Metro
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Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, May 15, 2025 **7:30 AM** **Metro Regional Center, Council chamber, https://zoom.us/j/91720995437 Webinar ID: 917 2099 5437 or +1 669 444 9171 (toll free)**

1. Call To Order, Declaration of a Quorum & Introductions (7:30 AM)

This meeting will be held electronically and in person at the Metro Regional Center. You can join the meeting on your computer or other device by using this link: https://zoom.us/j/91720995437 or by calling +1 669 444 9171 (toll free)

2. Public Communication on Agenda Items (7:32 AM)

Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov.

Those requesting to comment during the meeting can do so by using the “Raise Hand” feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Updates from the JPACT Chair (7:35 AM)

4. Consent Agenda (7:40 AM)

4.1 Resolution No. 25-5493 For the Purpose of Adding or Canceling Two Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements — COM 25-0918

Attachments: JPACT Worksheet
Draft Resolution 25-5493 May 2025 Formal MTIP Amendment
Exhibit A - May 2025 MTIP FA 25-5493 Complete
JPACT Staff Report - May 2025 MTIP 2024-27 FA 25-5493
Attachment 1 - Resolution 24-5414 - Redistribution Funding

4.2 Consideration of the April 17, 2025 JPACT Meeting Minutes — 25-6262

Attachments: 041725 JPACT Minutes

5. Action Items (7:45AM)

5.1 Regional Priorities for the Federal Surface Transportation Reauthorization Bill — COM 25-0920

Presenter(s): Betsy Emery, Federal Affairs Advisor, Metro

Attachments: JPACT Worksheet
Letter House T + I Committee

6. Information/Discussion Items (8:00AM)

6.1 Regional Flexible Funds Allocation: Step 2 (8:00 AM) — COM 25-0921

Presenter(s): Grace Cho, Metro

Attachments: JPACT Worksheet
Allocation Package Illustrative Concepts and Input Memo
28-30 RFFA Step 2 Illustrative Concepts
Public Comment Summary Initial Preview Memo

6.2 Tualatin Valley Highway LPA Update (8:30 AM) — COM 25-0909

Presenter(s): Jess Zdeb

Attachments: JPACT Worksheet TV Highway LPA Update
TV Highway Steering Committee LPA Recommendation

6.3 Montgomery Park Streetcar Extension LPA Update (8:50 AM) — COM 25-0922

Presenter(s): Alex Oreschak, Metro

Attachments: JPACT Worksheet
Exhibit A Montgomery Park Transit Project Recommended LPA

6.4 Community Connector Transit Study: Policy Framework and Assessment (9:10AM) COM 25-0910

Presenter(s): Ted Leybold, Transportation Policy Director, Metro
Ally Holmqvist, Senior Transportation Planner, Metro

Attachments: JPACT Worksheet
Simple Work Plan
Policy Review Best Practices Report
Opportunity Area Criteria
Mobility Hub Criteria

7. Updates from JPACT Members (9:25 AM)

8. Adjourn (9:30 AM)

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

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January 2021

2025 JPACT Work Program

As of 5/7/25

Items in italics are tentative

January 16, 2025- in person	**February 20, 2025- online**
• Comments from the Chair- Regional Rail Study Update (5 min) • Resolution no. 5456 For The Purpose Of Adding Or Amending Nine Projects To The 2024-27 Mtip Including Six New Americans With Disabilities Act Upgrade Projects To Meet Federal Project Delivery Requirements **(consent)** • Consideration of the 12/19 JPACT Minutes **(consent)** • JPACT workplan review (Ted Leybold, Metro; Betsy Emery, Metro; 20 min) • Cooling Corridors (Andre' Lightsey-Walker, Metro; 30 min) • RFFA: Draft Scenario Assessment (Grace Cho and Ted Leybold; 30 min)	• Consideration of January 16 Minutes (consent) • **Resolution no. 25-5464** For the Purpose of FFY 2025 Redistribution Funding Awards **(consent)** • **Resolution no. 25-5465** For The Purpose Of Canceling An ODOT Rail Hazards Safety Project And Adding Three New Metro Planning Studies To The 2024-27 MTIP **(consent)** • RFFA: Revised Scenario Assessment (Grace Cho, Metro, 30 min) • Rose Quarter MTIP discussion (Megan Channel, ODOT 30 min) • 82nd Avenue Transit Project LPA update (Melissa Ashbaugh, 30 min)
March 20, 2025- in person	**April 17, 2025- online**
• **Resolution no. 25-5473** For The Purpose Of Adding A New ODOT Public Transportation Awarded Project Into The 2024-27 MTIP For Trimet Supporting Elderly And Disabled Persons Transit Needs **(Consent)** • Consideration of the February 20, 2025 JPACT Minutes **(consent)** • **Resolution no. 25-5463** For The Purpose Of Amending Three Related I-5 Rose Quarter Projects To The 2024-27 Mtip To Add $250 Million Dollars Of Approved Funding To The Projects **(action)** • RFAA Step 1A: Scenario packages recommendation for public comment **(action)** (Grace Cho, Metro) • Federal Surface Transportation Reauthorization regional priorities & T4A Transportation Overview (Beth Osbourne, Transportation for America; Betsy Emery, Metro; 30 min)	• Resolution no. 25-5481 For The Purpose Of Adding, Amending, Or Canceling Three Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements **(consent)** • Unified Planning Work Program adoption (UPWP) **(consent)** • Consideration of the March 20, 2025 JPACT Minutes **(consent)** • RFFA Step 1A and Step 2 Public Hearing (45 min) • Federal Surface Transportation Reauthorization: Regional priorities draft discussion (Betsy Emery, Metro; 30 min)

May 15, 2025- in person • Resolution no. 25-5493 For the Purpose of Adding of Canceling Two Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements **(consent)** • Consideration of the April 17, 2025 JPACT Minutes **(consent)** • Federal Surface Transportation Reauthorization regional priorities **(action)** • Regional Flexible Funds Allocation: Step 2 (Grace Cho, Metro; 30 min) • TV Highway LPA Update (Jess Zdeb, Metro; 20 min) • Montgomery Park LPA Update (Alex Oreschak, Metro; 20 min) • Community Connector Transit Study (Ally Holmqvist, Metro; 20 min)	**Special JPACT workshop May 22, 2025- online** • RFFA Step 1A.1 Bond: Candidate project presentations (90 min) ○ Burnside Bridge ○ Sunrise ○ Montgomery Park ○ TV Highway ○ 82nd Avenue
June 12, 2025- in person • 82nd Avenue LPA adoption **(action)** • TV Highway LPA adoption **(action)** • RFFA Step 1A: Bond discussion 30 min • US DOT Certification of MPO: Findings (Tom Kloster and Ted Leybold & Federal staff; 40 min)	**June 26, 2025- in person (additional JPACT meeting)** • Annual Transit Budget updates (comment) • Montgomery Park LPA adoption **(action)** • State Legislative Update (Anneliese Koehler, 20 min) • IBR MTIP Amendment (Zoie Wesenberg, ODOT; 15 min)
July 17, 2025- in person • JPACT Trip update (Comment from the chair) • Title VI Plan Adoption **(consent)** • RFFA Step 1A Bond **(action)** • RFFA Step 2 **(action)** • IBR MTIP Amendment **(action)**	**August- cancelled**
September 18, 2025- online • MTIP update (20 min) • Regional Emergency Transportation Routes (RETR) update (20 min)	**October 16, 2025- in person** • JPACT trip report back

• RTP amendment bundles for corridor projects • Cooling Corridors • **HOLD** for Sunrise Acceptance of Action Plan	• Regional Rail Study: Findings and Recommendations (Elizabeth Mros-O'Hara, Metro; 20 min) • CCT Study: Priorities • **HOLD** for IBR LUFO MPACT- October 25th
November 20, 2025- online	**December 18, 2025- in person** • SS4A Annual update •

Holding Tank:

- Better Bus Program update

Agenda #: 4.1

File #: COM 25-0918 **Agenda Date:**5/15/2025

Resolution No. 25-5493 For the Purpose of Adding or Canceling Two Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements

JPACT Worksheet

Agenda Item Title: **FFY 2025 MTIP Formal Amendment Approval Request – Resolution 25-5493 (May 2025 Regular MTIP Formal Amendment)**

Presenters: None. The May 2025 Regular MTIP Formal Amendment bundle under Resolution 25-5493 is requested to be included on the JPACT Consent Calendar.

Contact for this worksheet/presentation: (If needed) Ken Lobeck, Funding Program Lead.

Purpose/Objective:

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

Approval Recommendation:

TPAC has provided their approval recommendation and now requests JPACT approve Resolution 25-5493 allowing all required MTIP programming actions to be completed for the two projects.

Outcome:
JPACT approval and final approval recommendation to Metro Council. Final action is the updates/corrections to the two projects in the 2024-27 MTIP. This will enable later fund obligations and project expenditure to occur without delays.

What has changed since JPACT last considered this issue/item?

None. This is the first time the item is coming before JPACT for approval.

What packet material do you plan to include?

1. Draft Resolution 25-5493 contains two projects:
    a. One action adds a new $3 million Metro funded STBG project to provide technical assistance to the 2028-30 Regional Flexible Funs Allocation (RFFA) Step 2 awarded projects complete required scoping and reviews to properly develop the ODOT Technical Scoping Sheet (TSS) and complete some preliminary environmental prospectus work.

    b. Key 22195 is being canceled from the MTIP: This project contains SMART's FTA 5310 Elderly and Disabled formula funds which they have exchanged with TriMet. As a result, Key 22196 is no longer a valid project and needs to be removed from the MTIP.

2. Exhibit A to Resolution 25-5493 (MTIP worksheet) showing the specific changes to the projects.

3. Staff Report in support of the formal amendment's action to add, amend, or cancel, the three projects. The staff report provides a summary of the project changes, review processes, and required approval steps. There is one attachment included: Copy of approved Resolution 24-5414 which provides the approved source for the new $3 million of STBG for RFFA Step 2 project awards technical assistance.

ADDED NOTES:

- Metro will complete a formal 30-day notification/opportunity to comment period. The comment period will occur from April 29, 2025, to May 28, 2025. There is no known opposition to this formal amendment currently.

- Added note: The funding changes occurring for the new RFFA Step 2 project awards technical assistance actions are being incorporated into Metro annual budget.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR CANCELLING TWO PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS	))))))	RESOLUTION NO. 25-5493 Introduced by: Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

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

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

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

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

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

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

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

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

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

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

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

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

_____
Lynn Peterson, Council President

Approved as to Form:

_____
Carrie MacLaren, Metro Attorney

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

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

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

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

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

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

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

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

MTIP Formal Amendment
ADD NEW PROJECT
Add new (project development) planning project

Project #1

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

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

Project Name:	**2028-30 RFFA Step 2 Awarded Project Development Scoping**				
Lead Agency:	**Metro**	Applicant:	Metro	Administrator:	ODOT
Certified Agency Delivery:	**Yes**	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	**No**

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

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

STIP Description:
TBD

Project Classification Details			
Project Type	**Category**	**Features**	**System Investment Type**
Planning	Planning - Other		Planning
ODOT Work Type:	TBD		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG	**Y230**	**2026**	**$ 3,000,000**						**$ 3,000,000**
									$ -
		Federal Totals:	**$ 3,000,000**		**$ -**	**$ -**		**$ -**	**$ 3,000,000**
State Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
									$ -
									$ -
		State Totals:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Local Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
Local	**Match**	**2026**	**$ 343,363**						**$ 343,363**
									$ -
		Local Totals:	**$ 343,363**	**$ -**	**$ -**	**$ -**		**$ -**	**$ 343,363**

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	~~$ -~~	$ -	$ -	$ -	$ -	$ -	~~$ -~~
Amended Programming Totals	**$ 3,343,363**	$ -	$ -	$ -	$ -	$ -	**$ 3,343,363**
						Total Estimated Project Cost	$ 3,343,363
						Total Cost in Year of Expenditure:	$ 3,343,363

Programming Summary	Yes/No	Reason if short Programmed
Is the project short programmed?	No	The project is not short programmed.

Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	**Totals**
Phase Programming Change:	$ 3,343,363	$ -	$ -	$ -	$ -	$ -	**$ 3,343,363**
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**100.0%**
Amended Phase Matching Funds:	$ 343,363	$ -	$ -	$ -		$ -	**$ 343,363**
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	**10.27%**

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	$ 3,000,000	$ -	$ -	$ -	$ -	$ -	$ 3,000,000
State	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local	$ 343,363	$ -	$ -	$ -	$ -	$ -	$ 343,363
Total	$ 3,343,363	$ -	$ -	$ -	$ -	$ -	$ 3,343,363

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

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

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

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

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

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

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

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

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

Modeling Network , NHS, and Performance Measure Designations

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

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

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

Metro

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

MTIP Formal Amendment
CANCEL PROJECT
Cancel Project from MTIP

Project #2 **CANCEL PROJECT**

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

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

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

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

MTIP Detailed Description (Internal Metro use only):
FTA formula Section program funds supporting ADA & paratransit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville

STIP Description:
Services and facility improvements for elderly and disabled customers.

Project Classification Details			
Project Type	**Category**	**Features**	**System Investment Type**
Transit	Transit Vehicles	Capital - Vehicle Operations	Transit
ODOT Work Type:	TRANST		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
~~5310~~	~~5310~~	~~2025~~		~~—~~				~~$ 26,000~~	$ -
									$ -
Federal Totals:			$ -	$ -	$ -	$ -	$ -	$ -	$ -
State Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
									$ -
									$ -
State Totals:			$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
~~Local~~	~~Match~~	~~2025~~		~~—~~				~~$ 6,500~~	$ -
									$ -
Local Totals:			$ -	$ -	$ -	$ -		$ 6,500	$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	$ -	$ -	$ -	$ -	$ -	~~$ 32,500~~	~~$ 32,500~~
Amended Programming Totals	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						Total Estimated Project Cost	$ -
						Total Cost in Year of Expenditure:	$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	N/A	The project is not short programmed. The project is being canceled from the MTIP and STIP.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	**Totals**
Phase Programming Change:	$ -	$ -	$ -	$ -	$ -	$ (32,500)	**$ (32,500)**
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	**100.0%**
Amended Phase Matching Funds:	$ -	$ -	$ -	$ -		$ -	**$ -**
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	0.00%	**0.00%**

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	$ -	$ -	$ -	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -		$ -	$ -
Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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

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

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

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

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

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

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

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

Fund Codes

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

Modeling Network , NHS, and Performance Measure Designations

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

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

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: May 2, 2025
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: May 2025 MTIP Formal Amendment & Resolution 25-5493 Approval Request – MY25-10-MAY

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

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

BACKROUND

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

What is the requested action?

