

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Regional Flexible Funds Allocation Workshop 2
Date: Thursday, April 8, 2021
Time: 9 a.m. to noon
Place: Zoom link: [Connect via Zoom](#)
Meeting ID: 819 2906 9328
Password: 138559
Phone: 888-475-4499 (Toll Free)

Purpose: Discuss regional priorities 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.

- 9 a.m. Welcome and introductions – Ted Leybold, Dan Kaempff, Eryn Kehe
- 9:15 a.m. Regional Flexible Funds Allocation presentation – review of Workshop 1, summary of input received and overview of 2022-24 RFFA evaluation criteria framework – Dan Kaempff
- 10 a.m. Break-out group discussions– RFFA Step 2 program direction and criteria – Eryn Kehe
- Discuss proposals
 - Discuss potential evaluation criteria
- 11:00 a.m. Discussion report outs and Q&A - Eryn Kehe, Dan Kaempff, and Ted Leybold
- 11:25 a.m. Wrap-up
- Next steps: Input from workshop will inform program direction/draft criteria concepts to discuss at workshop 3.
 - Next RFFA workshop: April 28, 1 – 4 p.m.

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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2025-2027 Regional Flexible Funds proposal form



Every few years, the region gets to discuss and decide how to spend the Regional Flexible Funds. Metro is gathering input and ideas to help determine how to spend this regional allotment of federal transportation dollars. While this is a relatively small amount of funds, they have enabled the region to invest in critical areas of the transportation system that have been prioritized in the Regional Transportation Plan (RTP).

Making this decision is a nearly two-year effort scheduled to wrap up in October 2022. The first step in this process is to update the Regional Flexible Funds Allocation (RFFA) program direction. For your reference, [the existing program direction is found in this document](#).

The RTP identifies [four priorities for how to invest transportation dollars](#):

- improving **Safety**
- advancing **Equity**
- implementing the **Climate Smart Strategy**
- managing **Congestion**

Please use this form to provide information on how you think the existing RFFA program direction could be adjusted to better address these four regional transportation priorities.

Ideas could address changes to either Step 1 or Step 2 of the funding framework. Or you may have another idea for a one-time regional investment. If there are other ideas you'd like to put on the table, please share those as well.

Please provide enough information to give attendees a sense of how the proposal advances the four priorities and improves upon the existing RFFA program direction. Proposals should not be about specific locations or projects, but rather about potential outcomes or program direction. However, specific investments or locations may be used as examples of potential outcomes or benefits from proposed investments.

Proposals are due by March 31, 2021 and will be discussed at the second RFFA workshop on April 8, 2021. Please direct questions and send completed proposals to Dan Kaempff (daniel.kaempff@oregonmetro.gov). Metro staff will follow up on proposals emerging from workshops with recommendations based on analysis of trade-offs, feasibility, ability to comply with federal funding regulations, etc.

2025-2027 Regional Flexible Funds proposal form



1. Name/organization/contact info (email, phone):
Stephen Williams Clackamas County Department of Transportation and Development swilliams@clackamas.us (971) 280-2725
2. Indicate where your investment proposal fits into existing RFFA two-step framework (check all that apply):
<input type="checkbox"/> <i>Step 1 new category</i> <input checked="" type="checkbox"/> <i>Step 2 funding category</i> <input checked="" type="checkbox"/> <i>Other regional investment</i>

3. Describe what is being proposed:

In recent years RFFA projects have been solicited within certain project categories with the funds split between those categories. In the last RFFA cycle, funds were solicited for the Active Transportation category (75% of Step 2 funding) and 25% for Freight (25% of Step 2 funding). Several problems arise with this approach: 1) Projects which don't fit in those specific categories can't be proposed for funding even though the proposed project may be very beneficial to the locality and the region; 2) There are project categories eligible for federal funds that would provide a benefit to the locality and the region, which cannot be funded with the current dedication of funds to Active Transportation and Freight that was used in the last cycle. Examples of such projects could include intelligent transportation systems projects, intersection improvements, transit capital or transit operations support, or parking management systems to name a few. All of these project types can improve safety, advance equity, implement Climate Smart Strategies and help manage congestion.

We propose the following concept

- 1) All types of projects that are eligible for Federal transportation capital are eligible for RFFA;
- 2) All eligible project types that are submitted are scored on the quality of the proposal and the likelihood of project success;
- 3) Following that basic scoring, all projects would receive an additional scoring in which points are added or deducted based how well the project advances equity, improves safety, reduces emissions of greenhouse gases (GHG), and reduces congestion. Projects that improve access and reduce disparities faced by communities of color would not receive additional points and could even lose points. In the same way, projects that provide the greatest reductions in GHG emissions would receive additional points for Climate, and those that did not reduce GHG production would not. Using this approach, the projects that are selected for funding would be those that are good projects and also the most beneficial for the region in the areas that have been selected as regional priorities.

4. Describe how the proposal advances the four RTP investment priorities:

Equity (reduce barriers and disparities faced by communities of color and other historically marginalized communities)

Safety (moves the region towards Vision Zero, especially in communities of color and other historically marginalized communities)

Climate (implements the Climate Smart Strategy)

Congestion (investment in multimodal solutions to improve system efficiency and reliability)

Equity, safety, climate and congestion would be advanced because this scoring approach would require project applicants to compete based on the ability of their projects to advance those four RTP investment priorities. Those projects that provide the greatest benefits in those four areas would be funded. Those project that did not provide the greatest benefits would not be funded.

An additional benefit of this approach would be that it would make it much easier for those scoring the projects to determine which project provided the greatest benefit. In the previous RFFA cycles, the proposers were not required to quantify the benefits. This left those scoring the projects to try to guess which project provided the greatest benefit. With this approach those scoring the projects would not need to guess regarding the reduction of GHG that would result from each project or the improvement in safety – there would be a quantitative analysis that could be reviewed and used to determine the extent to which RTP investment priorities were being advanced. This should improve the fairness of the process and enable Metro to better document for the residents of the region, the local governments, FHWA and FTA that the projects selected for funding do have identifiable benefits in the four RTP investment priorities.

2025-2027 Regional Flexible Funds proposal form



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2025-2027 Regional Flexible Funds proposal form



1. Name/organization/contact info (email, phone):
Jay Higgins, City of Gresham, 503-618-2215, jay.higgins@greshamoregon.gov
2. Indicate where your investment proposal fits into existing RFFA two-step framework (check all that apply):
<input type="checkbox"/> <i>Step 1 new category</i> <input checked="" type="checkbox"/> <i>Step 2 funding category</i> <input type="checkbox"/> <i>Other regional investment</i>
3. Describe what is being proposed:
Eliminate the split between project types, with 75% being active transportation and 25% begin freight. Instead have one pool of dollars with criteria that more closely align to the RTP investment priorities. The split was an old attempt to focus transportation dollars on freight economy benefits. Clearly the region has most pressing safety and equity initiatives it needs to take on. Freight projects that compete well on the revised criteria can still be funded.
4. Describe how the proposal advances the four RTP investment priorities:
Equity (reduce barriers and disparities faced by communities of color and other historically marginalized communities)
Safety (moves the region towards Vision Zero, especially in communities of color and other historically marginalized communities)
Climate (implements the Climate Smart Strategy)
Congestion (investment in multimodal solutions to improve system efficiency and reliability)
With adjustments to criteria to more closely align with the RTP investment priorities selected projects will be advancing the RTP priorities.

