and they have to deal with UP. If it's on a plan there should be accountability to see it happen. More weight from public.

Karen – project development, what to talk more if this should be included, where you need more information before fully funded. ETC category seems those projects could fall within the S2 category. Judged and rise to the top by looking at outcomes. Not really works within step 1.

Jaimie – Was there a Step 1.5? Kari says yes, issue of federalization. Maybe in meeting 3 we can discuss bundling. Would it be appropriate to take Metro Council's input for inclusion in the summary to help move things forward.

Karen – How to identify ETC priorities, it occurs mostly in Portland. Thinking more broadly in other counties. How do we get investments that support transit use, like sidewalks. It's helpful to understand the bounds of each category, and is there a need for a third?

Jaimie – Clarification Q – barriers to TriMet

Kari – is there a specific need to call out transit in categories? Maybe it's not moving ETC up, but moving transit up as a secondary goal in judging.

Jean – there just isn't a vision for ETC in the region yet, to have it in S1. The need for sidewalks is so much and expensive. All the areas that are not served by transit, we can't expand transit to benefit areas outside of the core.

Brad – we need to engage private sector, can help pay for things.

Karen – maybe in the next meeting. The criteria use through the application, influenced what projects are selected. Transit is talked about in the application, we need to be able to take the time to participate or review the application (lots of head nods).

Group 3: Jim, Glen, Adriana, Jamie, Lewis, Pat, Matthew

Metro: Dan, Noel

Discussion

Key takeaways:

- Look at criteria vs. categories, as many projects meet multiple needs.
- Focus on gaps/barriers and where there may be conflict in the system.
- Economic prosperity to include access to jobs, as well as contracting for projects.
- One of the region's main levers to implement RTP.
- Support for the benefits of ETC investment.
- Equity to include more than just equity focus areas - access to jobs, health, housing, open spaces

Topic 1: Step 2 categories

Question about the pros/cons of the split

Discussion of history by Dan

Glen: Greenfield project in Washington County didn't score well, freight community surprised

Lewis: If categories change, still need to have freight projects eligible for funding. Some projects don't fit cleanly into one category

Focus on evaluation criteria vs. categories

Topic 2: Step 2 criteria and balancing regional priorities

Q2. In addition to the four RTP priorities, should RFFA evaluation also consider other regional outcomes? Why?

Economic prosperity: access to jobs

Glen: Small amount of money: this is one of the only pots of money that region has full control and how we can implement the RTP

Lewis: Incorporate some contracting priorities – using local and/or MWESB for projects as part of economic prosperity

Matthew: question about local match. Dan: we have in the past, but it puts some smaller communities at a disadvantage but it comes up a lot. Could RFFA be the last dollar, or key dollars to put a project in line for state funding.

Jim: Conflict resolution – if a recreational trail conflicts with it's location (freight route), could be something we prioritize fixing. Gap/weakness in a system. Hard to meet all four priority areas with each project – in some cases should we fund projects that meet three, and other community priorities. Sub in some other lenses

Q: What's competitive? A: Most good projects hit all of the four pretty well.

Weighting?

- Last time, the applications trended toward those with safety needs & in equity focus areas (EFA) just by nature of meeting
- Access beyond EFA – health, housing, jobs, etc.

How do we deal with regional differences? For example, the design that may work in Portland might not be possible in other places. If building something better than what exists in places where there are limitations can be funded, that might be good enough

Topic 3: Questions on Regional Enhanced Corridors

Q3. What questions do you have about Trimet's proposal for Regional Enhanced Transit Corridors?

TOD is on high frequency corridors, so this idea goes in line with TOD goals.

ETC is all about partnerships with local jurisdictions.

Support for this investment

RFFA Workshop #2 Breakout Group 4 Notes

Topic 1: Step 2 categories

Q1: Does anyone have other proposals for splitting Step 2? Or do you want to support one of the split proposals you've heard from others?