TPAC has provided their approval recommendation and now requests JPACT approve Resolution 25-5493 allowing all required MTIP programming actions to be completed for the two projects.

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

TPAC May 2, 2025 Meeting Summary:
TPAC met on May 2, 2025, and received their official notification and overview of the May 2025 MTIP formal amendment under Resolution 25-5493. There was little discussion or questions, and TPAC unanimously provided their approval recommendation to JPACT to approve Resolution 25-5493.

Project Number: 1	**Key Number: New TBD**	**Status: Add New Project**
Project Name:	**2028-30 RFFA Step 2 Awarded Project Development Scoping**	
Lead Agency:	Metro	
Description:	Provide technical assistance to Metro 2028-30 RFFA Step 2 awarded agency projects to complete various project scoping actions such further project scope activity definitions, clearly defined project limits, development of accurate cost estimates, and appropriate delivery schedule timing ensuring the proper completion of the TSS occurs enabling IGAs/SPAs to be developed without delays and to help ensure PE can start on time	
Funding Summary:	$3 million of prior approved Metro allocated federal Surface Transportation Block Grant (STBG) has been committed to the project. The funding originates from the $13. 6 million of FFY 2025 Redistribution Funds allocated to Metro. $3 million of STBG was reserved for the RFFA post award scoping activity. With required 10.27% match, the project programming totals $3,343,363.	
Amendment Action:	The formal amendment adds the new RFFA Step 2 post award technical support project to the MTIP and STIP.	
Added Notes:	Per approved Resolution 24-5414, the purpose of the funding will provide: **"Early project development assistance:** $3 Million for project development assistance needed to adequately complete the Technical Scoping Sheet (TSS) and Environmental Prospectus (EP) for all 2028-30 RFFA projects recommended for funding. The TSS and EP are documents that must be completed for all federal aid projects before instigating the Preliminary Engineering phase of a project. Not having enough support and project information to complete these activities has been a major source of project delay." One attachment is included with the staff report related to this project: • Attachment 1: Metro Approved Resolution 24-5414	

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

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

APPROVAL STEPS AND TIMING

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

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

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

Proposed Processing and Approval Actions:

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

Notes:

* The above dates are estimates. JPACT and Council meeting dates could change.

** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

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

Action	Target Date
Final amendment package submission to ODOT & USDOT	June 11, 2025
USDOT clarification and final amendment approval	Early to mid-July 2025

Note: This amendment includes transit scope elements with eventual oversight from FTA. As a result, FTA is required to provide an amendment approval with the final amendment approval from FHWA.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.

2. **Legal Antecedents:**
   a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
   b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
   c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.

3. **Anticipated Effects:** Enables the new and amended projects to be added or canceled to the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.

4. **Metro Budget Impacts:**
   a. The Metro budget will now reflect the prior approved programming commitment of $3 million dollars of federal STBG-U to support the RFFA Step 2 project awards project development and scoping actions.

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

RECOMMENDED ACTION:

TPAC has provided their approval recommendation and now requests JPACT approve Resolution 25-5493 allowing all required MTIP programming actions to be completed for the two projects.

One Attachment is Included: Resolution 24-5414 Redistribution Funding

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

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

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

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

Duncan Hwang, Deputy Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

STAFF REPORT

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

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

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

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

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

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

ACTION REQUESTED
Adopt Resolution No. 24-5414.

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

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

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

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

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

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

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

1. **Known Opposition:** None known at this time.

2. **Policy Development Stakeholders:** Input has been received during briefings with Metro Councilors, TPAC and JPACT. By request, Metro staff also briefed and gathered input at county transportation coordinating committees. The RFFA program direction supports and implements the 2023 RTP goals, which were determined through an extensive public process undertaken throughout the development of the Plan.

3. **Legal Antecedents:** Implements the 2023 RTP adopted on November 30, 2023 by Metro Council Ordinance 23-1496.

4. **Anticipated Effects:** Adoption of this resolution directs the allocation of $13.6 million of federal transportation redistribution funds to projects and programs in the region.

5. **Financial Implications:** There may be a small, required match of 10.27% for a portion of the $250,000 allocation for data management and project tracking systems. The Planning, Development, & Research Department will provide that from existing local funds over the course of one to three years.

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

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

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

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

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

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

Exhibit A to Metro Resolution No. 24-5414

Direction for the Allocation of Federal Redistribution Funds

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 4.2

File #: 25-6262 **Agenda Date:**5/15/2025

Consideration of the April 17, 2025 JPACT Meeting Minutes

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

April 17th, 2025

MEMBERS PRESENT	AFFILIATION
Shannon Singleton	Multnomah County
Nafisa Fai	Washington County
Paul Savas	Clackamas County
Travis Stovall	Cities of Multnomah County
Jef Dalin	Cities of Washington County
Joe Buck	Cities of Clackamas County
Rian Windsheimer	Oregon Department of Transportation
Sam Desue	TriMet
Ali Mirzakhalili	Oregon Department of Environmental Quality
Anne McEnerny-Ogle	City of Vancouver
Juan Carlos Gonzalez	Metro Council
Ashton Simpson	Metro Council
Christine Lewis	Metro Council

MEMBERS EXCUSED	AFFILIATION
Keith Wilson	City of Portland
Curtis Robinhold	Port of Portland
Carley Francis	Washington State Department of Transportation
Leann Caver	C-Tran

ALTERNATES PRESENT	AFFILIATION
Angelita Morillo	City of Portland
Heidi Lueb	Cities of Washington County
Brett Sherman	Cities of Clackamas County
Chris Ford	Oregon Department of Transportation
JC Vanatta	TriMet
Emerald Bogue	Port of Portland
Michael Orman	Oregon Department of Environmental Quality
Devin Reck	Washington State Department of Transportation
Scott Patterson	C-Tran

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Juan Carlos Gonzalez (he/him) called the meeting to order at 7:30 a.m.
Chair Gonzalez called the roll and declared a quorum.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

Metro staff Ramona Perrault read aloud the instructions for providing public testimony.
There was none.

3. UPDATES FROM THE CHAIR

Metro staff Ted Leybold provided the update on fatal traffic accidents.

Commissioner Fai inquired about the source of the data.

Leybold answered that the data comes from ODOT, which gets their information from police reports.

Commissioner Savas thanked ODOT for safety improvements being made and reported that Clackamas County was seeing urban level congestion. He shared that the county is doing everything it can with its limited resources to address those safety issues.

Metro staff Ally Holmqvist gave the Transit Minute report.

Mayor Dalin pointed out the east and west sides of the region were cut off the map.

Rian Windsheimer expressed appreciation for Fai's comments and the information being shared. He stated that it is often difficult to know the details of these crashes, and that ODOT does have a process to review fatal crashes to consider how to address safety improvements. He noted that speeding and alcohol are often factors in these crashes.

Dalin thanked ODOT for the installation of rapid flashing beacons and encouraged more communication about these crossings.

JPACT Chair Gonzalez provided updates on the JPACT Transportation Package Memo and the special JPACT meeting scheduled for May to discuss the projects being considered for RFFA Step 1.A.

4. CONSENT AGENDA

Chair Gonzalez stated that there were three items on the Consent Agenda:

4.1: Resolution No. 25-5481 For the Purpose of Adding, Amending, Or Canceling Three Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements, **4.2**: Resolution No. 25-5466 For the Purpose of Adopting the Fiscal Year 2025-26 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements, and **4.3**: Consideration of the March 20, 2025 JPACT Meeting Minutes.

Savas requested to pull Resolution No. 25-5455 from the consent agenda due to the request of Clackamas County and SMART to review JPACT membership, which had not happened yet.

Leybold noted that when Clackamas County submitted its comments during the recertification process, Metro responded that it would bring the recertification report back to JPACT for discussion.

Savas recommended postponing consideration of the UPWP until the structural problem of missing transit engagement could be addressed.

> **MOTION**: Savas moved to approve the consent agenda without Resolution No. 25-5466, seconded by Mayor McEnerny-Ogle.
> **ACTION**: The consent agenda was approved.

Following the 5.1 Public Testimony Opportunity, Chair Gonzalez returned to Resolution No. 25-5466 For the Purpose of Adopting the Fiscal Year 2025-26 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements.

Chair Gonzalez called on Ted Leybold to provide information on this item.

Leybold described what the UPWP is. He explained Federal Hwy Administration and Federal Transit Administration requested we submit the UPWP quickly due to lay-offs and the new Administration.

Commissioner Savas objected again and emphasized the commitment to revisit transit membership on JPACT should be met before considering UPWP.

Leybold explained that recertification and UPWP are two different issues, and staff will be bringing the recertification back to JPACT.

Gonzalez asked Leybold about the urgency and consequences of delaying.

Leybold explained our jurisdictions could have a delay in federal funding if the UPWP has not been passed by the end of the fiscal year.

Gonzalez stated the MPO recertification and the UPWP are two different things. We will meet our commitment for revisiting the recertification item.

Savas noted Clackamas County followed Metro staff's instructions to submit comment on MPO recertification, then were criticized for doing so. He expressed that the committee is not meeting the commitment it made to revisit that.

Chair Gonzalez reiterated that UPWP and the recertification process are two different things, and that conversation is on its way.

Savas read aloud the title of the item.

Councilor Lewis stated that in order to have a UPWP, a body must be recognized, and Metro is recognized as an MPO due to the recertification. Lewis announced that she will work with the Chair on

ensuring recertification is considered. Lewis asked what was discussed at TPAC and noted Mayor McEnerny-Olge's line-item amendment in the meeting chat.

Leybold replied that TPAC recommended adopting the UPWP as proposed, and Metro will schedule time to report back on recertification. He raised concerns that not passing the UPWP will affect all projects that receive federal funds, regardless of jurisdiction.

Savas noted that the recording will show that a commitment was made to bring this back, and he will be voting no.

Dalin asked if the MPO status has changed or been reconfigured.

Leybold answered that Metro is still digesting the recommendations, but nothing has changed in the MPO/Council structure.

Chair Gonzalez expressed appreciation for Savas' position but stated that it was necessary to pass this today. He announced that it would come back to JPACT membership at another meeting. He called for a motion.

MOTION: Mayor Stovall moved, seconded by Councilor Simpson
ACTION: The resolution was approved 13-1, with Commissioner Savas voting no.

5. INFORMATION/DISCUSSION ITEMS

5.1 28-30 Regional Flexible Fund Allocation Step 1A.1 and Step 2 Public Testimony Opportunity

Grace Cho made a brief presentation on the item.

Chair Gonzalez opened the public hearing.

Councilor Brett Sherman advocated $12.5 for Sunrise Corridor.

Bob Hastings supported funding for Burnside Bridge.

Jill Rundle supported funding for Sunrise Corridor.

Gary Woods opposed Step 2 funding for King City's application for the Westside Trail.

Michael Walter supports funding for Sunrise Corridor.

Zachary Lauritzen supported funding for 82nd Ave.

Dick Davis supported funding for SW Montgomery.

Tyler Smith supported funding for Burnside Bridge.

Diana Helm supported funding for Sunrise Corridor.

Thomas Ngo supported funding for 82nd Ave.

Randall Friesen supported funding for Burnside Bridge.

Jasmine Co supported funding for 82nd Ave.

Lorne Bulling supported funding for Burnside Bridge.

Mark Linehan supported the Prescott bike lanes application for funding.

Jay Jones supported funding for Sunrise Corridor.

Amy Farrara supported funding for Sunrise Corridor.

E'an Todd supported the 223rd proposal for funding in Step 2

Sara Iannarone expressed concerns about the state transportation package and the risk of losing funding.

Juan Pedro Moreno Olmeda supported funding for TV Highway Corridor

Mayor Heidi Lueb supported the North Dakota Creek bridge project in Step 2

Piyawee Ruenjinda supported funding for TV Highway Corridor

Maria Delores Torres supported funding for TV Highway Corridor

Maria Rodriguez Cuamatzi supported funding for TV Highway Corridor

Chair Gonzalez closed the public hearing and noted that folks have until the end of the month to submit testimony.

5.2 Federal Surface Transportation Reauthorization Bill - Initial Regional Priorities

Metro staff Betsy Emery gave a presentation on the Reauthorization Bill and JPACT's priorities.

Mayor Dalin provided that big increases in taxes on EVs makes it difficult for low-income folks to transition to electric vehicles and would prefer a more gradual approach.

Commissioner Fai asked if we're working with OAC to get their feedback to include in our input. She noted that there is overlap in priorities and recommended telling a complete Oregon story.

Sam Desue expressed appreciation for the CIG program call-out and shared that the increases in transit funding in the last bill have been important.

Commissioner Savas expressed there isn't time to vet this in a responsible way today and would like for this to come back to JPACT or that he could be allowed to submit comments in writing.

Ali Mirzakhalili stated it is hard to formulate a strategy in a short time, considering the Administration's priority to expand fossil fuel energy infrastructure doesn't align with the goals for decarbonization. He noted that it is important to request flexibility in funding so local governments can invest funds according to their priorities.

Emery offered to connect with Savas and explained she has worked with his staff on this document; April 30 is when the comment portal closes. Emery highlighted that staff could submit an amended version later, and she will come back in May with a refined version for adoption. She added that this will also inform the JPACT trip to DC.