Good afternoon Dan,

Rather than trying to access and complete the “proposal form” you sent out which doesn’t fit well with the following “brain dump”, I thought it easier to simply put out an e-mail to you that summarizes the comments I made at TPAC earlier today.

First, let me state that Hillsboro is on board with the Step 1 and Step 2 approach that has been used in recent cycles. Within the Step 2, we are also generally aligned with the 75% for Active Transportation and 25% for freight, though note that within many of our communities in Washington County we have been doing comparatively well at completing bike/ped facilities on the regional collector/arterial system thanks mostly to the County’s MSTIP and TDT programs. Our detailed engineering studies using micro-simulation show that key bottlenecks, occurring largely on arterial freight routes, generate disproportionately high levels of emissions negatively impacting carbon generation and toxic emissions in areas often proximate to equity communities. If Active Transportation facilities are already present, these “freight” bottleneck projects do not typically have much opportunity for funding with only a 25% allotment of the available funding, even though the emissions/Climate reductions achieve the same objectives intended with the Active Transportation program.

To highlight this point, I would note a finding yesterday from our microscopic modeling analysis of the downtown Regional Center of Hillsboro in which we excitedly learned that recent Metro modeling is now forecasting only a 15% growth of future demand on 10th Avenue/TV Highway to the 2040 forecast year compared to a 30% growth in prior models. As such, our current TSP’s project seeking to widen the 5-lane 10th Avenue to 7-lanes is no longer necessary in order to meet regional and local volume/capacity standards. Exciting news, until the consultant subsequently reported that the 15% increase in traffic demand and resulting congestion would also result in a 70% increase in emissions in the heart of our densest equity neighborhoods. This corridor already has pedestrian and frequent bus and light rail transit, as well as low stress parallel bicycle routes. Any project that seeks to relieve vehicular capacity would not compete well in the Active Transportation space given those resources already exist; and the pool of Freight funds available at 25% remain very limited.

With regard to weighing and ranking projects, I believe that is where we ran into some challenges last cycle. I think we need to do a better job of creating a structure within which the freight projects can compete equitably and not be adversely penalized by scoring criteria. I retain a belief that a multi-modal project that benefits freight, plus bike/pedestrian and access to transit, should rank higher than a project that meets only freight needs. Those added benefits should be valued in an established competitive freight scoring criteria.

Where I believe we specifically ran into difficulties last cycle was in trying to create one scoring system that sought to have freight projects compete directly with Active Transportation projects. By doing that, we ended up using criteria surrounding equity that are clearly important for Active Transportation, but inadvertently penalize freight projects. As noted this morning, using Census Tracts, or TAZ data, on equity/diversity of population inadvertently penalizes freight projects that tend to be sited in homogenous employment/industrial TAZs/Tracts. We also need to be more cognizant of weighting on equity “density” when we don’t simultaneously pay attention to the land use types that are drawn within a specific Census Tract or TAZ. Equity populations located in a Tract/TAZ that incorporates vast areas of rural or employment land become disenfranchised when density is used as the measure instead of actual population headcount.

Within the freight category, we also need to recognize in our scoring that extension of new roadways to open up industrial greenfields can be very significant to economic development, which is another key regional goal. When we provide scoring that advantages facilities with an existing safety deficiency, but fail to create a pass for projects that are new facilities, that too creates an unfair scoring structure and disadvantages economic development opportunity.

Within the Active Transportation silo of projects, I believe our criteria last cycle is reasonably on target though I would like to refresh on specifics. In short, I think we need to not have freight projects compete directly with Active Transportation projects. We should also continue to set a minimum project size of at least \$3M recognizing the significant cost inefficiency of using federal funds for these types of projects. And we should continue to seek actively opportunities to fund exchange in order to fund projects without federalizing them. This has been highlighted most recently in our work on Federal Reauthorization earmarks in which the overhead for federalized projects is budgeted at 90% of the actual estimated cost of construction (based upon ODOT delivery history). Washington County has built hundreds of millions of dollars worth of transportation projects for its cities and broader community with an overhead rate of around 40%. Simple math. Twice as much infrastructure for the dollar compared to federalized inefficiency of process. (And 13.5% for privately delivered infrastructure...)

Please let me know if any questions.

Don

PBOT Feedback to Metro on RFFA Policy Direction Proposals

PBOT appreciates the opportunity to offer input to the policy direction for this RFFA cycle, and is proposing the following four recommendations for improving the efficacy and equity of the RFFA Process:

- 1) **Change to TOD Program** – Portland is recommending that Metro review the TOD program to ensure we are leveraging recent funding for housing and homeless services by creating immediate opportunities for the BIPOC community to benefit.
- 2) **New Step Two Process** – Develop an alternative to the 75%/25% Step Two process that rewards projects that are best at achieving climate, equity, and safety outcomes, while allowing for multiple project types to be evaluated appropriately.
- 3) **Regionwide Pre-grant Development Meeting** – To maximize transparency and meet the needs of partners that cannot attend meetings in every jurisdiction, we request that there be a regional public meeting in November or December for agencies to discuss with the public their project? priorities that will be developed in the next phase. We see this as an opportunity to continue to engage key stakeholders that helped successfully prioritize projects in the Get Moving effort.
- 4) **Use RFFA Process to Allow Public to Engage on All Federal Funds Programmed in MTIP** – We would like recommendations from Metro on how the RFFA process can be more of a “one-stop-shop” for public feedback and involvement on all the federal funds being programmed in the MTIP. Are there ways that groups that are providing feedback on this part of the MTIP can be better aware and engaged in some actions that appear to be taking place with outside of Metro’s processes – example would be projects with federal funding that are being added by actions of the ACT/OTC.

The completed forms for each of the above proposals follow.

Please let us know if we can provide more information to support operationalization.