- Don: I know just from interest in the past from a number of cities to pursue funding for freight; last time, really good idea, get two-fors, get freight and bikes and peds on their own section of pavement, to that effect, in Hillsboro, I think we would be proponents for keeping 25% for freight, merging the scoring didn't work as well; equity, environmental social justice, a lot of the freight projects is in homogenous areas where folks don't live and that weights the scores; immediately not competing with equity score of zero, although freight projects contribute to creating economic opportunity_– Julia agrees
- Lloyd: why would the categories not relate to 4 priorities; why is funding broken up in freight and not freight overlay; if we truly need to be serving freight which helps for economic development and jobs; maybe those; getting active transportation routes is good for multiple things; it's
- Ashton: freight and active transportation is a weird separation, 128 and sandy as an example, heavily industrialized area with lots of freight, but also a very dense area that people live, if we want to hit active transportation goals and safety, active transportation and safety are both important in that case, in the abstract, they don't mix, but there are many examples where they actually do intersect
- Bob: this has been a conversation for years, City of Portland would like to move away from split; getting good freight projects using RFFA funds is hard, by boxing it in you limit the flexibility, maybe instead of a split, we think about 4 priorities in the RTP and using those as criteria to choose the best projects
- Allison: In last RFFA cycle we applied for project on Sandy near 223rd, freight was active projects, last cycle allowed for both, ran into issue where census didn't qualify as equity focus area, someone suggested a menu of criteria which may help allow for projects to be more flexible while still being able to adjust for score, so if you're looking at equity, there's multiple criteria within equity which would allow for more flexibility
- Lloyd: it's hard to use RFFA funding for freight, Tigard did it to close a gap for existing project funding, if it's the last money in, that works; that might be different in larger communities , maybe we need to be more realistic about what we expect; Is it an issue that projects tend to lean toward more bike/ped verses freight which causes dismay

Topic 2: Step 2 criteria and balancing regional priorities

The last RFFA cycle evaluated proposals using the RTP priorities (equity, safety, climate change, congestion). Some of the proposals we received suggested shifts in approaches to using the priorities and to consider other priorities. We received one proposal that suggested equity and safety. We heard freight mobility, economic prosperity and jobs access are also important.

Q2. In addition to the four RTP priorities, should RFFA evaluation also consider other regional outcomes? Why?

- Bob: it's one thing to build opportunity in a high equity area, project can also provide access to people to make their lives better
- Ashton: TOD doesn't clearly say it should also be in an affordable housing area, these dollars should go to communities who don't have that access
- Bryan: Gotta consider displacement, observation that these goals seem to be in conflict with supporting projects to be equitable through new development
- Lloyd: reminds me of state's requirement on vertical housing development zones, mixed use buildings, a lot of the equitable development plans add access and are not displacing, I'm not against discussing it, we should just be more specific about that because it's not always the case
- Don: Question for you Molly, is funding toward the transit study about equity and opportunity, would something like that be a candidate for RFFA funding (active silo)? Molly: My understanding is that it would. Those sort of studies would
- Ashton: affordable living situation; to stabilize a community, 1/3 market rate, 1/3 subsidized, 1/3 ; high end quality living but breaking up social capital, when we say affordable housing usually people mean vertical ghettos; lay down groundwork for access to transit to get to jobs, education and parks
- Molly: ACCESS is a major theme here
- Ashton: creating 15 minute communities for amenities, banking, child care, groceries, schools, healthcare; just need bring more density; Nick Fish building example
- Bob: RTP lot of time and effort to look at access to key places; how do we define key places at a regional level and build criteria from there
- Lloyd: I can solve a lot of transportation , changing land use policy that says you should live here and you should work here; criteria that changes land use requirement that say you can do a little bit of both in an area; is there a land use component to this
- Don: Promote 20 minute communities, but there are conflicts with traffic, transit, possible pollution to chemicals; place for traded sector manufacturing employment
- Allison: updating regional mobility policy, wondering if there's any way to cross the criteria for RFFA and mobility process, add the multimodal aspect
- Bryan: want to bring up mixture of industrial and residential conversation; community industrial zones; committed to doing something like that
- Ashton: a good example; zoning can limit those types of chemicals in communities like Dan mentioned earlier about manufacturing
- Bob: is there a way that we can marry this with 2040 growth concept?
- Don: service sector employment in dense urban environments; but there's some types that we have to be careful
- Bryan: seeing shifts toward smaller scale rather than big box; to make it safer for smaller communities
- Jon: the candidates for RFFA funding are all included in RTP so they should meet the criteria already; you go for a project that's an A+ in one realm, but maybe not at all in others? It's a philosophical question about how to weight that. Or do you want it to be maybe a B+ across the board as a more balanced approach?