5.3 Tualatin Valley Highway LPA Update

This item was postponed due to time constraints.

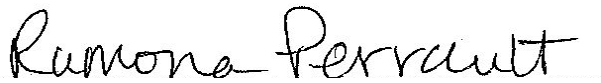
6. MEMBER UPDATES

There were none.

7. ADJOURN

Chair Gonzalez adjourned the meeting at 9:30 a.m.

Respectfully Submitted,



Ramona Perrault,
Committee Legislative Advisor, Metro

Agenda #: 5.1

File #: COM 25-0920 **Agenda Date:**5/15/2025

Regional Priorities for the Federal Surface Transportation Reauthorization Bill

Betsy Emery, Federal Affairs Advisor, Metro

JPACT Worksheet

Agenda Item Title: Regional Priorities for the Federal Surface Transportation Reauthorization Bill

Presenters: Betsy Emery, Federal Affairs Advisor (Metro)

Contact for this worksheet/presentation: Betsy Emery (971-429-1888)

Purpose/Objective
The Bipartisan Infrastructure Law (BIL), also known as the Infrastructure and Investment in Jobs Act (IIJA) expires on September 30, 2026. Congress is already crafting the next "surface transportation reauthorization" bill to replace the BIL upon its expiration. This legislative work is led by two Congressional committees: the House Transportation and Infrastructure Committee, which Rep. Hoyle serves on, and the Senate Environment and Public Works Committee, which Sen. Merkley serves on.

During this JPACT agenda item, staff will provide an overview of the conversations already underway in D.C and the status of negotiations. Most of the agenda item will be focused on presenting JPACT members with the refined set of regional priorities based on JPACT's discussion and feedback during the April 17th meeting. The priorities are informed by JPACT's adopted priorities for the 2025 state transportation package, goals defined in the 2023 Regional Transportation Plan, and discussions among jurisdictional partner staff.

Outcome
JPACT members will consider adopting the set of regional priorities.

What has changed since JPACT last considered this issue/item?
Since JPACT last considered this item, the House Transportation and Infrastructure (T+I) Committee and Senate Environment and Public Works (EPW) Committees unexpectedly opened their separate portals for organizations to submit proposals for their consideration in the transportation reauthorization bill text. The House T+I Committee's submission deadline was April 30th and the Senate EPW Committee's submission deadline was May 9th.

To accommodate the accelerated Congressional timelines, staff had to condense the process for JPACT to prepare and adopt a set of regional priorities. After presenting an initial draft set of priorities during the April 2025 JPACT meeting, staff from jurisdictional partners worked together to incorporate JPACT's feedback into a refined version of priorities to submit to the Committees. The submissions were clearly marked as draft with the caveat that the priorities are being considered for adoption during JPACT's May 2025 meeting.

Upon JPACT's formal adoption, we will share the final version of the priorities with the House and Senate committees. JPACT will have additional opportunities to engage on these priorities during JPACT's advocacy during the trip to D.C. (September 8-10).

What packet material do you plan to include?
The letter submitted to the House committee that outline JPACT's priorities for the surface transportation reauthorization bill are attached.

April 30, 2025

The Honorable Sam Graves
Chair
House Transportation and Infrastructure Committee
United States House of Representatives
Washington, D.C. 20515

The Honorable Rick Larsen
Ranking Member
House Transportation and Infrastructure Committee
United States House of Representatives
Washington, D.C. 20515

Dear Chairman Graves and Ranking Member Larsen:

The Joint Policy Advisory Committee on Transportation (JPACT) and Oregon Metro appreciate the opportunity to submit proposals to the House Transportation and Infrastructure Committee for consideration when drafting the next surface transportation reauthorization bill. Metro is the federally mandated Metropolitan Planning Organization (MPO) representing the broader Portland, Oregon metropolitan region, serving more than 1.7 million people living and working within the urban areas of 3 counties and 24 cities. JPACT and Metro are responsible for developing an overall transportation plan and to program transportation funds for transportation projects in the region. The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and make recommendations to the elected Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. The Metro Council and JPACT act together as the MPO policy board.

JPACT has identified nine proposals for the House Transportation and Infrastructure Committee to consider when drafting the next surface transportation reauthorization bill. The proposals listed below, not ranked in priority, are currently draft and set to be formally adopted by JPACT during the May 15, 2025 meeting. JPACT looks forward to working with the committee to share the final proposals upon their adoption.

Preserve current funding levels for competitive funding programs.

The 2021 surface transportation reauthorization bill established a variety of new competitive funding programs that are of importance to the Portland Metro region. The Joint Policy Advisory Committee on Transportation (JPACT) is especially advocating to preserve the following new transportation funding programs: National Infrastructure Project Assistance (MEGA), Infrastructure for Rebuilding America (INFRA), Bridge Investment Program (BIP); Safe Streets and Roads for All (SS4A), Active Transportation Infrastructure Investment Program (ATIIP), and Reconnecting Communities Pilot (RCP) grant programs.

The prior surface transportation reauthorization bill also maintained or increased appropriations for multiple existing USDOT grant funding programs, expanding their ability to advance locally important transportation goals. JPACT would like to see the increased appropriations preserved for the Better Utilizing Investments to Leverage Development Grant Program (BUILD), Advanced Transportation Technology and Innovation (ATTAIN), and Federal Transit Administration's Bus and Bus Facilities and State of Good Repair grant programs.

Preserve current funding levels for formula funding programs.

The prior surface transportation reauthorization bill increased appropriations for multiple formula funding programs that JPACT would like to see maintained, including the Highway Safety Improvement Program (HSIP), Carbon Reduction Program (CRP), FTA Urbanized and Non-Urbanized Area Programs, and Congestion Mitigation and Air Quality Program (CMAQ).

In addition to maintaining the increased funding level for the Surface Transportation Block Grant (STBG), JPACT also wants to ensure requirements to provide suballocations to MPOs and local jurisdictions are maintained in the next reauthorization bill. JPACT requests that these formula funds be flexible enough to support local and state policy priorities and decision-making to continue advancing locally important infrastructure and streamlining deployment of federal dollars.

Maintain funding and policy focus on safety for all road users, especially along arterials and critical corridors.

Federal funding for roadway and traffic safety such as the Safe Streets and Roads for All (SS4A) grant established under the prior transportation reauthorization and the Highway Safety Improvement Program (HSIP) are imperative to ensure the transportation system is safe for all roadway users, including pedestrians and bicyclists. Federal funding and programs that enable coordinated local and regional transportation safety action planning using the Safe System Approach provide opportunities to identify and deploy cost-effective safety improvements and major safety corridor projects on arterials and highways.

The federal funding and Vision Zero policies promulgated in the prior surface transportation bill have had significant results in improving safety outcomes. In Oregon, traffic deaths have declined since 2022, speeding has decreased in some corridors up to 80%, and serious crashes can decrease 90% or more depending on the countermeasures and context. Investments in transportation safety also benefit the economy – 75% of locations in the Portland metro region that received improved pedestrian and bicycle safety saw measurable economic gains in the food or retail industries after implementation. Continuing to prioritize federal funding and policies centered around safe vulnerable roadway users, safe urban arterials, safe speeds, safe vehicles and safe drivers are cornerstones of a safe transportation system that will ensure our nation continues reducing traffic deaths. JPACT requests that the Committee advance the Complete Streets, Vision Zero principles, and a Safe Systems Approach to project development that were promulgated in the prior surface transportation reauthorization in this next bill. JPACT also requests that USDOT prioritize funding investments in projects that will reduce fatal and serious traffic-related injuries

Streamline permitting and federal requirements to make it more efficient to deliver high-impact investments with minimal impact.

There are many examples of small-scale transportation projects that have high impact in improving safety outcomes. Under some scenarios, seemingly simple projects like installing curb ramps, sheltered bus stops, traffic signals, and pedestrian crossings can have onerous federal requirements that delay implementation, increase cost, or make the project less viable to deliver. It should be easier to fund and deploy these types of small-scale, high-impact projects. In

addition to identifying tweaks to streamline permitting, ensuring timely NEPA permitting also requires adequate staffing levels at regional offices to process and review documents.

Support transportation funding mechanisms that ensure long-term stability and solvency of the Highway Trust Fund.

Many of the agencies responsible for building, managing, and maintaining transportation and transit systems are facing funding cliffs due to very limited revenue sources. Systems that were already financial constrained are under more pressure due to inflation and supply chain challenges. These financial constraints affecting local and state government's ability to build, maintain, and operate efficient transportation and transit systems are exacerbated by lack of adequate funding at the federal level. The federal gas tax has remained at 18.4 cents per gallon since 1993 and has lost significant purchasing power over more than 30 years of cost inflation. The vehicle market shift to electric vehicles (EVs) is exacerbating this funding issue and reducing the amount of revenue that the federal gas tax generates. JPACT supports efforts to address the lack of adequate, sustainable, long-term funding mechanisms for transportation and transit infrastructure by increasing the gas tax and/or indexing it to inflation, requiring EVs to pay into the Highway Trust Fund, and/or establishing a national road user charge pilot program.

Invest in integrated multimodal transportation systems that are well coordinated.

JPACT supports investments in multimodal infrastructure that are well integrated with different modes and scales of transportation, such as high-capacity transit, micro-transit, shuttle services, and active transportation options like bike lanes and shared use paths. JPACT also supports technologies that promote a well-integrated system, such as transit signal priority and real time system monitoring. This includes including policies related to Transportation System Management Options, a national program that informs Metro's efforts to use technology to make the multi-modal transportation system efficient and reduce congestion by helping buses move through traffic and stay on schedule, making transit more reliable for people.

Maintain a minimum annual authorization of $4.6B for the Federal Transit Administration's Capital Investment Grant program.

The outyear funding of the FTA Capital Investment Grant program that has been committed in existing Full Funding Grant Agreements ("FFGAs") and proposed FFGAs requires a significant sustained investment. FTA will not be able to meet their existing FFGA commitments if the program doesn't maintain level funding. Preserving this funding level is critical given that four regionally significant projects in the Portland Metro area are currently in the FTA CIG project development phase and targeting this program for implementation.

Make advanced appropriations for competitive programs through multiple federal fiscal years.

Advanced appropriations provide certainty about the continued availability of federal funding sources for projects as finance plans are developed. This is especially important for large, complex projects that take years to move through planning and project development. It is important to compel agencies to continue the practice of maintaining comprehensive calendars for Notice of Funding Opportunities (NOFOs) so applicants can plan, prepare more competitive applications, and position their projects for financial success.

Increase flexibility of federal funding so it can be used to address critical maintenance backlogs.

Many locally owned roads, bridges, and transit infrastructure have large maintenance and repair needs, but funding shortfalls and inflexible program requirements make it hard to address maintenance backlogs. We seek flexibility for federal funding to invest in capital maintenance, repairs, and resiliency retrofits on locally owned infrastructure to promote long-term safety and reliability.

Thank you for your time and consideration of these proposals for the next surface transportation reauthorization. JPACT looks forward to working with the Committee on the provisions of the next bill.

Sincerely,

Juan Carlos Gonzalez
Chair, Joint Policy Advisory Committee on Transportation

Agenda #: 6.1

File #: COM 25-0921 **Agenda Date:**5/15/2025

Regional Flexible Funds Allocation: Step 2 (8:00 AM)

Grace Cho, Metro

JPACT Worksheet

Agenda Item Title: 28-30 Regional Flexible Fund Allocation Step 2 Illustrative Package Concepts for Discussion

Presenters: Grace Cho (grace.cho@oregonmetro.gov)

Contact for this worksheet/presentation: Grace Cho (grace.cho@oregonmetro.gov)

Purpose/Objective
To gather input from members of JPACT on concepts and considerations for developing Step 2 allocation package options. The concepts in conjunction with the Program Direction objectives will inform a staff recommended Step 2 package to bring forward for consideration in July 2025.

Outcome
JPACT members provide input and direction to shape refined Step 2 allocation package options for further discussion at the June committee meetings.

What has changed since JPACT last considered this issue/item?
At the March 20th JPACT meeting, Metro staff shared as part of the materials the technical evaluation results of the Step 2 application. Since then, Metro staff opened a public comment period on Wednesday March 26th, 2025 allowing for public input on the different Step 2 candidates. The public comment period closed on Wednesday April 30th, 2025 and a public comment report is expected to be issued by May 16th, 2025. To begin gathering input and direction to help shape Step 2 allocation package options for discussion in at the June committee meetings, Metro staff presented a similar discussion item at TPAC's May 2nd, 2025 meeting.

What packet material do you plan to include?
- Memorandum: 28-30 Regional Flexible Fund Step 2: Allocation Package Illustrative Concepts, Input, and Next Steps
- Attachment 1 – Illustrative Package Concepts
- Memorandum: 28-30 Regional Flexible Fund Step 2: Public Comment Summary Preview

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, May 8, 2025

To: Joint Policy Alternatives Committee on Transportation and Interested Parties

From: Grace Cho, Principal Transportation Planner
Jean Senechal Biggs, Resource Development Section Manager

Subject: 2028-2030 Regional Flexible Fund Step 2: Allocation Package Illustrative Concepts, Input and Next Steps

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

Background & Current Place in Development:
The2028-2030 Regional Flexible Fund Step 2 allocation process began in the Fall 2024 with a call for projects which resulted in 24 Step 2 applications received requesting a little over $140 million in Regional Flexible Funds. Following the submissions, two technical evaluations were conducted assessing how well each project application advances the Regional Transportation Plan goals and the potential project delivery challenges the project may encounter as a federal aid project. Applicants received the final results of the technical evaluations on April 15th. A five week public comment period recently closed on April 30th.