Eric Hesse | Supervising Planner
Policy Innovation & Regional Collaboration

Pronouns: He/Him ([Why I list My Pronouns](#))

Portland Bureau of Transportation

1120 SW 5th Avenue, Suite 1331

Portland, OR 97204

Phone: 503.823.4590

eric.hesse@portlandoregon.gov



Changes to TOD Program

1. Name/organization/contact info (email, phone): Mark Lear, PBOT, mark.lear@portlandoregon.gov, 503-341-6179
2. Indicate where your investment proposal fits into existing RFFA two-step framework (check all that apply):

- Step 1 new category*
- Step 2 funding category*
- Other regional investment*

3. Describe what is being proposed:

The Step One allocation for Transit Oriented Development should be reviewed to ensure that we are leveraging these funds with new regional housing and homeless services funds. We support exploring the opportunity to increase the access of these funds to BIPOC communities making the best use of transit-oriented properties. This includes potentially newly eligible uses of the funds for use and occupancy of these mixed use developments to support BIPOC-owned, -serving and/or -employing businesses can leverage regional investments to support more inclusive economic opportunity, in addition to more inclusive and affordable housing options.

4. Describe how the proposal advances the four RTP investment priorities:

- A. Equity (reduce barriers and disparities faced by communities of color and other historically marginalized communities)

Over the last year, the racial reckoning experienced by our community has increased our understanding of how we can better meet community needs. We would like to understand options for how the TOD program could be modified to do better based on our deeper understanding of the issues and additional resources, expanding the realm of gap funding and investment eligibility it focuses on in light of other funding resources available to address some affordable TOD financing gaps.

- B. Safety (moves the region towards Vision Zero, especially in communities of color and other historically marginalized communities)

Well designed and functioning transit-oriented development can benefit public and transportation safety.

- C. Climate (implements the Climate Smart Strategy)

Transit oriented development is a key part of our climate strategy – this recommendation can improve on the effectiveness of these investments.

D. Congestion (investment in multimodal solutions to improve system efficiency and reliability)

Transit oriented development is a key part of our congestion management strategy – this recommendation can improve on the effectiveness of these investments.

New Step Two Process

1. Name/organization/contact info (email, phone): Mark Lear, PBOT, mark.lear@portlandoregon.gov, 503-341-6179
2. Indicate where your investment proposal fits into existing RFFA two-step framework (check all that apply):
 - Step 1 new category*
 - Step 2 funding category*
 - Other regional investment*

3. Describe what is being proposed:

Portland recommends replacing the existing Step Two 75% Active Transportation / 25% Green Economy, with a new process that rewards projects that are best at advancing the 4 RTP investment priorities. By eliminating the 75/25 split that has created challenges for certain project types to be evaluated under relevant criteria and creating less flexibility in funding various project types (e.g., active transportation, freight, multimodal, TSMO + ROW, etc.) that can most effectively advance these 4 priorities We could envision changes to the scoring criteria that create a menu of criteria under each of the 4 investment priorities that are more deliberate in their ability to appropriately evaluate a range of project types while reinforce the need for performance-based programming relative to our desired outcomes. Projects could then select among various of these menus of criteria against which to be most appropriately evaluated relative to project type and intent, while reinforcing the focus on advancing the 4 priority investment areas/outcomes. In addition, we believe the criteria should also evolve to better support investments in areas where past and future underinvestment in maintenance is a barrier to achieving equity, climate, safety and mobility outcomes.

4. Describe how the proposal advances the four RTP investment priorities:

A. Equity (reduce barriers and disparities faced by communities of color and other historically marginalized communities)

Over the last year, the racial reckoning experienced by our community has increased our understanding of racial disparities across our region. We strongly support criteria for projects that reduces the disparities in injuries, deaths, and delay based on race. Moving to a single program should allow us to develop better projects to achieve equity objectives by creating more flexibility to craft multifaceted projects reflective of identified community need and strategies to respond.

B. Safety (moves the region towards Vision Zero, especially in communities of color and other historically marginalized communities)

This approach will provide more funding for significant improvements on high crash corridors. It will allow the region to follow through on some of the key safety needs identified in the Get Moving effort.

C. Climate (implements the Climate Smart Strategy)

We believe that the recommended approach improves on our ability to achieve climate outcomes by providing additional funding and flexibility for key projects by creating a larger shared pot of eligibility.

D. Congestion (investment in multimodal solutions to improve system efficiency and reliability)

We believe that the recommended approach improves on our ability to improve congestion outcomes by providing additional funding for key projects that get the most efficient use of our busiest streets.

Proposal for Regionwide Pre-grant Development Meeting

1. Name/organization/contact info (email, phone): Mark Lear, PBOT, mark.lear@portlandoregon.gov, 503-341-6179
2. Indicate where your investment proposal fits into existing RFFA two-step framework (check all that apply):
 - Step 1 new category*
 - Step 2 funding category*
 - Other regional investment*
3. Describe what is being proposed:

Metro should hold a regionwide workshop so that community can provide feedback in a meaningful way before projects move into project/grant development. Although we appreciate the role of the coordinating committees in the funding allocation decisions, we think it is too much to ask for all of our community members to participate in these processes. A public meeting to get feedback on the overall proposals could ensure that we continue strong regionwide community support that existed in the Get Moving effort. This would also be an opportunity for community to provide feedback on other federal funding that may be programmed in the MTIP.

4. Describe how the proposal advances the four RTP investment priorities:

A. Equity (reduce barriers and disparities faced by communities of color and other historically marginalized communities)

Over the last year, the racial reckoning experienced by our community has increased our understanding of how we can better meet community needs. It has also emphasized the importance that Metro fulfill the Title VI requirements that diverse communities are meaningfully involved in federal funding allocation decisions and that these funds are used in ways that are consistent with Title VI requirements. This recommended proposal can help the region ensure that we are meeting are Title VI responsibilities.

B. Safety (moves the region towards Vision Zero, especially in communities of color and other historically marginalized communities)

A coordinated meeting will allow for agencies to get feedback to ensure that their projects are most effectively reducing fatalities and serious injuries. It will also allow for community members who may travel across multiple jurisdictions to provide feedback before it is too late in the process to be meaningful.

C. Climate (implements the Climate Smart Strategy)

A coordinated meeting will allow for agencies to get feedback to ensure that their projects are most effectively meeting climate goals. It will also allow for community members who may travel across multiple jurisdictions to provide feedback before it is too late in the process to be meaningful.

D. Congestion (investment in multimodal solutions to improve system efficiency and reliability)

A coordinated meeting will allow for agencies to get feedback to ensure that their projects are most effectively meeting congestion goals. It will also allow for community members who may travel across multiple jurisdictions to provide feedback before it is too late in the process to be meaningful.

Request to Use RFFA Process to Allow Public to Engage on All Federal Funds in MTIP

1. Name/organization/contact info (email, phone): Mark Lear, PBOT, mark.lear@portlandoregon.gov, 503-341-6179
2. Indicate where your investment proposal fits into existing RFFA two-step framework (check all that apply):
 - Step 1 new category*
 - Step 2 funding category*
 - Other regional investment*

3. Describe what is being proposed:

The overall Regional Flexible Fund process should be more of a “one-stop shop” for information and feedback on all the federal funds flowing into the MTIP. This process should facilitate the public’s overall understanding of how funds flow to the MPO and provide an opportunity to provide feedback. Metro should use this opportunity to ensure that Title VI requirements are being met – specifically that BIPOC communities are being meaningfully involved in all of the federal funding decisions included in the MTIP.