- Don: while they touch on the pillars, but they aren't the poster child; still they are critical; trying to compare apples to apples is difficult because all projects are not the same; do we score all of them or do we silo them, which may lead to accomplishing a lot of small things or great things; we don't go for things related to UGB
- Lloyd: connecting to existing programs (TOD, Mobility Policy, etc)

Topic 3: Questions on Regional Enhanced Corridors

Q3. What questions do you have about Trimet's proposal for Regional Enhanced Transit Corridors?

Dan presented about this. It includes targeting funding to continue investments in low-medium cost (\$200K-\$3M per project) improvements to help transit move more reliably and to improve travel times. We will discuss this more at workshop 3 and we want to make sure that Trimet can respond to questions then.

Lloyd: Washington County has less transit; we'd be less likely to benefit from that; my concern would be that what's good for that system may not be good for the entire region; since we don't have basic transit needs

Don: There's an inequity within it; frequent service areas are not the ones that are truly equitably diverse; most of the frequent service routes are focused in the inner Portland area; we need to focus on projects that stabilize equity; it's hard because I'm a multimodal guy; but I've got a lot people who have great jobs but have difficulty getting to them, which is not a

Bryan: ties into affordable housing; when you need a car it inherently becomes less affordable

Lloyd: My colleague supports it for Tigard

Ashton: Agrees with Don, we don't even have north south connections; we also need to talk about those same roads, slowing it down because crashing and fatalities are rising

Matt: want to support congestion relief for small counties and cities that are inviting people in; becoming unsafe; any way we can support different modes of heading to work

Allison: equity issues with it and geographical issues; how would it apply to east county routes with this type of program

Chat notes

- Bob Kellett/PBOT (He/Him) : Projects that support the development and access to 2040 centers gets to some of this
- Don Odermott : Ashton, I'd really appreciate an opportunity to connect with you directly. Please feel free to call or text me at 503-969-6255 or e-mail me at Don.Odermott@hillsboro-oregon.gov
- Ashton Simpson : Absolutely Don! I have you saved, and here is my info: ashton@oregonwalks.org

Breakout Group #5:

- Eliot Rose
- Matt Bihn
- Alex Oreschak
- Mark Lear
- Ismael Armenta
- Jamie Stasny
- Cindy Dauer
- Jay Higgins
- Jeff Owen
- Paul Riopel

Notes:

- 1) Step 2 categories. People commented previously that step two should become one category; currently 75/25 active transportation / freight. Does anyone have any other proposals for splitting step two, or support for one of the existing proposals?
 - a. Jeff: Step 2 project applicants had to answer a lot of criteria. 75/25 split sends message that desire is for bulk of funding to go to active transportation, but freight projects often had safety improvements as well due to the criteria. Could be merit to removing the split and having all applicants answer the criteria
 - b. Mark: Lived through adoption of 75/25. Felt like meaningful and symbolic victory for people interested in reducing injuries/deaths and supporting active transportation. Projects on busier streets with diverse neighborhoods. Should only change if we're making it better on safety/equity/etc. From the City of Portland's perspective, that's why we're embracing the move.
 - c. Jay: Echo what Mark said. Make sure that all projects compete well on the same criteria. Shouldn't be a carve-out for a specific mode necessarily.
 - d. Jamie: Echoing all of the above. Might make things more challenging in terms of looking at criteria and reframing scoring.
 - e. Mark: PBOT thinking about balanced RFFA approach: some on busiest streets, other small issues that still solve issues and benefit community.
 - f. Cindy: new to RFFA process. Interesting comments. Conflicts between freight/pedestrians different in suburban areas compared to dense urban areas. Equity issues around improving access. Let all projects compete, the best ones that hit the requirements will rise to the top.
 - g. Izzy: Not having the split would be good. Metro already has priorities and criteria that make sense.
 - h. Jeff: in summary that Dan provided, Hillsboro was interested in retaining the split because freight projects didn't always have people residing in the area; therefore, couldn't show relation to a diverse residence. Something to be aware of. Does PBOT want to focus more on some priorities than others, or all four?