Getting to a Step 2 Allocation Decision
Decision-makers are provided five pieces of information to shape a Step 2 allocation package. These include:

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

Step 2 Allocation Package Illustrative Concepts
With an estimated up to $42 million available in Regional Flexible Funds for Step 2, the requested $140 million in Regional Flexible Funds among the 24 applications equates to 3 times the amount of Step 2 funding available to allocate. To prioritize, JPACT members are asked to provide direction on concepts to develop Step 2 allocation package options. The concepts input is an opportunity to elevate one of the five pieces of information in shaping a recommended Step 2 allocation package, emphasize a component among the pieces of information, or identify another factor for consideration. The input will develop refined Step 2 allocation packages options to discuss at the June committee meetings.

In the 25-27 cycle, JPACT elevated consideration of equity and safety outcomes in the development of the final Step 2 allocation package. Using a similar framework to assist the discussion, Metro staff created four illustrative concepts based on the results of the Outcomes Evaluation (Attachment 1). The illustrative concepts emphasize different goal areas and repackages the technical scores of all 24 applications. These illustrative concepts with descriptions are:

- *Concept: Combined Emphasis on RTP Goal Areas and Design (if applicable)*
  Ranks projects from highest to lowest based on their overall technical evaluation scores regardless of application type (e.g. construction or project development).

- *Concept: Emphasis on Safe System*
  To reflect feedback from regional decision-makers around the need to prioritize safety in the transportation system, this concept ranks projects from highest to lowest based solely on their score in the safe system goal area of the technical evaluation regardless of application type (e.g. construction or project development).

- *Concept: Combined Emphasis on Thriving Economy and Mobility*
  To reflect input and feedback from regional decision-makers around desires to elevate economic considerations and mobility, this illustrative concept ranks projects from highest to lowest based solely on their combined scores of thriving economy and mobility options goal areas in the technical evaluation regardless of application type (e.g. construction or project development).

- *Concept: Combined Emphasis on Equitable Transportation, Safe System, and Climate Action and Resilience*
  To reflect input and feedback from regional decision-makers about elevating the RTP goals of equity, safety, and climate action, this illustrative concept ranks projects from highest to lowest based solely on their combined scores of equitable transportation, safe system, and climate action and resilience goal areas in the technical evaluation regardless of application type (e.g. construction or project development).

These are illustrative examples and should not be construed as proposed Step 2 allocation package options. The illustrative concepts at this time do not reflect input from the public comment opportunity (summary provided in a separate memorandum), coordinating committee or City of Portland priority, or whether the Program Direction objectives have been met.

TPAC Input on Step 2 Allocation Package Illustrative Concepts and Other Themes
TPAC was presented the same four illustrative package concepts with the opportunity to provide input and provide further information for JPACT members. TPAC input included:

- TPAC members expressed not wanting to elevate a specific Regional Transportation Plan (RTP) goal area. They stated a preference to keep all the goal areas weighted equally as identified in Concept 1. TPAC members felt the appropriate time for considering the weighting of the RTP goal area would have been as part of the Program Direction development.
- TPAC members desired to see the Step 2 public comments to weigh in further on concepts.
- Other factors that TPAC members identified:
  - Incorporate the consideration of different funding opportunities available to different applications. Some projects may have wider grant opportunities where they would be as equally competitive. Whereas other projects, the funding opportunities are limited to the Regional Flexible Fund competitive allocation.
  - Incorporate the consideration of the project's ability to leverage additional funding and viability of the project to get built with the funding requested.

Based on the input received at TPAC, Metro staff will bring forward in June at least one Step 2 allocation package option which modifies Concept 1 to incorporate public comment, coordinating

committee and city of Portland priorities, and the other factors identified. Also in response to TPAC input a short memorandum providing an initial summary of the Step 2 public comment is included.

In addition, TPAC members requested for the next Regional Flexible Fund cycle, a desire to have Metro convene workshops or working group focused on the technical evaluation rubric for the Step 2 evaluation.

Discussion Questions

1. Of the five pieces of information, are there any that JPACT would like to see emphasized in a Step 2 allocation package options for discussion next month? (See page 1 "Getting to a Step 2 Allocation Decision")
2. In addition to the package option identified by TPAC, are there other concepts that JPACT would like to see further developed in a Step 2 package option for discussion?
3. Are there other considerations JPACT members would like to see explored in a refined Step 2 allocation package options for discussion?

Next Steps

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

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

**Tentative date still to be confirmed*

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

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

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

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

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

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

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

Project	Project Description	Activity	Applicant	Coordinating Committee	Overall Score	Overall Rank	Overall Score Rank by Activity	Combined Score	Equitable Transportation Score	Equitable Transportation Rank	Safety Score	Safety Rank	Climate Score	Climate Rank	Total Regional Flexible Fund Request	Total Cost Estimate
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	On NE 223rd Ave in Fairview and Wood Village, develop a corridor safety plan that inclusively engages the community in identifying priorities and evaluating design alternatives. Advance readiness for priority construction projects to fill complete street gaps and install safety countermeasures.	Project Development	Multnomah County	East Multnomah County	81.41	1	1 of 5 Project Development	221.84	80.95	2	79.49	2	61.4	1	$ 897,300	$ 1,000,000
NE Glisan St: 82nd Avenue Multimodal Safety and Access	The project will reorganize travel lanes from 82nd Avenue to I-205, add new separated bicycle lanes from 80th Avenue to 102nd Avenue, improve bus priority approaching 82nd Avenue, and provide enhanced crossings at key intersections. The project includes enhanced crossings at 84th Avenue, 90th Avenue, and 92nd Avenue, and includes sidewalk widening from 92nd Avenue to I-205. The existing pedestrian and bike crossing at 87th Avenue will be further enhanced, and the signals at both entrances to I-205 will be modified.	Construction	Portland BOT	Portland	70.97	2	1 of 19 Construction	202.25	77.78	4	82.05	1	42.42	7	$ 7,577,698	$ 8,445,000
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Construct a sidewalk and a cycle track on both sides of the street to improve safety for pedestrians and bicyclists.	Construction	Gresham	East Multnomah County	60.58	3	2 of 19 Construction	192.56	82.54	1	61.54	9	48.48	2	$ 4,067,495	$ 4,533,038
NE MLK Jr Blvd Safety and Access to Transit	New enhanced crossings and signal modifications along NE MLK Jr Blvd (NE Hancock to NE Lombard St) at key locations. In addition to enhanced pedestrian crossings, the project with improve intersection lighting.	Construction	Portland BOT	Portland	60.56	4	3 of 19 Construction	186.37	74.6	7	76.92	4	34.85	16	$ 4,879,517	$ 5,438,000
Gladstone Historic Trolley Trail Bridge Construction	This project rebuilds the historic Trolley Trail Bridge to span the Clackamas River, connecting Gladstone to the north with Oregon City to the south.	Construction	Gladstone	Clackamas County	57.8	9	8 of 19 Construction	183.18	76.19	5	61.54	11	45.45	5	$ 8,721,932	$ 9,720,196
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Develop buffered pedestrian/bicycle multiuse path adjacent to Railroad Avenue from 37th Avenue to Linwood Avenue in Milwaukie, Oregon. Multiuse path will connect existing sidewalks at 37th Avenue, Linwood/Harmony Avenue, and intersecting side streets.	Project Development	Milwaukie	Clackamas County	54.05	11	2 of 5 Project Development	180.23	69.84	9	71.79	6	38.6	13	$ 2,707,217	$ 3,017,070
Beaverton Creek Trail: Merlo Road Improvements	Design and construct a multi-use trail on the south side of Merlo Road between Tualatin Nature Park and 170th Ave. to close a key gap in the Beaverton Creek Trail.	Construction	Washington County	Washington County	60	5	4 of 19 Construction	176.48	57.14	19	76.92	3	42.42	8	$ 6,640,700	$ 7,401,700
OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Complete a Type, Size, and Location (TS&L) analysis for the construction of an externally supported shared-use path and complete design for streetscape reconfiguration on McLoughlin Boulevard, which will include widened sidewalks, curb extensions, improved crossings, and new green spaces.	Project Development	Oregon City	Clackamas County	51.88	15	3 of 5 Project Development	171.27	66.67	12	58.98	14	45.62	4	$ 3,832,341	$ 4,270,970
NE Prescott St: 82nd Ave Multimodal Safety and Access	This project will redesign Prescott Street to increase crossing access, signals, and bike lanes. It implements a priority project from the Building a Better 82nd Ave Plan and supports the future 82nd Avenue FX transit project.	Construction	Portland BOT	Portland	59.45	7	6 of 19 Construction	170.11	80.95	3	51.28	16	37.88	14	$ 7,732,932	$ 8,618,000
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Construct new sidewalks and a cycle track on both sides of the street for pedestrians and bicyclists. Add center turn lane to create a 3-lane configuration and construct an enhanced mid-block crossing.	Construction	Gresham	East Multnomah County	50.9	17	14 of 19 Construction	170.07	61.9	15	71.8	5	36.37	15	$ 9,420,793	$ 10,499,045
North Dakota Street (Fanno Creek) Bridge Replacement	Replace bridge with bike lanes and sidewalk.	Construction	Tigard	Washington County	52.34	12	10 of 19 Construction	167.26	74.6	8	48.72	17	43.94	6	$ 8,000,000	$ 26,336,556
Bridge Crossing of Hwy. 26 by the Westside Trail	Construct a 12' wide multi-use trail bridge over US-26 eliminating out of direction bicycle and pedestrian routes.	Construction	Tualatin Hills PRD	Washington County	58.14	8	7 of 19 Construction	166.01	65.08	13	61.54	10	39.39	11	$ 6,000,000	$ 30,334,019
Cedar Mill Better Bus and Access to Transit Enhancements	The Cedar Mill Safe Access to Priority Transit Corridors project scope includes transit signal priority improvements, enhanced pedestrian crossings, and lane reconfigurations along Cornell and Barnes roads within the Cedar Mill Town Center.	Construction	Washington County	Washington County	59.71	6	5 of 19 Construction	164.47	69.84	10	46.15	19	48.48	3	$ 5,252,300	$ 6,690,000
Westside Trail Segment 1 - King City	The project will construct a new multi-use path along with new street connections, pedestrian crossings, and new roundabout between the Tualatin River and Beef Bend Road. The multi-use trail construction consists of approximately 4,100 linear feet of multi-use trail, adjacent soft-surface/equestrian trail. The street connections includes sidewalks, raised pedestrian crossings for the multi-use trail at SW Capulet Lane, SW Fisher Road, and SW River Lane. Extend and connect roadways between SW Cordelia Terrace and SW 137th Avenue, SW Montague Way and future River Lane. Lastly construct new roundabout at intersection of SW Fischer Road, SW 137th Avenue, and SW Watson. Extend roadway from roundabout to each existing road. Construct new alignment of SW 137th Ave and SW Watson to accommodate roundabout configuration. Install permanent landscaping, signage and striping, and roadway illumination system along/for street connections and utility relocations.	Construction	King City	Washington County	47.65	18	15 of 19 Construction	160.88	65.08	14	56.41	15	39.39	12	$ 7,841,343	$ 9,568,610
W Burnside Green Loop Crossing	The project will add a signalized crossing for pedestrians and bicyclists (and serving future Green Loop) on W Burnside Street at Park Ave to connect the North and South Park Blocks, serve food cart pod, and provide access to the Darcelle XV Plaza. Additionally, the project adds a bus and bike lane eastbound from Park Ave to 3rd Ave connecting to the Burnside Bridge, including needed modification at 4th Ave signal to enable retention of protected left turn into Old Town / Chinatown.	Construction	Portland BOT	Portland	52.21	14	12 of 19 Construction	159.17	68.26	11	66.67	7	24.24	23	$ 3,938,250	$ 4,389,000
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Construct bike and pedestrian facilities on south side of OR 212 and construct second southbound vehicle turn lane at intersection of OR 212/224.	Construction	Happy Valley	Clackamas County	52.32	13	11 of 19 Construction	155.56	76.19	6	38.46	21	40.91	10	$ 12,026,118	$ 13,402,560
Outer Halsey and Outer Foster (ITS Signal Improvements)	The project will add ITS signal improvements along the project area. It will implement speed management timing, freight signal priority, and intelligent transportation system technology. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals will be ready for implementation of next generation transit signal priority timing.	Construction	Portland BOT	Portland	47.3	19	16 of 19 Construction	153.6	58.73	16	61.54	12	33.33	18	$ 4,416,999	$ 4,922,544
Smart SW 185th Avenue ITS and Better Bus Project	Construction of an AI-powered interconnected traffic signal and rail controller system implementing Transit Signal Priority and constructing a Better Bus slip lane on the SW 185th Avenue and W Baseline Road intersection.	Construction	Hillsboro	Washington County	44.48	21	18 of 19 Construction	140.35	49.21	21	48.72	18	42.42	9	$ 4,572,738	$ 5,272,738
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Design and construct complete street on SW Hall Blvd between 3rd Street and 5th Street with raised cycle track, shared bike/ped or island-style bus stop, new marked crosswalks and curb ramps, upgraded signals and street lighting, new inlets and vegetated stormwater management facilities, and pavement grind and inlay.	Construction	Beaverton	Washington County	54.62	10	9 of 19 Construction	139.73	58.73	17	46.15	20	34.85	17	$ 4,649,687	$ 5,181,865
Red Electric Trail East of SW Shattuck Rd	Construction of an off-street paved regional trail between SW Shattuck Rd and SW Fairvale Ct, including street crossing at SW Shattuck Rd and safe routes to Hayhurst Elementary School and Pendleton Park in Portland.	Construction	Portland Parks	Portland	44.78	20	17 of 19 Construction	137.81	44.45	22	61.54	13	31.82	20	$ 7,677,446	$ 9,176,962
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Design and construct new multimodal infrastructure to fill in gaps including new sidewalk segments, ADA ramps, and multi-use path. Network gaps will be filled along the northern side of SE Jennifer Street, from SE 106th Avenue to SE 122nd, a small gap along the western edge of SE 122nd Avenue, and a small gap on the southern side of SE Jennifer just west of 120th.	Construction	Clackamas County	Clackamas County	51.1	16	13 of 19 Construction	121.32	58.73	18	30.77	24	31.82	19	$ 7,228,290	$ 8,055,600
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Design and construction of a regional trail between SW Pacific Highway, SW Edy Road, and SW Roy Rogers Road.	Construction	Sherwood	Washington County	44.14	22	19 of 19 Construction	119.27	23.81	24	66.67	8	28.79	21	$ 8,973,000	$ 9,960,030
SW 175th Design: SW Condor Lane to SW Kemmer Road	Project development for SW 175th Avenue will include data collection, environmental studies, preliminary engineering, and right-of-way identification to realign the roadway between SW Cooper Mountain Lane and SW Siler Ridge Lane.	Project Development	Washington County	Washington County	27.9	24	5 of 5 Project Development	108.01	57.14	20	33.33	23	17.54	24	$ 2,593,200	$ 2,890,000
Lakeview Blvd - Jean Rd to McEwan Rd	Requested funds to design 3,500 feet long widening of Lakeview Boulevard for two 14-foot shared use lanes with an 8-foot sidewalk on one side separated by stormwater planter and curb.	Project Development	Lake Oswego	Clackamas County	30.3	23	4 of 5 Project Development	104.1	44.45	23	33.33	22	26.32	22	$ 983,000	$ 1,095,500

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, May 8, 2025

To: Joint Policy Alternatives Committee on Transportation and Interested Parties

From: Grace Cho, Principal Transportation Planner
Jean Senechal Biggs, Resource Development Section Manager

Subject: 2028-2030 Regional Flexible Fund Step 2 Public Comment Summary

Purpose: To provide JPACT a short summary of the 2028-2030 Regional Flexible Fund Allocation Step 2 public comment received ahead of the final report scheduled for release on May 16, 2025.