4. Describe how the proposal advances the four RTP investment priorities:

- A. Equity (reduce barriers and disparities faced by communities of color and other historically marginalized communities)

Over the last year, the racial reckoning experienced by our community has increased our understanding of how we need to better meet BIPOC community needs. There appears to be a growing disconnect between decisions that are made at the ACT and at Metro regarding federally funded projects that will be programmed in the MTIP. To ensure that Metro meets their Title VI requirements for the MTIP, Metro should explore ways of using the RFFA process to ensure meaningful involvement on all federally funded MTIP projects.

B. Safety (moves the region towards Vision Zero, especially in communities of color and other historically marginalized communities)

A process that allows for community to provide feedback on all the federal funds being programmed in the MTIP will increase the effectiveness of safety expenditures.

C. Climate (implements the Climate Smart Strategy)

A process that allows for community to provide feedback on all the federal funds being programmed in the MTIP will increase the effectiveness of climate expenditures.

D. Congestion (investment in multimodal solutions to improve system efficiency and reliability)

A process that allows for community to provide feedback on all the federal funds being programmed in the MTIP will help increase awareness and understanding of how the MTIP is implementing our federally mandated Congestion Management Strategy.

2025-2027 Regional Flexible Funds proposal form



Every few years, the region gets to discuss and decide how to spend the Regional Flexible Funds. Metro is gathering input and ideas to help determine how to spend this regional allotment of federal transportation dollars. While this is a relatively small amount of funds, they have enabled the region to invest in critical areas of the transportation system that have been prioritized in the Regional Transportation Plan (RTP).

Making this decision is a nearly two-year effort scheduled to wrap up in October 2022. The first step in this process is to update the Regional Flexible Funds Allocation (RFFA) program direction. For your reference, [the existing program direction is found in this document](#).

The RTP identifies [four priorities for how to invest transportation dollars](#):

- improving **Safety**
- advancing **Equity**
- implementing the **Climate Smart Strategy**
- managing **Congestion**

Please use this form to provide information on how you think the existing RFFA program direction could be adjusted to better address these four regional transportation priorities.

Ideas could address changes to either Step 1 or Step 2 of the funding framework. Or you may have another idea for a one-time regional investment. If there are other ideas you'd like to put on the table, please share those as well.

Please provide enough information to give attendees a sense of how the proposal advances the four priorities and improves upon the existing RFFA program direction. Proposals should not be about specific locations or projects, but rather about potential outcomes or program direction. However, specific investments or locations may be used as examples of potential outcomes or benefits from proposed investments.

Proposals are due by March 31, 2021 and will be discussed at the second RFFA workshop on April 8, 2021. Please direct questions and send completed proposals to Dan Kaempff (daniel.kaempff@oregonmetro.gov). Metro staff will follow up on proposals emerging from workshops with recommendations based on analysis of trade-offs, feasibility, ability to comply with federal funding regulations, etc.

2025-2027 Regional Flexible Funds proposal form



1. Name/organization/contact info (email, phone):
Portland Parks & Recreation (PP&R), Maya Agarwal, Maya.Agarwal@PortlandOregon.gov
2. Indicate where your investment proposal fits into existing RFFA two-step framework (check all that apply):
<input type="checkbox"/> <i>Step 1 new category</i> <input checked="" type="checkbox"/> <i>Step 2 funding category</i> <input type="checkbox"/> <i>Other regional investment</i>

3. Describe what is being proposed:

PP&R has found that previous RFFA cycles' criteria tend to favor on-street projects and don't adequately consider the high value of off-road multi-use trail projects, particularly the regional trails, which are the "freeway"-type backbone of the bike and ped system in the Portland region. PP&R proposes modifications to previous RFFA cycles' criteria:

Equity. Previous cycles' equity criteria considered demographics and destinations (e.g., community places, affordable housing, and Title 1 schools within ¼ mile of project) only in the immediate vicinity of the trail project, while ignoring the reality that a major trail is regional in nature and draws users from areas further than the immediate neighborhood of the proposed RFFA project. An example is the Springwater Trail to 17th Avenue Trail project proposed for 2022-2024 RFFA funds. The Springwater Trail is one of most heavily-traveled regional trails in the Northwest, and the project would have filled a key gap. Many people in diverse and lower- to moderate-income East Portland use the Springwater Trail to commute downtown, and vice-versa. But because the project is not necessarily located in a neighborhood of higher than average income and diversity, it received low equity scores. Thus, despite the spirit of RFFA's equity criteria, populations who might have benefited from the project were at a disadvantage. The criteria also didn't seem to account for total numbers of users and frequency of use.

Safety. Previous cycles' safety criteria emphasized on-street safety (e.g., fatal or serious injury crashes; whether the project removes or mitigates conflicts with active transportation, railroad crossings, and turning movements). This is a hindrance to off-street trail facilities' success in the RFFA program, because off-street trails already have, by nature, fewer crash issues. Expanding and filling gaps in the off-street network will reduce crash and safety issues *beyond* the off-street trail project area because users will gravitate toward getting out of the less safe street network, and to the off-street trail. Bike and ped users clearly prefer off-street and separated from roadway connections as opposed to on-street connections, and the criteria should reflect that preference in awarding more points to off-street projects.

Climate. Previous cycles' climate criteria's emphasis on the Climate Smart Strategy was too focused on transit, streets, highways, elimination of vehicle parking, traffic technology, and conversion of gas and diesel vehicles to electric ones. This puts off-street trail facilities at a disadvantage, making it difficult for

trail projects to score many points. Agreed that there is a benefit to getting people out of their cars and riding diesel buses, but projects that get people to walk and bike on off-street trails should be considered and awarded points in this category.

Congestion. Previous cycles' congestion criteria have been highly focused on projects within the street right-of-way and their impact on traffic flow (i.e., whether it is affected or improved). This puts off-street trail facilities at a disadvantage because the separated movements in off-street trails already reduce congestion. This benefit of off-street trails should be recognized and awarded points in this category. Add language such as, "Projects that separate vehicle movement from bike and ped movement in off-street trails shall be considered to reduce congestion and awarded points accordingly."

4. Describe how the proposal advances the four RTP investment priorities:

Equity (reduce barriers and disparities faced by communities of color and other historically marginalized communities)

Safety (moves the region towards Vision Zero, especially in communities of color and other historically marginalized communities)

Climate (implements the Climate Smart Strategy)

Congestion (investment in multimodal solutions to improve system efficiency and reliability)

Refining the criteria will remove their inherent bias in favor of on-street projects; allowing needed, high-quality off-street trail projects to advance. Major City Trails and Regional Trails identified by Metro should be awarded additional points due to their stature and importance in the bike and ped regional network.