- i. Mark: Leaning in the direction of weighting safety, equity, and climate above congestion relief with these funds. With all the other money we're spending in the region, the focus on vulnerable users on busy streets seems like it should be weighted more.
 - j. Jamie: Mark makes sense, but there's a rural/urban difference. In some areas, congestion may be causing the safety issues.
 - k. Eliot: general agreement in this group on removing 75/25 split.
- 2) The last RFFA cycle evaluated using the RTP's four priorities: climate, equity, safety, congestion. Actually 11 different goals, but these four came to the forefront. For instance, one proposal suggested focusing more on equity and safety. Others focusing on freight mobility, job access, etc. In addition to the four priorities, should the RFFA evaluation also consider other region outcomes, or emphasize a particular outcome?
- a. Jay: Metro frames congestion as capacity expansion. Better access to transit can also be part of the congestion conversation.
 - b. Eliot: Can't build our way out of congestion; some strategic capacity expansions.
 - c. Mark: Projects that are really helping mode split and others are climate investments. Congestion investments: can't let everything mean everything.
 - d. Jeff: interesting to think about question in relation to story about RFFA. RFFA not policy making, but starting to weight priorities over others actually is policy-making. Different from answering criteria that Council has established.
 - e. Mark: Whatever this group recommends will ultimately be adopted by JPACT and Metro Council; final call is theirs. Not us setting policy, but giving recommendations so they can set policy.
 - f. Eliot: Interesting question to explore. Is there a difference between a project that produces climate benefits and a project that reduces congestion, in the eyes of RFFA?
 - g. Jamie: Questions like that can lead us to looking at and doing things in a new way. From Clackamas County perspective, may be at a different place than, say, Portland. Challenging when the same criteria are applied to different places. Clackamas County may not have as many route options and has different topography. Also transit service, hard to serve some areas of the County. No grid, less density, working toward it but not there yet.
 - h. Jay: Hard for certain projects to score well because of how criteria are written. Has that been noticed as a problem, something we have to address if we want projects to compete fairly.
 - i. Eliot: often default to data on where people live because it's easier to access. Are there opportunities to broaden the evaluation to capture network benefits of completing critical connections, for example?
 - j. Matt: We can do, and do access to jobs, for example. Can't answer how these things are judged. Climate is the one that's tough. In the analysis, there's hardly any change in climate for an individual project. Don't want to increase emissions or make the air worse. Think the other three are more important because a more tangible benefit can be seen.
 - k. Eliot: want to capture the outcomes we want.
 - l. Cindy: Projects in outer areas tended to score lower on safety but also climate and congestion. Might be because communities are in a different place. Hard to apply same

criteria to different areas. What does equity look like in Aloha or Washington County compared to Portland? Safety: pedestrian fatalities, speeds?