Background & Current Place in Development:
The2028-2030 Regional Flexible Fund Step 2 allocation process began in the Fall 2024 with a call for projects. At the end of the call, Metro received 24 Step 2 applications requesting a little over $140 million in Regional Flexible Funds. Following the submissions, two technical evaluations were conducted assessing how well each project application advances the Regional Transportation Plan goals and what potential project delivery challenges the project may encounter as a federal aid project. Applicants received the final technical evaluation results on April 15th. A five week public comment period closed on April 30th and the forthcoming public comment report scheduled for release on Friday May 16th.

Public Comments Received Summary – Step 2
The 28-30 Regional Flexible Fund public comment included all 24 Step 2 candidate projects for public comment. Comments were collected through an online public comment survey where participants indicated their support for the different individual Step 2 applications they elected to comment on a 1 to 5 scale. An open ended comment box was available for each application for participants to add in any further comment. In order to submit the comment, the participant needed to indicate which county they live in among the options provided. The following is a short summary of the Step 2 public comment online survey results. These do not include comments received outside of the online survey including emailed comment submissions, public testimony, mail, and telephone comments. *These and other synthesized results are in the forthcoming public comment report scheduled for release on Friday May 16th.* Exports of the public comments on individual applications were provided to the applicants shortly following the close of the public comment period and to the coordinating committee organizers.

Total number of Step 2 online surveys/comments received: 1,683
Online surveys/comments received by county:

- Clackamas County: 211 (13%)
- Multnomah County: 732 (43%)
- Washington County: 714 (42%)
- Other: 26 (2%)

The table on the following page outlines for each Step 2 application the number of completed public comment received and the average level of support score among those public comment survey responses for the project. The level of support score should not be considered a tool for ranking the applications, but rather a general understanding of the public sentiment of the application.

Table 1. 28-30 Regional Flexible Fund Step 2 Candidate Projects Public Comment Summary Stats			
Applicant	**Step 2 Application**	**# Public Survey Comments**	**Level of Support***
Clackamas County	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	10	3.14
Gladstone	Gladstone Historic Trolley Trail Bridge Construction	35	4.2
Happy Valley	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	23	3.13
Lake Oswego	Lakeview Blvd - Jean Rd to McEwan Rd	7	2.92
Milwaukie	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	107	4.72
Oregon City	OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	29	3.78
Gresham	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	9	3.75
Gresham	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	7	4.11
Multnomah County	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	12	3.95
Portland	Red Electric Trail East of SW Shattuck Rd	163	4.72
Portland	NE MLK Jr Blvd Safety and Access to Transit	59	4.7
Portland	NE Prescott St: 82nd Ave Multimodal Safety and Access	73	4.69
Portland	W Burnside Green Loop Crossing	68	4.39
Portland	NE Glisan St: 82nd Avenue Multimodal Safety and Access	87	4.34
Portland	Outer Halsey and Outer Foster (ITS Signal Improvements)	32	3.98
Beaverton	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	37	4.63
Hillsboro	Smart SW 185th Avenue ITS and Better Bus Project	231	4.48
King City	Westside Trail Segment 1 - King City	20	4.24
Sherwood	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	13	4.29
Tigard	North Dakota Street (FannoCreek) Bridge Replacement	69	4.83
Tualatin Hills Parks & Recreation District	Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	87	4.64
Washington County	Beaverton Creek Trail: Merlo Road Improvements	43	4.62
Washington County	Cedar Mill Better Bus and Access to Transit Enhancements	26	4.11
Washington County	SW 175th Design: SW Condor Lane to SW Kemmer Road	18	3.38

*Indicated on a 1 – 5 scale where a 5 means greater support and a 1 means lesser support.

Agenda #: 6.2

File #: COM 25-0909 **Agenda Date:**5/15/2025

Tualatin Valley Highway LPA Update (8:30 AM)

Jess Zdeb

JPACT Worksheet

Agenda Item Title: Tualatin Valley Highway LPA Update

Presenters: Jess Zdeb, Principal Regional Planner, Metro

Contact for this worksheet/presentation: Jess Zdeb

Purpose/Objective
The purpose of this item is to provide an update to JPACT about the TV Highway transit project. Later this year, JPACT will consider the locally preferred alternative (LPA) for this project for endorsement and subsequently for amendment in the Regional Transportation Plan.

Outcome
JPACT members are updated about the last several years of process to develop an LPA for the TV Highway transit project, including key project benefits, public engagement process and findings, LPA elements and project funding strategy. Staff are provided any feedback about additional information JPACT would require prior to the endorsement vote.

What has changed since JPACT last considered this issue/item?
This item has not been before JPACT since April 2022. Since that time, the Metro and TriMet project team have worked with partners to explore numerous facets of and options for bringing high-capacity transit to TV Highway. The work has been guided by a project Steering Committee consisting of elected officials, agency leaders, and community-based organization representatives, and supported through coordination at the staff level across the five corridor jurisdictions, Metro, TriMet and ODOT.

The work of the last three years has included the following milestones:

- **Spring 2022**: Steering Committee adoption of five goals for the project
    - Improve the travel experience (safety, time, reliability) for transit riders, in particular communities of color and low-income communities
    - Advance local goals related to land use, transportation, equity, and climate
    - Supported by the community, in particular transit riders and communities of color
    - Feasible to fund, construct and operate
    - Able to move into the next phase, Project Development

- **Spring-Summer 2022**: Development of a Round 1 design for bus rapid transit (BRT) in the corridor with a cost estimate of ~$550M.

- **Fall 2022-Spring 2023**: Exploration of possible phasing options for the Round 1 design, including various iterations of splitting the existing Line 57 route to deliver the entire corridor in two or more phases.

- **Spring 2023**: Steering Committee direction to revisit and revise project design to identify an end-to-end BRT project from Beaverton to Forest Grove that is more feasible from a funding perspective.

- **Summer 2023-Summer 2024**: Development of two Round 2 designs: a) a project that is eligible for the FTA's Small Starts Capital Investment Grant (CIG) program, and b) a lower-cost project that does not meet eligibility thresholds for CIG funding. Work resulted in a $300M CIG-eligible project (needing $150M local match), and a $150M non-federal project.

- **Winter 2023**: Steering Committee approval of draft station locations for public engagement.

- **Summer 2024**: Steering Committee direction to pursue the CIG-eligible project.

- **Fall 2024**: Public engagement regarding station locations and

- **Winter 2024-25**: Development of project funding strategy.

- **February 2025**: Steering Committee approval of Locally Preferred Alternative (LPA) and high-level funding strategy.

The project LPA identifies mode, alignment and general station locations and is represented by the following text and map. Note that general station locations in downtown Cornelius are yet to be determined and will be finalized during Project Development.

What packet material do you plan to include?
Project LPA paragraph and map

Tualatin Valley Highway Transit Project Steering Committee Locally Preferred Alternative

The recommended Locally Preferred Alternative for high-capacity transit in the Tualatin Valley Highway corridor is bus rapid transit with stations at the general locations indicated on the attached map, operating between Beaverton Transit Center and 19th Avenue and B Street in Forest Grove. The route will generally follow the same alignment as TriMet's current Line 57 route.

TV Highway transit project
Recommended Locally Preferred Alternative

Date Exported: 2/19/25 11:15

Agenda #: 6.3

File #: COM 25-0922 **Agenda Date:**5/15/2025

Montgomery Park Streetcar Extension LPA Update (8:50 AM)

Alex Oreschak, Metro

JPACT Worksheet

Agenda Item Title: Montgomery Park Streetcar Extension LPA Update

Presenters: Alex Oreschak, Senior Transportation Planner, Metro and Mauricio LeClerc, Area Planning and Project Development Manager, PBOT

Contact for this worksheet/presentation: Alex Oreschak

Purpose/Objective
The purpose of this item is to provide an update to JPACT about the Portland Streetcar Montgomery Park Extension project. Later this year, JPACT will consider the locally preferred alternative (LPA) for this project for endorsement and subsequently for amendment in the Regional Transportation Plan.

Outcome
JPACT members are updated about the last several years of process to develop an LPA for the Portland Streetcar Montgomery Park Extension project, including key project benefits, public engagement process and findings, LPA elements and project funding strategy. Staff are provided any feedback about additional information JPACT would require prior to the endorsement vote.

What has changed since JPACT last considered this issue/item?
This item has not previously been before JPACT.

Montgomery Park has been identified as a priority destination for major high-capacity transit investment for several years. The project was first identified in the adopted 2009 Portland Streetcar System Concept Plan, which took a citywide view of streetcar system expansion. The 2018 Portland TSP, 2018 Metro RTP, 2018 Metro Regional Transit Strategy, and 2023 Metro High Capacity Transit Strategy all call for a major transit investment to Montgomery Park. In 2018, the TSP and RTP included the transit corridor in their financially constrained project lists. In 2023, the Metro High Capacity Transit Strategy prioritized the corridor as a Tier 1 priority for major transit investment.

In 2018, Portland City Council funded a preliminary streetcar extension and land use alternatives analysis for Northwest Portland. In 2019, the Montgomery Park to Hollywood Transit and Land Use Development Study was funded through Metro from a Federal Transit Administration (FTA) Transit Oriented Development (TOD) planning grant. After conducting community engagement including a convened Project Working Group, evaluating various development scenarios, and considering transit alignment alternatives, the Bureau of Planning and Sustainability (BPS) and the Bureau of Transportation (PBOT) developed a draft land use and transportation plan for the area.

Further engagement, refinement, and analysis led to the development of the Montgomery Park Area Plan (MPAP), which recommends land use and transportation changes to establish a new transit-oriented, mixed-use district in Northwest Portland served by an extension of Portland Streetcar. Portland City Council unanimously adopted the MPAP on December 11, 2024., including the LPA for the project, which identifies mode, alignment and general station locations and is represented by

the attached text and map. The MPAP adoption also included a related project benefits agreement, which requires the participating property owners to donate required rights-of-way, fund required street connections and frontage improvements, and participate in a Local Improvement District (LID) for the project. The MPAP's legislative changes go into effect on June 1, 2025.

In February 2024, PBOT's Capital Investment Committee approved $12m in funding to be used for Project Development. On January 2, 2025, the FTA granted the project entry into the Project Development phase for a Small Starts grant through the Capital Investment Grant (CIG) program. TriMet is serving as the grantee for the CIG program, with the City of Portland as the subrecipient, and Metro will be working with PBOT on the NEPA process.