2025-2027 Regional Flexible Funds proposal form



Every few years, the region gets to discuss and decide how to spend the Regional Flexible Funds. Metro is gathering input and ideas to help determine how to spend this regional allotment of federal transportation dollars. While this is a relatively small amount of funds, they have enabled the region to invest in critical areas of the transportation system that have been prioritized in the Regional Transportation Plan (RTP).

Making this decision is a nearly two-year effort scheduled to wrap up in October 2022. The first step in this process is to update the Regional Flexible Funds Allocation (RFFA) program direction. For your reference, [the existing program direction is found in this document](#).

The RTP identifies [four priorities for how to invest transportation dollars](#):

- improving **Safety**
- advancing **Equity**
- implementing the **Climate Smart Strategy**
- managing **Congestion**

Please use this form to provide information on how you think the existing RFFA program direction could be adjusted to better address these four regional transportation priorities.

Ideas could address changes to either Step 1 or Step 2 of the funding framework. Or you may have another idea for a one-time regional investment. If there are other ideas you'd like to put on the table, please share those as well.

Please provide enough information to give attendees a sense of how the proposal advances the four priorities and improves upon the existing RFFA program direction. Proposals should not be about specific locations or projects, but rather about potential outcomes or program direction. However, specific investments or locations may be used as examples of potential outcomes or benefits from proposed investments.

Proposals are due by March 31, 2021 and will be discussed at the second RFFA workshop on April 8, 2021. Please direct questions and send completed proposals to Dan Kaempff (daniel.kaempff@oregonmetro.gov). Metro staff will follow up on proposals emerging from workshops with recommendations based on analysis of trade-offs, feasibility, ability to comply with federal funding regulations, etc.

2025-2027 Regional Flexible Funds proposal form



1. Name/organization/contact info (email, phone):
Jeannine Rustad, Tualatin Hills Park & Recreation District, j.rustad@thprd.org , 971-770-6371
2. Indicate where your investment proposal fits into existing RFFA two-step framework (check all that apply):
<input type="checkbox"/> <i>Step 1 new category</i> <input checked="" type="checkbox"/> <i>Step 2 funding category</i> <input type="checkbox"/> <i>Other regional investment</i>
3. Describe what is being proposed:
Differentiate projects that are seeking to improve existing conditions versus those that will create new infrastructure for areas of rapid projected growth.
4. Describe how the proposal advances the four RTP investment priorities: Equity (reduce barriers and disparities faced by communities of color and other historically marginalized communities) Safety (moves the region towards Vision Zero, especially in communities of color and other historically marginalized communities) Climate (implements the Climate Smart Strategy) Congestion (investment in multimodal solutions to improve system efficiency and reliability)
To effectively meet the priorities of the RTP across the region for decades to come, we need to balance investments in system upgrades and investments in system development. In previous rounds of RFFA, projects in new urban areas tended to score low comparatively. This resulted in lost opportunities to build out these new areas to best practices, thus avoiding conflicts, rather than waiting for conflicts to arise and then correcting them through RFFA or other funding. In the safety category, for example, scores in new urban areas could be bolstered by looking at how using the RFFA can avoid future conflicts. This strategy would help create both short-term and long-term measurable outcomes toward meeting the goals of equity, safety, climate, and congestion.

2025-2027 Regional Flexible Funds proposal form



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Please provide enough information to give attendees a sense of how the proposal advances the four priorities and improves upon the existing RFFA program direction. Proposals should not be about specific locations or projects, but rather about potential outcomes or program direction. However, specific investments or locations may be used as examples of potential outcomes or benefits from proposed investments.

Proposals are due by March 31, 2021 and will be discussed at the second RFFA workshop on April 8, 2021. Please direct questions and send completed proposals to Dan Kaempff (daniel.kaempff@oregonmetro.gov). Metro staff will follow up on proposals emerging from workshops with recommendations based on analysis of trade-offs, feasibility, ability to comply with federal funding regulations, etc.

2025-2027 Regional Flexible Funds proposal form



1. Name/organization/contact info (email, phone):
Regional Enhanced Transit Corridor (ETC) Program
2. Indicate where your investment proposal fits into existing RFFA two-step framework (check all that apply):
<input type="checkbox"/> <i>Step 1 new category</i> <input type="checkbox"/> <i>Step 2 funding category</i> <input checked="" type="checkbox"/> <i>Other regional investment</i>
3. Describe what is being proposed:
<p>As our region grows, so does congestion. We are seeing congestion impact how we move around. Specifically, transit riders are experiencing negative consequences of the growth in traffic as buses are stuck in traffic and trips take longer.</p> <p>In 2018, the Regional Enhanced Transit Corridor (ETC) Pilot Program received \$5 million from the Regional Flexible Fund Allocation (RFFA) to develop an initial program to improve the transit experience for riders our most congested existing and planned frequent service bus lines. ETC is a partnership between Metro, TriMet, and the roadway owner, to plan, design, and construct relatively low-cost and quickly implementable transit capital projects to improve transit travel time, reliability and capacity, and pedestrian and bicyclist safety. The program implements a suite of tools to improve transit operations, including, but not limited to:</p> <ul style="list-style-type: none">• dedicated bus lanes,• business access and transit (BAT) lanes,• queue jump/queue bypass lanes,• traffic signal improvements/TSP,• multimodal interactions,• Curb extension at stops/stations, and• bus stop placements. <p>In 2018 ETC planners collaborated with jurisdictional partners to identify priority locations for investment. The RFFA funding was used to leverage an additional \$10 million in ODOT Statewide Transportation Investment Funds (STIF) to be applied toward construction. With the combined \$15 million budget for planning, design and implementation, the program was able to implement ETC improvements in some of our most congested segments of roadways and benefiting thousands of transit riders across the region. Projects in the Portland Central City on SW Madison Street, NW Everett Street, NE Grand Avenue, NE MLK Boulevard and on the Burnside Bridge improved the outbound trips for thousands of transit riders every weekday evening on Lines 4, 6, 8, 10, 12, 14, 16, 19, 20, 35, 44, 77, and Portland Streetcar A Loop and B Loop. Together these lines serve riders in Portland, Beaverton, Gresham, Troutdale, Tigard, Lake Oswego, Oregon City, Fairview, and Wood Village. The Madison and Everett projects together saved over 37 hours of total rider travel time daily, or about 8,300 hours annually. A project at the NW 185th Avenue and NE Cornell Road intersection in</p>

Beaverton improved travel time and reliability for Lines 48 and 52, which also benefit riders in Hillsboro and unincorporated Washington County.