- m. Jeff: Was one of the reviewers/scorers last time and can follow up.
 - n. Izzy: Successful projects would increase mobility options for folks who don't have those opportunities, particularly low income and minority folks. Might make sense to look at specific criteria a bit differently depending on context.
 - o. Eliot: Is current evaluation process too complicated?
 - p. Jamie: Is it complicated in the right way?
 - q. Eliot: Might want to put energy into making sure we have criteria that work in a variety of contexts.
 - r. Mark: Goal of good criteria is to get people to put projects together that score well. Guiding toward desired outcomes. Maybe it's too wonky now, and we need to step back a bit.
 - s. Jeff: Some legitimacy to that. A lot of attention to a small amount of money. Some of the submittals were trying to use evaluation generally on more things in the region and not just RFFA.
 - t. Jay: Challenges of how projects are scored in greenfield areas. Gresham has lots of greenfield areas but relies on development to build those. For Gresham, more about maximizing efficiencies of existing built-up areas. Should the region be encouraging greenfield projects with these funds?
 - u. Cindy: All about crafting the proposal and telling the story. Can you use the criteria to tell a captivating story of why your project fits that? Maybe keep it simple and broad and let the projects speak to the reviewers.
- 3) Use RFFA funds in ETC corridors? Want to make sure everyone understands the proposal.
- a. Jeff: ETC proposal is regional. Transit lines cross boundaries and don't care where jurisdiction lines are. Use small amounts of funding for low to medium cost improvements that help a bus get around traffic or a little preference to provide a more reliable travel time. Small actions informed by data on when bus slows down or takes more time. Sometimes a really small amount of money, but up to a million or two. Basic ask is that some amount of the funding be continued based on the last arrangement. TriMet feels like these investments are crucial for making transit trips competitive, and do speak to the four goals. Request is flexible. Maybe closer to step one because it's a program. Not an exact project or line yet.
 - b. Jay: Are jurisdictions making ETC improvements on their own? Step one programs don't tend to get messed with much. How will these projects rise up to the competition?
 - c. Jeff: Worthy of a region-wide program because not every jurisdiction will prioritize options in the same way. Need to insert it a little into a program. Otherwise maybe only one or two jurisdictions would prioritize these types of investments. More of an opportunity to encourage agencies to prioritize them.
 - d. Cindy: Can TriMet or has TriMet submitted Step 2 projects before?
 - e. Jeff: generally not, because it's usually a jurisdiction's roadway. For example, Portland included a part of ETC into a larger project.
 - f. Mark: significant chunk of RFFA revenue going toward debt for TriMet projects. ETC is on a roll and showing system-wide benefits for longer trips. Want more money to do it

and to do it more efficiently. Harder part: some agencies with worse service now might prefer to see investments in service. What are we also thinking about strategically in those areas? That could go a long way

- g. Jeff: Hearing something outside of ETC's data-informed, in the right of way approach that responds to congestion.
 - h. Mark: Doesn't help agencies that have lack of connectivity or lack of service. Those agencies might want additional transit money to go towards those things instead. Also, money isn't going to be here for four years.
 - i. Jeff: talking about program direction for a future cycle. Can't necessarily link it to specific projects yet.
 - j. Mark: maybe do more to link ETC into the larger transit conversation.
 - k. Jamie: love the idea of ETC. But there's still a lot more focus in Clackamas County in building service levels and access to the service. But some corridors could benefit, such as McLoughlin. Maybe ETC is not where Clackamas County would prefer their transit investment go. Making it programmatic and taking that money away from the general RFFA process takes away that flexibility.
 - l. Jay: agree, some of those same problems. ETC analysis showed little bus congestion in Gresham and other outer areas. Better transit in the core does benefit up and down the line, but the construction tends to occur in the core, so Gresham wouldn't necessarily benefit in terms of getting projects.
 - m. Cindy: We rely on RFFA Step 2 funds to get projects done; maybe have ETC projects compete in Step 2 rather than be programmatic. Not all agencies have the same funding opportunities as other agencies, so RFFA is one of the few options to get projects.
 - n. Eliot: good case study in how to address Urban/Suburban split. Hearing that issue in urban core is getting transit through traffic, and in suburban areas is getting transit to people (or people to transit). Is there a flavor of ETC that could be slightly expanded to address the different challenge of suburban areas. Is there a program that does both? Or is that slicing the pie too thinly? Operations funding is the big challenge in extending service.
 - o. Jeff: open to the idea, but what does the other part actually look like, and can RFFA fund it? ETC started out data informed, and what can that other piece be?
 - p. Jamie: this pot of money is so small: are there maybe other funding sources that could be a better fit for ETC? Maybe tolling or others? Somewhere with more resources available that could be a broader program?
 - q. Jeff: yes, thinking of those in the future, but no guarantees.
- 4) Eliot recapping.
- a. Topic 1: How we are dividing Step 2 and the 75/25 split. Group generally in favor of removing the split and focusing generally on projects that meet the criteria.
 - b. Topic 2: How should we evaluate outcomes? Maybe not adding more outcomes on top of four priorities. Heard feedback that some of the criteria might be more difficult to assess and figure out. Some perspectives that fine-tuning the analysis should focus on making sure criteria apply evenly to different parts of the region; maybe upweight safety and equity to bring focus more local. But maybe process is too wonky.

- c. Topic 3: On ETC proposal, ETC is a great idea, but less consensus on whether ETC is a top priority for jurisdictions, particularly in RFFA funding.