What packet material do you plan to include?
Project LPA paragraph and map

Montgomery Park Transit Project

Recommended Locally Preferred Alternative | September 2024

PBOT
PORTLAND BUREAU OF TRANSPORTATION

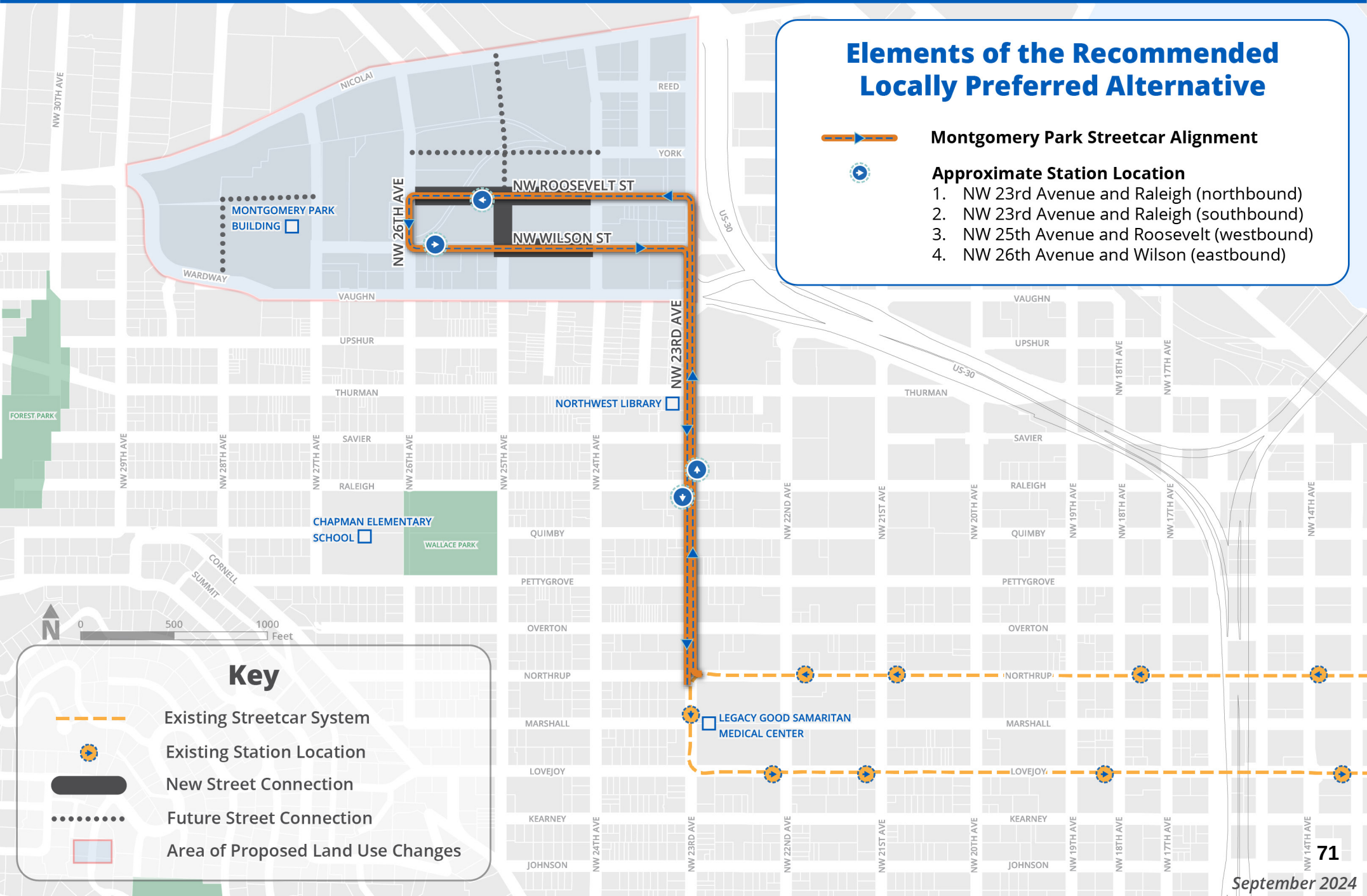
The recommended Locally Preferred Alternative for high capacity transit to the Montgomery Park Area is streetcar transit with stations at the locations indicated on the attached map, operating as a .65 one-way route mile extension of the existing Portland Streetcar North-South (NS) Line from its existing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

Montgomery Park Transit Project

RECOMMENDED LOCALLY PREFERRED ALTERNATIVE

EXHIBIT A

PBOT PORTLAND BUREAU OF TRANSPORTATION



Elements of the Recommended Locally Preferred Alternative

Montgomery Park Streetcar Alignment

Approximate Station Location

1. NW 23rd Avenue and Raleigh (northbound)
2. NW 23rd Avenue and Raleigh (southbound)
3. NW 25th Avenue and Roosevelt (westbound)
4. NW 26th Avenue and Wilson (eastbound)

Key

- Existing Streetcar System
- Existing Station Location
- New Street Connection
- Future Street Connection
- Area of Proposed Land Use Changes

September 2024

Agenda #: 6.4

File #: COM 25-0910 **Agenda Date:**4/17/2025

Community Connector Transit Study: Policy Framework and Assessment (9:10AM)

Ted Leybold, Transportation Policy Director, Metro
Ally Holmqvist, Senior Transportation Planner, Metro

JPACT Worksheet

Agenda Item Title: Community Connector Transit Study: Policy Framework and Assessment

Presenter: Ted Leybold, Transportation Policy Director, Metro; Ally Holmqvist, Senior Transportation Planner, Metro

Contact for this worksheet/presentation: Ally Holmqvist, ally.holmqvist@oregonmetro.gov

Purpose/Objective
Provide an update on the Community Connector Transit (CCT) Study to support a discussion that will help shape the role in the regional transit vision for community connectors (improving access to the regional transit network) and mobility hubs (creating comfortable, convenient connections within that network), guide how areas of opportunity are identified for both tools, and influence the approach for engaging community in that work.

Action Requested/Outcome
Staff is seeking JPACT's feedback on: 1) the developing policy framework, 2) the proposed opportunity area and mobility hub assessment methodologies and 3) the planned engagement approach. The study will make recommendations for updates to the Regional Transportation Plan.

What has changed since JPACT last considered this issue/item?
The CCT Study is being updated in four key phases, ending in Spring 2026 to align with the timeline for the 2028 Regional Transportation Plan update (see Attachment 1). In October, JPACT (and Metro and County advisory committees and regional partners) received an introduction to the study. Staff heard it was important to consider: where people are already trying to travel to work and other places today, understanding the needs of shift workers, incorporating perspectives from more local city staff and leaders, looking at where inter-city providers are part of the equation for mobility hubs and elements for hubs where micromobility doesn't exist today.

Since then, staff has been working with the Transit Working Group (a group of agency partners) to incorporate what was heard from decision-makers, advisory committees, regional stakeholders, and community to create a draft policy framework, develop and begin to implement the approach for re-envisioning the regional community connector transit network, and implement the engagement strategy. This study is leveraging a foundation of work by regional and local partners to explore improved coverage and connection solutions for the local element of our transit vision.

Updating the Local Transit Policy Framework
There are many tools in the transit toolbox for implementing the regional vision to better serve growing communities and achieve regional goals of equity, climate, economy, safety, and mobility in the future. Community connector transit is one of these tools. To understand how to best use this tool, the project team leveraged existing work done to identify needs through regional and local plans (e.g., Washington County Transit Study, Clackamas Transit Development Plan, Forward Together) and community feedback (from the summary of the past ten years of transit input).

This work led to the development of four key themes that guided regional and national best practices research to explore where and how community connectors have been successful and what elements contributed to that success. In addition to informing future recommendations by the study, this insight gave shape to the role that community connectors can play as part of our regional transit system (see Attachment 2). In addition to facilitating first and last-mile connections to frequent and high-capacity transit to extend the reach of the existing network, community

connectors can provide mobility solutions for: lower-density suburban and exurban areas at the regional edge (including both neighborhoods and community places), industrial and/or shift work jobs, and major recreation sites. In areas where local bus service is planned but does not yet exist today, community connectors can bridge the gap to build ridership for future service.

As we plan for shuttles to link to frequent and high-capacity transit – it will also be important to ensure there is space to facilitate convenient connections and connection points are comfortable. Mobility hubs are places where people can access and efficiently transfer between different types of transit and transportation options. A forthcoming Mobility Hub Toolkit will provide concepts and guiding principles to encourage cooperative partnership by regional and local agencies to implement mobility hubs together in ways that respond to local character.

Identifying Opportunity Areas Using the Framework

Building from the emerging vision for the role of community connectors, the project team has developed approaches for identifying opportunity sites for both community connectors and mobility hubs to update the regional transit network vision map to include more solutions meeting community needs and contributing to our transportation goals (see Attachment 3).

Identifying community connector opportunity areas involves answering three key questions:

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

The outcome will be a map of opportunity areas in four categories: current opportunities today, temporary opportunities where bus service is envisioned in the future, but connectors can build ridership near-term, and future opportunities that anticipated to build that market in the future.

Identifying potential mobility hub locations involves the following factors (see Attachment 4):

- **Connectivity:** Being well-integrated into the broader transportation network where seamless connections are needed between different types of transit and different modes of transportation.
- **Land use and regional significance:** Aligning with areas planned for higher-density, mixed-use development with strong transit connections, creating ideal conditions for integrating multimodal transportation services and enhancing regional mobility.
- **Equity and community impact:** Serving historically marginalized neighborhoods, reducing transportation barriers for underserved communities and improving connections to key destinations like jobs, healthcare, and education.
- **Transit access:** Enhancing seamless access to and from the regional transit system, including bus, light rail, and other high-capacity modes.

The result will identify regional hubs supporting a mix of transit services (e.g., Beaverton Transit Center), town hubs bridging regional and local travel with vibrant public spaces (e.g., Orenco Station), and local and emerging hubs connecting local travel modes (e.g., Tualatin Park & Ride).

Next Steps

Following community outreach, staff will return to JPACT this fall to discuss the outcomes of both assessments through the lens of regional priorities that will guide study recommendations.

What packet material do you plan to include?

1. CCT Study Workplan (Updated)
2. CCT Best Practices Research Technical Memorandum
3. CCT Opportunity Area Assessment Criteria Technical Memorandum
4. CCT Mobility Hub Evaluation Criteria Presentation

COMMUNITY CONNECTOR TRANSIT STUDY

Project Milestone Work Plan: Key Activities and Events

Winter/Spring 2025

Activities: Assess plans and policies, including state and federal changes. Conduct a policy gap analysis and identify potential changes. Develop criteria for identifying first/last mile areas and mobility hubs. Develop approach for assessing opportunities. Consider regional networks. Develop hub toolkit outline.
Outcome: Review policy gaps analysis and discuss policy framework. Feedback on opportunity area and mobility hub criteria and assessment and prioritization approaches.

Date	Who
January 20	**Working Group #3: Policy Framework** • Best practices findings • Policy gap analysis • Policy/transit vision refinements
February 26	**Working Group #4: Network Role & Opportunities** • Updated transit vision • Opportunity area criteria • Opportunity area assessment approach
April 1	**Metro Council (work session)**
April 2	**Working Group #5: Mobility Hubs and Criteria** • Mobility hub criteria update and assessment approach • Mobility hub toolkit • Opportunity area assessment approach update
April 2	East Multnomah County Transportation Committee TAC
April 3	Clackamas County Coordinating Committee TAC
April 3	Washington County Coordinating Committee TAC
April 4	**Transportation Policy Alternatives Committee (TPAC)**
April 14	Washington County Coordinating Committee (policy)
April 14	East Multnomah County Transportation Committee (policy)
April 16	**Metro Technical Advisory Committee (MTAC)**
April 17	**Joint Policy Advisory Committee on Transportation (JPACT)**
April 23	**Metro Policy Advisory Committee (MPAC)**
<u>January-May</u> *Provide a guiding framework for addressing policy gaps to drive investment to meet regional goals.* *Align with regional & local plans & priorities.* *Ensure assessment criteria reflect regional goals and align with regional needs.*	• <u>Deliverables</u> ○ Best practices summaries and policy framework technical memo ○ Opportunity area and mobility hub criteria and approach technical memos ○ Engagement summaries • <u>Project webpage</u> ○ Survey – pins on inaccessible destinations ○ *Video (in development) – community needs and input study influence* • <u>Community committee meetings/agency and provider outreach</u> ○ What lessons have we learned? What could we learn from best practices? ○ What role should community connectors play in the region? ○ Where are there existing gaps and current challenges or opportunities?

Summer 2025

Activities: Identify and evaluate first/last mile and mobility hub opportunity areas. Refine the local network vision map. Create the mobility hub toolkit. Develop the prioritization approach. Consider 2028 RTP.

Outcome: Review and input on the assessment results and mobility hub toolkit. Discuss priorities approach.

Date	Who
May TBD	**Working Group Office Hours**
Late May TBD	**Opportunity Area Partner Workshops (by County)** • Opportunity assessment outcomes • Mobility hub assessment outcomes
Mid-June TBD	**Working Group #6: Network Vision** • Debrief workshops • Opportunity assessment outcomes • Mobility hub assessment outcomes • Prioritization approach
Mid-June TBD	**Intercity Transit Providers Meetings**
July 9 (tentative)	*East Multnomah County Transportation Committee TAC*
July 10 (tentative)	*Clackamas County Coordinating Committee TAC*
July 10 (tentative)	*Washington County Coordinating Committee TAC*
July 11	**Transportation Policy Alternatives Committee (TPAC)**
July 16	**Metro Technical Advisory Committee (MTAC)**
June-August *Engage partners to shape the network vision. Shared understanding of the opportunity areas for local transit and mobility hub connections.* *Reflect regional and community needs in the mobility hub toolkit.* *Align prioritization approach with desired regional outcomes and local priorities.*	• Deliverables ○ First/last mile and mobility hub assessment outcome technical memos ○ Local transit network vision map ○ Mobility hub toolkit ○ Engagement summaries • Stakeholder Meetings/Interviews and Focus Groups/Community and Business Events ○ How can the vision capture the specific needs of communities in the region? ○ Are there any needs we missed? ○ What is most important to consider when identifying priorities?

Fall/Late 2025

Activities: Identify local network priorities. Consider priorities as part of the regional system and performance. Develop a checklist for making local land use plans more transit-supportive. Identify strategic recommendations for local transit serving parks. Explore and document governance and funding strategies.
Outcome: Review network priorities and consider investment strategies. Discuss recommendations and tools.

Date	Who
Early/Mid-September TBD	**Working Group #7: Tools Part 1 & Priorities** • Priorities • Transit-supportive land use checklist • Introduce approach to parks transit development strategy • Governance preview
October 1 (tentative)	*East Multnomah County Transportation Committee TAC*
October 2 (tentative)	*Clackamas County Coordinating Committee TAC*
October 2 (tentative)	*Washington County Coordinating Committee TAC*
October 3	**Transportation Policy Alternatives Committee (TPAC)**
October 13 (tentative)	*East Multnomah County Transportation Committee (policy)*
October 13 (tentative)	*Washington County Coordinating Committee (policy)*
October 14	**Metro Council (work session)**
October 15 (tentative)	*Clackamas County C-4 subcommittee (policy)*
October 15	**Metro Technical Advisory Committee (MTAC)**
October 16	**Joint Policy Advisory Committee on Transportation (JPACT)**
October 22	**Metro Policy Advisory Committee (MPAC)**
Late October TBD	**Working Group #8: Tools Part 2 & Recommendations** • Recommendations • Review draft governance approach • Introduce subarea strategies • Review parks transit development strategy
October-November *Engage partners to align priorities and reflect community needs as part of a shared regional strategy. Create guidance for investments in the 2028 RTP.* *Reflect user-feedback in tools and strategies. Collaboratively discuss governance approaches.* *Shared understanding in next steps for a regional approach to supporting local transit.*	• Deliverables ○ Prioritization map and technical memo ○ Transit-supportive land use plan checklist ○ Recommendations list/matrix ○ Governance strategy ○ Parks development strategy ○ Report outline ○ Engagement summaries • Project webpage tab ○ Interactive vision storymap with survey • Stakeholder Meetings/Interviews and Focus Groups/Community and Business Events ○ Are these the right investment priorities for the region? ○ Will these priorities help meet our equity, economy and climate goals? ○ What should we consider to set us up to implement the Vision?