The pilot program made improvements to provide faster, more reliable travel for riders of 15 transit lines. While the projects are localized, the benefits have far-reaching impacts beyond just the immediate location of the improvement, since bus routes serve multiple communities at once. An on-board survey of transit riders showed that ETC improvements in the Portland Central City resonated with transit riders traveling to North Portland, Gresham, Oregon City, Molalla and Beaverton. Surveyed riders perceived travel time savings from the projects to be 5 to 8 times more than the actual time savings. Additionally, about 11% of those surveyed were riding more because of the ETC improvements.

The Regional ETC Pilot Program was successful in building partnerships and implementing transit priority, and resulted in a pipeline of potential projects. But while 16 projects were selected, 33 identified projects were unfunded. There is demand for this program.

Our proposal is to continue this program and continue implementing low cost, context sensitive transit priority treatments across the region. For ETC to continue to deliver time savings to bus riders around the region, ongoing programmatic support is needed. The 2025-2027 RFFA provides an ideal way to continue to plan, design and construct this important work. We will take a data-informed approach to identify improvements that benefit riders across the region. With the lessons learned from the first projects implemented, the program will re-engage jurisdictions to refresh local lists of priorities, and will modify the project selection process to ensure consistency with the RTP's near-term regional priorities—equity, safety, Climate Smart Strategy implementation and congestion, and to encourage a wider geographic distribution of projects. Ideal locations will likely be congested corridors and employment areas that demand a higher level of transit service but are not current candidates for light rail and other high capacity transit.

Projects range in size depending upon their complexity and the need for civil construction. Total project costs range from \$200,000 to \$3 million to-date, depending on the complexity, and type, of improvements needed. Projects that consist of signing and striping or re-allocating existing space are less expensive and can move forward quickly. Projects that include changes to the curb, traffic signals or transit amenities are much more expensive and take longer to implement. We will also look for opportunities to partner with local jurisdiction to include transit improvements into other programmed capital projects in the pipeline.

4. Describe how the proposal advances the four RTP investment priorities:

Equity (reduce barriers and disparities faced by communities of color and other historically marginalized communities)

Increasing the reliability and efficiency of bus travel directly has a positive impact on all riders. Transit improvements reduce barriers and disparities faced by communities of color and other historically marginalized communities, especially for those who rely on transit to reach employment destinations, educational opportunities, and other daily needs.

Equity has been and will continue to be a key consideration in the selection of where to implement ETC improvements. With demographic data available for each bus line, and with the identification of TriMet's Equity Index, we can tailor the selection process to improve bus lines that already serve equity populations and that have that travel through areas with the potential to increase ridership of equity populations.

Safety (moves the region towards Vision Zero, especially in communities of color and other historically marginalized communities)

Transit has been shown to be among the safest modes of travel, once riders reach and board the service. When transit reliability increases, there is also reduced need for riders to take unsafe actions in order to access transit. Safety is key a criteria in the development of every ETC improvements for transit riders and other users of the system.

Additional safety and access improvements are needed around the region to increase access to transit, ensuring that riders can safely access the system. This includes making continuous progress with jurisdictional partners for improvements to sidewalks, crossings, ADA access, ramps, and attractive environments that support transit stop and station environments.

Climate (implements the Climate Smart Strategy)

Metro's Climate Smart Strategy identified transit as a key component to achieving our climate goals. This is further enhanced in the Regional Transit Strategy and Regional Transportation Plan. By providing faster and more reliable transit service, we can reduce transit delay and attract more riders, reducing single occupancy vehicles and vehicle emissions. The Regional ETC Pilot Program has shown reductions in travel delay and improvements in travel time savings to transit riders, which has improved perception of transit and is key to bringing back and adding to ridership post-COVID. The ETC program makes some of our busiest transit lines more attractive to new riders. Finally, transit improvements are also in alignment with Governor Kate Brown's Carbon Policy Executive Order 20-04

to reduce and regulate greenhouse gas emissions, and other regional, statewide, and national goals and targets.

Congestion (investment in multimodal solutions to improve system efficiency and reliability)

As congestion increases, buses become stuck in traffic more often and trips take longer. The congestion that transit riders experience slows travel between work, home and play, and makes transit less attractive. Congestion and transit delay are key criteria to selecting where to implement ETC improvements. To attract new transit riders, transit needs to be competitive with auto travel times. By creating space for transit to bypass congestion, the Regional ETC Pilot Program has improved the speed and reliability of our system, opening up more destinations for riders and attracting new riders to transit, and this proposal would continue to build upon the pilot program's success and increase the number of routes that receive improvements.

2025-2027 Regional Flexible Funds proposal form



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Making this decision is a nearly two-year effort scheduled to wrap up in October 2022. The first step in this process is to update the Regional Flexible Funds Allocation (RFFA) program direction. For your reference, [the existing program direction is found in this document](#).

The RTP identifies [four priorities for how to invest transportation dollars](#):

- improving **Safety**
- advancing **Equity**
- implementing the **Climate Smart Strategy**
- managing **Congestion**

Please use this form to provide information on how you think the existing RFFA program direction could be adjusted to better address these four regional transportation priorities.

Ideas could address changes to either Step 1 or Step 2 of the funding framework. Or you may have another idea for a one-time regional investment. If there are other ideas you'd like to put on the table, please share those as well.

Please provide enough information to give attendees a sense of how the proposal advances the four priorities and improves upon the existing RFFA program direction. Proposals should not be about specific locations or projects, but rather about potential outcomes or program direction. However, specific investments or locations may be used as examples of potential outcomes or benefits from proposed investments.

Proposals are due by March 31, 2021 and will be discussed at the second RFFA workshop on April 8, 2021. Please direct questions and send completed proposals to Dan Kaempff (daniel.kaempff@oregonmetro.gov). Metro staff will follow up on proposals emerging from workshops with recommendations based on analysis of trade-offs, feasibility, ability to comply with federal funding regulations, etc.

2025-2027 Regional Flexible Funds proposal form



1. Name/organization/contact info (email, phone):
Erin Wardell Washington County erin_wardell@co.washington.or.us (503) 846-3876
2. Indicate where your investment proposal fits into existing RFFA two-step framework (check all that apply):
<input checked="" type="checkbox"/> <i>Step 1 new category</i> <input checked="" type="checkbox"/> <i>Step 2 funding category</i> <input type="checkbox"/> <i>Other regional investment</i>

3. Describe what is being proposed:

Step 1: A step 1 program for ETC could be helpful in terms of preparing packages of similar projects and moving them through for design, as was done in the first round of ETC work. However, the trade off is that it removes potential funds from Step 2 and results in projects that did not go through the competitive program. There is also risk in the distribution of projects geographically when they are funded programmatically rather than competitively, although this risk could be alleviated by including geographic equity as a part of the program guidelines. County staff have some concerns with more funds going into Step 1 to the detriment of Step 2, which has been successful for us in the past.

Step 2: The major challenge with Step 2 is the limited amounts of funds available. The process should be simpler and more efficient:

- Eliminate the 75% active transportation/ 25% freight split used for the past few allocations. The 'freight' funds have gone to active transportation projects anyway, and freight projects do not score well with the given criteria.
- Consider identifying a broad theme each year, related to the four RTP investment categories, and selected specific evaluation criteria relevant to that theme will provide certainty to jurisdictions in advance of project proposals. Examples of themes could be 'active transportation' 'climate change', 'economic development' or 'safety.' Evaluation criteria can then be tailored to the specific theme.
- Increasing project costs means that design and construction project often go over budget and the projects return as MTIP amendments with scope changed to design only or the project is scaled back. In either case, the project might not have scored as well during the evaluation process if this had been known. The risk assessment program is a good start in this direction. Another angle is to prioritize design project that help get ready for construction grants – project readiness. Another option would be to use all Step 2 dollars to prepare projects for other funding programs, seeding our region's readiness for construction dollars.

Evaluation of projects: On a separate note, the application of the evaluation metrics used in the last cycle was not clear to County staff. We were surprised by how our proposed projects performed in a few categories. More clarity around these metrics and how they were applied would be helpful. Additionally, the evaluation of a project's impact on low-wage jobs needs to be taken into account, not just adjacency to Census Tracts with large shares of low-income populations. For example, projects in industrial areas may provide very needed access to jobs or help leverage economic development but will never score well on the criteria because those are not residential areas.

4. Describe how the proposal advances the four RTP investment priorities:

Equity (reduce barriers and disparities faced by communities of color and other historically marginalized communities)

Safety (moves the region towards Vision Zero, especially in communities of color and other historically marginalized communities)

Climate (implements the Climate Smart Strategy)

Congestion (investment in multimodal solutions to improve system efficiency and reliability)

Propose using the four investment priorities as guiding principles, ensuring that each year all are advanced. Spending limited funds most efficiently helps us to advance all of these investment priorities. This opens up applications to a variety of projects to meet the varying needs across the region.



Summarized responses from RFFA Workshop #1 discussion

Below is a summary of proposed ideas suggested by participants in Workshop #1 for the 2025-2027 Regional Flexible Funds Allocation program direction. These ideas will be discussed and further defined in Workshop #2.

Step 1 proposals	
PBOT	Review TOD program to ensure leverage of Housing & Homeless Services funding; create immediate opportunities for BIPOC community benefit
Washington Co	Consider trade-offs involved with Enhanced Transit Corridor (ETC) funding proposal (see below). Can help prepare and advance ETC projects, BUT concerns about all parts of region benefiting, projects funded outside competitive program, reduction of funding available in Step 2.
Step 2 proposals	
Clackamas Co	<p>Replace existing categories, 75/25 split; broaden eligibility to include all project types eligible for CMAQ or STBG funds.</p> <p>More emphasis on quantifying outcomes in proposals, evaluation.</p> <p>Expand means of measuring outcomes in four priority areas, e.g. how to measure equity benefits beyond Equity Focus Areas?</p>
Gresham	Replace existing categories, 75/25 split; create category, criteria to more closely align with and advance 4 RTP priorities, focus on safety and equity
Hillsboro	<p>Support for retaining 75/25 funding split; continue support for Active Transportation and Freight categories, establish separate criteria for freight projects, focusing on adding vehicular capacity and access to industrial areas, while still emphasizing multi-modal improvements.</p> <p>Look at additional methods to measure beyond Census Tract/Transportation Analysis Zone/Equity Focus Area data, consider the land uses and economic benefits as well.</p> <p>Set minimum \$3M project request, look for opportunities to defederalize projects to improve efficiency.</p>
PBOT	Replace existing Step 2 categories and 75/25 split; create single category, criteria to advance 4 RTP priorities, support investing in areas where maintenance is a barrier to achieving priority outcomes

PPR	Refine and weight criteria in favor of off-street trails projects
THPRD	<p>Differentiate between projects that improve existing conditions and those that create new infrastructure in growth areas.</p> <p>Two thoughts on how to do this; through different project funding categories, or through adjustments to scoring and weighting to account for different project types.</p>
Washington Co	<p>Make process simpler, more efficient</p> <p>Eliminate 75/25 funding split</p> <p>Focus funding each year (funding cycle?) on a specific theme related to four RTP priorities.</p> <p>Work to reduce issues related to project readiness. More focus on risk assessment, project development. Maybe Step 2 should be focused on project development exclusively?</p> <p>Make criteria more transparent so applicants understand what will be evaluated, scored.</p> <p>Include evaluation of how a project can improve access to low-wage jobs, go beyond Census Tract measures.</p>
Other proposals	
PBOT	Hold regionwide workshop to gather community feedback prior to projects moving into project/grant development (assume prior to project call in November?)
PBOT	Use RFFA process as means for input on all federal funds in MTIP.
TriMet	Regional Enhanced Transit Corridors (ETC) – target funding to continue investments in low-medium cost (\$200K-\$3M per project) improvements to help transit move more reliably and to improve travel times.

2025-2027 Regional Flexible Funds Allocation Workshop #2

April 8, 2021





Metro

Welcome and introductions

Workshop purpose

Workshop #1: Gain understanding of Regional Flexible Funds, process for proposing ideas

Workshop #2: Review, discuss ways to refine proposed ideas

Workshop #3: Discuss refined ideas, discuss how to evaluate investments

2025-27 RFFA process timeline

2021: Program Direction

Council work session: Mar. 9

Public workshops:
Mar. 10, Apr. 8, Apr. 28

TPAC:
Feb. 5, Apr. 2, May 7
June 4: recommendation

JPACT:
Mar. 18, May 20
July 15: action

Council:
July/Aug.: action

2021-22: Step 2 Project Solicitation & Evaluation

Project call:
November 2021

Proposals due:
February 2022

Technical Analysis,
Risk Assessment:
March, April

2022: Deliberation & Adoption

Public comment,
CCC priorities:
May, June

TPAC/JPACT discussion:
June-Sept.

JPACT
recommendation,
Council action: Oct.



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Recap: Workshop #1

What are Regional Flexible Funds?