Winter/Spring 2026

Activities: Co-create subarea strategies. Develop and refine regional plan and policy update recommendations. Compile technical and engagement information. Prepare study engagement summary. Draft study report. Revise report to incorporate feedback and prepare final report.

Outcome: Feedback on the subarea strategies and draft report. Acceptance of final report by committees**.**

Date	Who
Early January TBD	**Working Group #9: Subarea Strategies & Report Outline** • Subarea strategies review • Discuss plan and policy update recommendations • Report outline • Wrap-up discussion on other topics
Late January/early February TBD	**Working Group #10: Draft Report & Celebration** • Wrap-up study recommendations • Draft report review • 2028 RTP look ahead • Celebrate!
Late February	Transit Provider Workshops (Assessment approach)
March 4 (tentative)	*East Multnomah County Transportation Committee TAC*
March 5 (tentative)	*Clackamas County Coordinating Committee TAC*
March 5 (tentative)	*Washington County Coordinating Committee TAC*
March 6	***Transportation Policy Alternatives Committee (TPAC)***
March 11	***Metro Technical Advisory Committee (MTAC)***
March 16 (tentative)	*East Multnomah County Transportation Committee (policy)*
March 16 (tentative)	*Washington County Coordinating Committee (policy)*
March 17	***Metro Council (work session)***
March 18 (tentative)	*Clackamas County C-4 subcommittee (policy)*
March 19	***Joint Policy Advisory Committee on Transportation (JPACT)***
March 25	***Metro Policy Advisory Committee (MPAC)***
Report Acceptance	
May 1	**TPAC recommendation to JPACT**
May 13	**MTAC recommendation to MPAC**
May 21	**JPACT recommendation to Metro Council**
May 27	**MPAC recommendation to Metro Council**
May 28	**Metro Council considers action on MPAC and JPACT recommendations**
January-May *Co-create subarea strategies guiding local transit development.* *Reflect partner feedback on the report and recommendations.* *Shared understanding of regional strategy for local transit.*	• Deliverables ○ Subarea strategies workbooks ○ Plan and policy recommendations technical memo ○ Report outline ○ Draft and final reports and tools ○ Study compiled engagement summary report • Project webpage ○ *Report and executive summary* ○ *Fact Sheet #6: What is the regional vision for First/Last Mile Transit?* ○ *Fact Sheet #7: CCT Study Takeaways* • Email invitation to review to interested parties

Community Connector Transit Study: DRAFT Policy Review and Best Practices

Prepared for
Oregon Metro

Metro

January 2025

Parametrix

NELSON NYGAARD

Policy Review and Best Practices

Prepared for

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January 2025 | 274-1919-051

Citation

Parametrix. 2025. Policy Review and Best Practices. Prepared for Oregon Metro by Parametrix, Portland, Oregon. January 2025.

Contents

FIGURES

Contents (continued)

TABLES

APPENDICES

Acronyms and Abbreviations

ADA	Americans with Disabilities Act
C-TRAN	Clark County Public Transit Benefit Area Authority
ECO	Employee Commute Options
HCT	high capacity transit
KC Metro	King County Metro
LAWA	Los Angeles World Airports
LAX	Los Angeles International Airport
Metro	Oregon Metro
NEMT	nonemergency medical transportation
ODOT	Oregon Department of Transportation
PBOT	Portland Bureau of Transportation
PSTA	Pinellas Suncoast Transit Authority
TD	transportation disadvantaged
TDM	transportation demand management
TMA	transportation management agency
TMO	transportation management organization
TNC	transportation network company
UTA	Utah Transit Authority
WTA	Westside Transportation Alliance

Executive Summary

This report reviews potential "community connector" transit solutions that may be suitable to meet the needs of people traveling in or between areas that are not effectively served by traditional fixed-route transit. This report describes a review of best practices and findings from peer services, describes existing services within and outside the region, and discusses opportunities and challenges for agencies and organizations providing these community connector services. The services examined are organized by theme based on the market or geography they serve:

- Low-density areas.
- Employment in low-density areas with dispersed workforces or with shift work.
- Regional recreation attractions in rural areas.
- Off-peak times when fixed-route service is not operating.

In this study, the term community connector refers to a generic fixed- or flex-route transit service that provides first- and last-mile connections to the greater Portland regional networks, as well as non-specialized trips (i.e., without special eligibility requirements) within the communities in which it operates.

Key takeaways from this review of regional and national best practices are described below.

- Community connector services can be successful first- and last-mile connections for people looking to travel beyond the fixed-route transit network for a range of different trip types. Success is sometimes defined explicitly—for example, achieving a certain number of trips per revenue hour or a certain cost per trip. However, these are not the only metrics of success, and a focus on the degree to which desired mobility outcomes are reached (quantitatively or qualitatively) for riders is an important measure of success.
- Community connector service can be delivered with different types of fixed-route, flexible, and on-demand services and can be delivered by a range of different organizations, agencies, and government departments.
- Agencies and organizations in the Portland metropolitan area already operate different types of first- and last-mile transit solutions, and these can be implemented through different operating models and partnerships.
- First- and last-mile services may be effective in situations where demand for transit service is lower than would support typical fixed-route transit. There are other conditions as well, such as street connectivity and geometry or land use, that make first- and last-mile services viable (since they typically use smaller vehicles than those used for fixed-route transit). However, there needs to be some level of demand for transit to make financial sense for providers.
- Nontransit programs that support mobility needs, often referred to as transportation options, can complement transit service or be more effective than transit service under certain circumstances.
- Last-mile transit services are sometimes a part of a larger suite of travel demand management tools used by one or multiple partner organizations or agencies. The services and programs that are part of these broader transportation management efforts are often designed to complement one another or serve unique local needs.
- Success for first- and last-mile services in each of these themes described above was not measured against typical fixed-route services. Providers measure the performance against

specific metrics that assess the success of the service compared to similar services, on key indicators, or against mission-based goals such as equitable access.

- Some transit providers operate on-demand services that replace low-performing fixed routes, helping connect an isolated equity population, for example, to the transit network and to low-density areas where fixed-route service would not likely perform well due to the road network and population density.

1. Introduction and Purpose

This report reviews potential transit solutions that may be suitable to meet the needs of people traveling in or between areas that are not effectively served by traditional fixed-route transit. This report describes best practices and findings from peers, including services within and outside the region, and discusses opportunities and challenges for agencies and organizations providing these transit services. The services examined are organized by theme based on the market or geography they serve:

- Low-density areas.
- Employment in low-density areas with dispersed workforces or with shift work.
- Regional recreation attractions in rural areas.
- Off-peak times when fixed-route service is not operating.

In this study, the term "community connector" refers to a generic fixed- or flex-route transit service that provides first- and last-mile connections to the greater regional Portland transit networks, as well as non-specialized trips (i.e., without special eligibility requirements) within the communities in which it operates. The term is not synonymous with the "Community Connectors" branded service operated by Ride Connection in Washington County.

An inventory of transit services operating within the Portland Metro Planning Area provided a starting point to understand existing services and potential travel needs that may not be served through traditional fixed-route transit. The inventory proved challenging for a few key reasons. First, private carriers are harder to keep current with (as compared to public providers that regularly coordinate with Metro regarding federal and state transportation funds), and decisions needed to be made about how exhaustive the list could be. Second, certain types of transportation services are geared toward people who meet eligibility requirements such as working for a specific employer or toward travel to specific facilities, such as a veterans' hospital. Understanding who is currently being served and by which services is an important part of identifying opportunities for expanding the reach of current service. However, **the focus of this study is on community connector services available to the general public without special eligibility requirements**. An online webmap showing previously inventoried services can be found at the following hyperlink:

https://experience.arcgis.com/experience/

For details on the services, see Attachment A, *Community Connector Transit Inventory*.

In the next phase of the project, criteria and thresholds will be developed to identify community connector options that may be appropriate and beneficial in the Portland metropolitan area.

Finally, it is important to note that this report and study are focused narrowly on where and when community connector services may be appropriate, cost-effective, and beneficial in addressing regional mobility gaps. As part of developing this report, the project team reviewed existing regional plans and policies to understand how jurisdictions and agencies have or are planning for community connector services. However, this study is not engaged in planning for the fixed-route light rail and/or bus networks operated by TriMet or SMART; these agencies have separate planning processes such as Forward Together and the Transit Master Plan, respectively, which plan for the future of the regional fixed-route network. This study is complementary to these efforts and focused on opportunities in areas unserved by fixed-route services but potentially supportive of transit solutions.

2. Transit Spectrum

To evaluate whether and what type of community connector service is a viable solution for identified needs, it is important to recognize that there is no one-size-fits-all service solution. Many conditions impact its usefulness for riders and operational efficiency for providers. The 2023 Regional Transportation Plan[1] describes a spectrum of transit services ranging from passenger rail to vanpool and other specialized services that serve different regional travel demands and different travel markets. One aim of this study is to update the existing transit spectrum to more fully reflect the range of non-fixed-route or community connector services that are important to the regional transit network; Figure 1 illustrates the spectrum and adds a new service type between Local Bus and On-Demand/Shuttle: Flex-Route/Shuttle, it also adds Shared Mobility at the far right. The primary focus of this study—community connectors—is highlighted with an orange bar in Figure 1. A final diagram will be developed that reflects the outcomes of this study.

Transportation programs that support the management of travel demand are an important complement to transit services but are outside the scope of this project. Appendix A highlights programs that support community connector transit.

[1] https://www.oregonmetro.gov/regional-transportation-plan

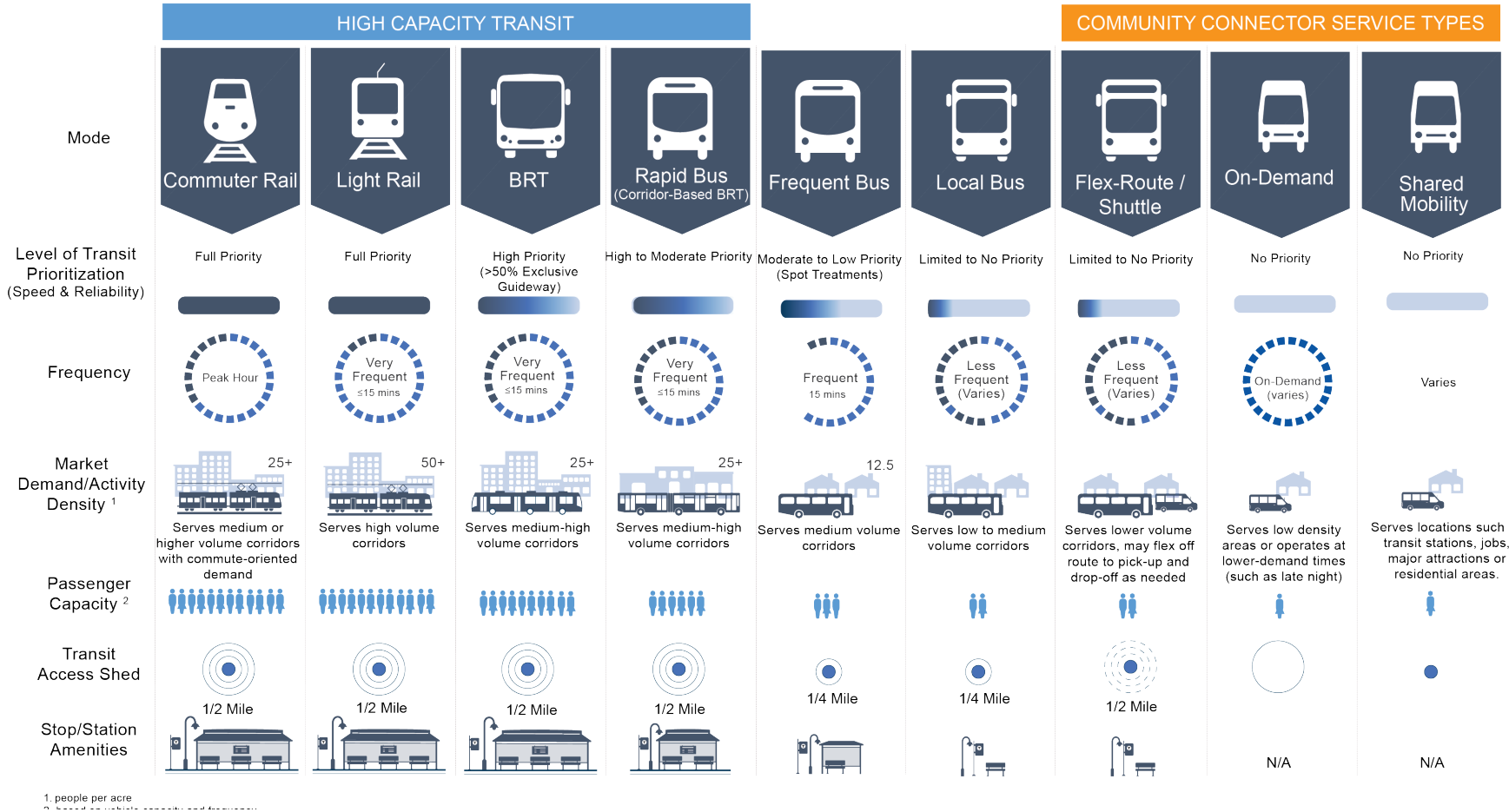
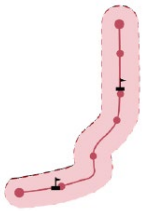


Figure 1. Regional Transit Service Types, Portland Metro 2023, Modified 2025

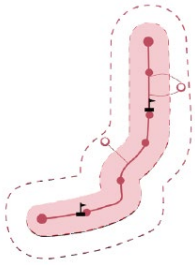
Local Bus: Fixed Route



Transit service that travels along a consistent route and has a published timetable is called a fixed route. Fixed routes serve people traveling to key destinations and have marked bus stops or, depending on agency policy and surrounding land use, may also use flag stops where riders can wave to a driver along the route to be picked up. Fixed-route service offers basic network coverage, often between every 20 and 60 minutes, or limited daily trips.