- Federal transportation dollars allocated to Metropolitan Planning Organizations (Metro)
- Federal guidance permits a wide spectrum of uses
- Only about 5% of total transportation funding in region (\$144 million in previous cycle)

Regional policy direction

- Six Desired Outcomes
- Regional Transportation Plan (RTP) priorities
 - Equity, Safety, Climate, Congestion
- Existing RFFA program direction



2022-2024 RFFA framework

Step 1 (ongoing investments)

\$98.9M

- Transit capital construction bonds
- Active Transportation project development bonds
- Regionwide transportation investments
- MPO, Corridor & System planning

Step 2 (capital projects)

\$45.1M

- Active Transportation (75%)
 - ⑩ Complete streets
 - ⑩ Trails
- Freight (25%)

Workshop #1 discussion

- Ensuring people were grounded in the flexible funds purpose and processes
- Understanding the four RTP priorities
- Ideas for how investments could better focus on these priorities and meet regional obligations
- Opportunity to begin conversation and understanding

Metro Active Transportation

Return on
Investment Study

April 8, 2021



Metro

Study Purpose

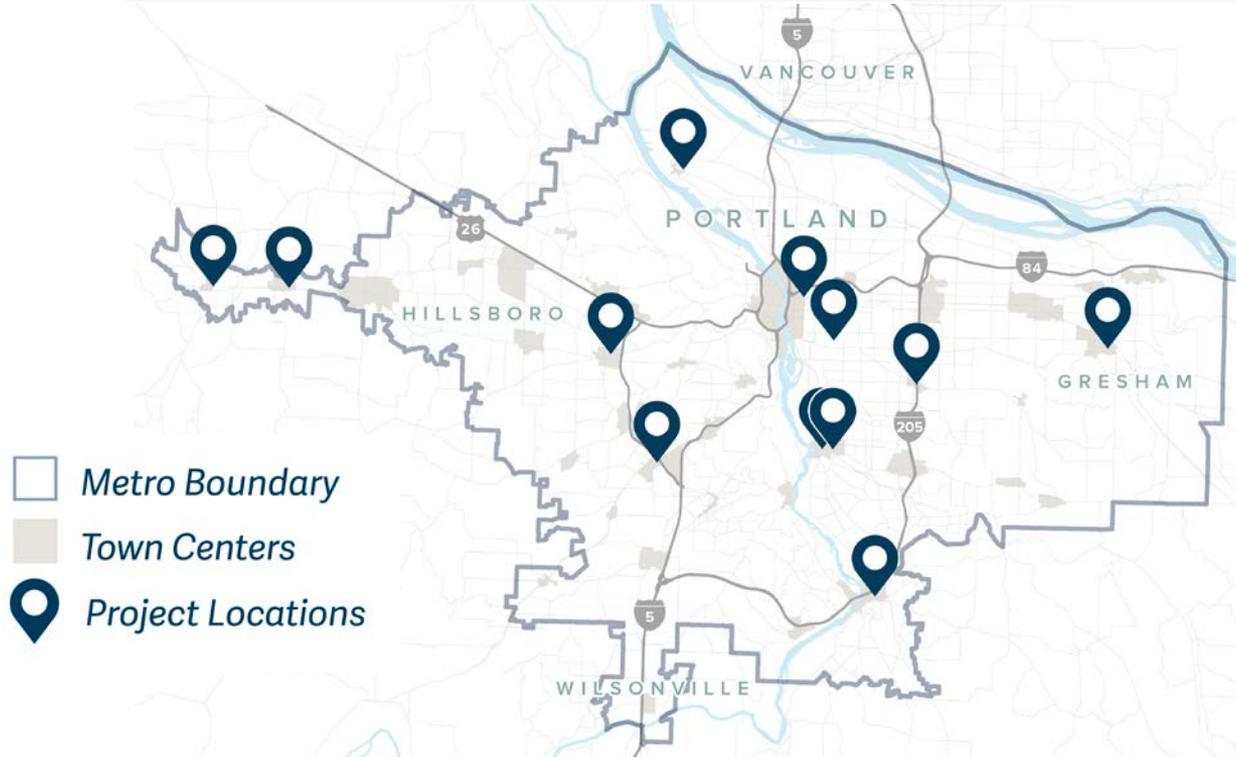
This study:

- Helps inform the region on the extent and comparative economic benefits of different active transportation projects
- Informs future policy and decision making, including Regional Flexible Funding Allocations (RFFA)

Study Overview

- Led by PSU in partnership with Metro
- Examined 12 “catalyst projects”
 - ✓ Retrofitted commercial corridors with pedestrian friendly treatments
 - ✓ Completed between 2006-2016
 - ✓ All were funded by RFFA

Study Overview



Key Takeaways for the Region



- Build Back Better
- Investments of All Shapes and Sizes
- The Multiplier Effect
- Setting Projects Up for Success

Research Findings

Study Area		
	Retail	Food
McLoughlin Blvd, Milwaukie (2006)		
Town Center, Milwaukie (2016)		
McLoughlin Blvd, Oregon City (2009)		
NE Hood Ave, Gresham (2013)		
E Burnside, Portland (2010)		
SE Division St, Portland (2014)		
SE Foster Rd-Woodstock Blvd, Portland (2013)		
St John's, Portland (2012)		
SW Rose Biggi Beaverton (2015)		
E Baseline, Cornelius (2016)		
Town Center, Forest Grove (2010)		
Main St, Tigard (2014)		

-  *Mainly Positive, No Negative*
-  *Some Positive, No Negative*
-  *Some Positive, Some Negative*
-  *No Negative, No Positive*
-  *Some Negative, No Positive*

Study Details



- Examined 12 projects
- Projects included pedestrian improvements
- Used a variety of methods and data sources

Photo: Town Center, Milwaukie (2016)

Coming Soon!



Technical analysis of bikeway projects:

Examining longer gap-filling bike projects to estimate the projects' net value. *Coming in Spring 2021.*



Qualitative assessment of the projects:

Gathering community stories and photos that give context to the catalyst and bikeway projects. *Coming in Fall 2021.*



Final Report: *Coming Fall 2021.*

**Special thanks to the team of researchers
who contributed to the study, including:**

Jennifer Dill, Ph.D., Jenny Liu, Ph.D., Marisa Zapata, Ph.D.,
Minji Cho, and Kyuri Kim



Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov



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Today's discussion

Participant proposals

- Asked participants to submit specific ideas for discussion
 - Step 1, Step 2 or Other



Participant input – Step 1

- Review Transit Oriented Development program to ensure it's leveraging other Metro housing funding, creating immediate opportunities for BIPOC community benefit

Participant input – Step 2

- Support for both new single Step 2 category, and separate categories
- Closer alignment with RTP priorities, maybe weighting?
- Look at additional measures beyond four RTP priorities

Participant input – Other

- Discuss Enhanced Transit Corridor (ETC) investments
 - Is there interest?
 - Method of funding?
 - Tradeoffs involved?



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General Q & A, then small group discussion

Breakout discussion areas

- Step 2: multiple categories or single?
- Should we be measuring beyond four RTP priorities? Jobs, economic benefits?
- Are there specific questions on Enhanced Transit Corridor proposal?

For workshop #3 discussion

- Draft concepts for criteria
 - Weighting of RTP priority areas?
 - Other considerations?
- Other input you may wish to provide
 - Thoughts on using Active Transportation ROI study
 - Further discussion on ETC concept?



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Workshop #3

April 28, 1:00 p.m.