This type of route is not considered a community connector and therefore is not a focus of this study; however, increases to population density, travel demand, and land use do warrant review of appropriate service. If a route carries more than 10 rides per hour, fixed-route could be considered as a viable option. This type of service also requires a complementary ADA paratransit service to be available to eligible riders, which provides door-to-door service for pickup and drop-off locations within 0.75 miles of the fixed--route network.

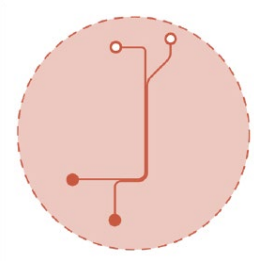
Flex Route/Shuttle[2]



Transit service that travels along a consistent route but that can deviate off the route to provide access to more people is called a flex route. Schedules are published at key bus stops, but people can request in advance that a vehicle deviates for a pickup or drop-off at an agreed-upon location, usually within a specified distance from the main route. A driver will only deviate if a request is made. Deviations must be available to the general public, and the number of deviations on each trip can be limited.

This type of service is considered a community connector and is a focus of this study. Flex routes often use vehicles that can better maneuver on non-arterial streets on which fixed-route services travel. Ridership is generally expected to be lower than 10 riders per hour on average. Operating costs are lower than fixed routes on an hourly basis and are lower annually due to the lower level of service provided compared to a fixed route.

On-Demand

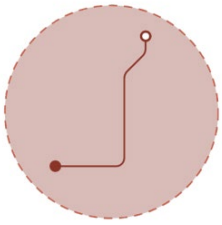


Transit service that operates within a defined zone and where trips are booked in advance by calling, going online, or using a mobile app is known as on-demand service. This type of service is also known as microtransit, demand response, and Dial-A-Ride. There is variation in how it operates, allowing it to be an appropriate solution in areas where fixed- or flex-route services would not be efficient to operate. Pickup and drop-off locations may

[2] FTA classifies these as "Deviated Fixed Route" services.

be at specified locations, from curb to curb, or from door to door.

This type of service is considered a community connector and is a focus of this study. Vehicles used for on-demand service are small enough to maneuver on most roads. Operating costs can be lower than flex-route or fixed-route services if zones are small, rider demand is low, and service hours are limited. Policies that commit to short wait times or services with peak demand times impact the number of drivers and vehicles needed to provide the service.



Shared Mobility is an umbrella term for transportation services that allow users to share a vehicle as a group—such as vanpool—or at different times—such as ride-hailing, car-share, or scooter/bike-share. Shared mobility includes some services that are considered transit and others that are considered transit-supportive services, which are described in Appendix A. *Vanpool* is a form of shared mobility in which a group of passengers shares the use and cost of a vehicle in traveling to and from pre-arranged destinations together, most often to access employment sites but also to access high capacity transit stations. Vanpools are considered transit by the National Transit Database when they are publicly sponsored, open to the public, advertised actively to the public, and ADA accessible. Employer-sponsored vanpools, which are not considered transit due to eligibility requirements, are the focus of Metro's Regional Vanpool Strategy and are excluded from this study. Other forms of shared mobility services may use vans but are not categorized as vanpools because they can be booked to serve a variety of community destinations. *Ride-hailing* is a form of shared mobility that is provided by private companies known as transportation network companies (TNCs). Ride-hailing is not considered transit, but there are opportunities for transit agencies to partner with TNCs to subsidize trips to and from transit stations. These partnerships are described in more detail in Appendix A. *Bike-share, scooter-share,* and *car-share* are all nontransit shared mobility that can be used to support transit ridership and are described in Appendix A.

3. Local Context

3.1 Existing Transit Service

Creating an inventory of transit services operating within the Portland urban growth boundary provided a starting point for understanding travel needs beyond those that can be accomplished through the fixed-route network.

As noted above, the inventory proved challenging due to lack of data on private carriers and the value of accounting for transportation services with highly specialized eligibility requirements. Ultimately, a recommendation for what would remain in and out of the inventory was developed, as shown in Table 1, to acknowledge that an exhaustive list would not further the goals of this project.

Table 1. Transit Services Inventoried

What's In	What's Out
▪ Community connector services generally available to everyone **without** special eligibility requirements; **public** transit options. ▪ Service approaches for improving connections to **high-capacity transit and the fixed-route bus system.** ▪ Service approaches for improving or supplementing connections to **key destinations that are not already addressed by fixed-route transit or other existing services (public or private)**: → Health care facilities → Shopping → Social services → Employment → Education ▪ Approaches for **accessing regional recreation destinations** that are not served by fixed-route transit. ▪ **Supplemental community connector services** such as shuttles that serve shift workers at nontraditional times (e.g., late at night when fixed-route transit is not running). ▪ **Gaps and opportunities relevant to the above, where a public or private service is not filling an existing gap.** ▪ **Limited identification of existing micromobility services in the region as potential models to complement other services or infrastructure (but excluding identification of gaps or opportunities).**	▪ Planning for paratransit service expansion and gaps. ▪ Planning for micromobility services (e.g., scooter-share and bike-share). ▪ Non-emergency medical transportation service planning (offered by coordinated care organizations). ▪ Planning for intercity transit service and gaps. ▪ Planning for fixed routes and high-capacity transit. ▪ Privately funded services (e.g., homeowners associations, hotel shuttles, charter services, and tour services).

One note about shopping services; for many transit agencies, shopper shuttles—which operate between specific higher-density housing areas and specific grocery stores and pharmacies—are usually implemented as a means to reduce paratransit costs for anyone able to use the services (while still making paratransit available to those who need it). Services that are open to the public usually serve a greater variety of destinations and would not be considered shopper shuttles.

3.2 Identifying Transit Gaps

Gaps in the regional transit network were grouped into four key themes:

- Mobility services in low-density areas.
- Access to jobs.
- Access to recreation.
- Time-of-day mobility needs.

These themes arose from a review of regional and local published plans as well as community and stakeholder feedback. Understanding specific travel needs around the region is a critical first step to tailoring effective transit solutions. Jurisdictional plans that document gaps to the existing regional transit network or major destinations or that recommend implementation of community connector-style transit service indicate community and stakeholder outreach and jurisdictional support for transit. Appendix B provides an overview of regional and local plans that identify gaps in transit and summaries of previous outreach efforts.

4. Local and National Case Studies

The project team identified a broad range of regional and national examples of community connector services to consider that address the four themes of transit needs in this region. Table 2 summarizes the agencies and services that are profiled, organized by theme. This section highlights findings from case studies developed for a representative set of services drawn from these examples. The case studies highlight successes and limitations of different providers in operating first- and last-mile services to address mobility needs and challenges similar to those of our region. Appendix C provides additional details on these case studies, including images.

Table 2. List of Providers and Services Considered

Theme	Provider/Agency	Service Name	Service Type
Low-Density	Ride Connection	Community Connectors	Flexible Route
Low-Density	C-TRAN	The Current	On-Demand
Low-Density	CapMetro	Pickup	On-Demand
Low-Density	Multnomah County	ACCESS Shuttle	Fixed-Route
Job Access	City of Inglewood/Los Angeles World Airports	Iride	On-Demand
Job Access	California Vanpool Authority	CalVans Vanpool	Shared Mobility
Job Access	Pace	Feeder Vanpool	Shared Mobility
Recreation Access	King County Metro	Community Van	On-Demand
Recreation Access	King County Metro	Trailhead Direct	Fixed-Route
Time-of-Day Access	Utah Transit Authority	UTA On Demand	On-Demand
Time-of-Day Access	City of Belleville, Ontario, Canada	OWL Service	On-Demand

4.1 Theme 1: Mobility Services in Low-Density Areas

Suburban and rural areas may not have the density of population and jobs or land use patterns to support traditional fixed-route service. Particularly along the urban growth boundary in the Portland metropolitan area, the land use context can change quickly from urban or suburban to rural, producing a challenging environment for fixed-route transit service.

Improving transit options in low-density areas supports Metro's goals of safe and reliable transportation, vibrant communities, economic prosperity, and equity. In recent decades, low-income households have been increasingly priced out of central locations in the metropolitan region due to rising property values and home prices. Additionally, many industries with freight or space needs and with significant numbers of minimum-wage workers—such as package fulfillment centers, manufacturing centers, and call centers—are located in low-density areas. Higher transportation costs to reach dispersed destinations further strain already limited resources for low-income households, and when households with no or limited access to vehicles relocate outside of the fixed-route transit network, jobs can become increasingly difficult to reach, as can community centers, grocery stores, medical centers, and other key destinations.

Case studies of how public agencies and providers have tackled mobility gaps in low-density areas in the region are described below.

4.1.1 Community Connectors, Washington County, Oregon

Provider: Ride Connection, a private nonprofit.

Where it Operates: Various locations within Washington County, Oregon.

Eligibility: Free and open to the public.

Service Purpose: Serves grocery stores, employment hubs, healthcare, community hubs, social services, regional transit network.

Service Delivery Model: Flexible fixed-route shuttles.

Cost to Operate: $80.32 per revenue hour for shuttles. Average cost per ride of $24.85. Cost includes vehicle replacement.

Ride Connection is a private nonprofit based in Portland, Oregon, that provides essential transit services to communities across rural Washington County, Forest Grove, Tualatin, King City, and Hillsboro. The nonprofit service emerged in 1988 from recommendations made by TriMet's Committee on Accessible Transportation to fill service gaps for older adults and people with disabilities who did not meet paratransit eligibility requirements, and it initially relied on volunteer drivers and grant funding to serve diverse populations. In 2009, Ride Connection launched its free community shuttles, now known as Community Connectors, to fill fixed-route network gaps for the general public.

Ride Connection Community Connector shuttles operate as a flexible fixed-route service, allowing passengers to schedule an off-route pickup or drop-off within a half mile of the route. Ride Connection operates eight Community Connector shuttle routes and subsidizes fare-free service between Banks, North Plains, and Portland on the Tillamook Transportation District Route 5 intercity bus to Portland. Ride Connection delivers community shuttle services effectively with a mix of paid drivers, volunteer drivers, and community partnerships to ensure cost-effective and accessible service. The productivity of Ride Connection's community connector shuttles, measured by rides per driver hour, varies by line, with more established shuttles, namely Hillsboro Link and GroveLink, providing four to six rides per driver hour (Figure 1 of Appendix C). Shortly before the onset of the COVID-19 pandemic, Hillsboro Link and GroveLink were providing close to ten rides per driver hour. Productivity and ridership (Figure 2 of Appendix C) dropped sharply during COVID-19, and progress toward pre-COVID ridership numbers has varied for each line. Among three several shuttles that only began operation in Fall 2024, productivity ranges from below one ride per driver hour to over five rides per driver hour.

Ride Connection also offers the Door-to-Door Program, which provides rides for any purpose—including medical appointments, shopping, and social visits—using a mix of paid and volunteer drivers for older adults, people with disabilities, and people living in rural areas in Washington County. In Multnomah County, it operates an on-demand service called Dial-A-Ride that is free for residents that live in or travel to rural areas in the county that are outside of the TriMet service area.

Ride Connection is in the planning phase with Washington County to pilot a new on-demand microtransit service in the next year in a very low-density area of Washington County where pockets of need have been identified. This service will target new and growing areas that TriMet does not yet serve. They have been coordinating with C-TRAN in Vancouver, Washington, to learn from C-TRAN's experiences with on-demand microtransit service.

A key lesson is that collaborative outreach can help boost awareness of service: Ride Connection has successfully partnered and coordinated with counties, school districts, and community-based organizations to reach potential riders.

Challenges and Opportunities

Ride Connection faces challenges meeting the costs of new vehicles with limited funding. The Community Connector program has constraints on how many riders it can serve, and 15% to 20% of service requests for its door-to-door rides for seniors and adults with disabilities (separate from its Community Connector program) are turned down annually due to high demand. Ride Connection has limited service operating on weekends, and it is currently unable to offer late-night service.

Possible opportunities to support these services are additional funding and exploring recreational transit options that can support multi-agency funding. Ride Connection is actively exploring opportunities for growth, including the recently implemented Community Connector in Bethany and a microtransit pilot program aimed at underserved areas such as south Beaverton's Cooper Mountain. By prioritizing equity and community-driven decision-making, Ride Connection offers a model for future transit providers seeking to address unique challenges in smaller, rural, and growing communities.

Ride Connection is in a unique position in the region because it also supports other nonprofits and jurisdictions though programs instead of directly operating service. This includes providing travel training, vehicles, offering technical support, and funding.

4.1.2 The Current, Vancouver, Washington

Provider: Clark County Public Transit Benefit Area Authority.

Where it Operates: Five zones of various sizes within Clark County, Washington.

Eligibility: Open to the public.

Service Purpose: Trips for all purposes for people in areas outside of the fixed-route network. All zones connect to the C-TRAN fixed-route network.

Service Delivery Model: On-demand.

Cost to Operate:

The Current is an on-demand microtransit service offered by the Clark County Public Transit Benefit Area Authority (C-TRAN). It operates vehicles in five zones in Clark County where fixed-route transit may not be cost-effective or meet the needs of local communities. The Current provides point-to-point rides within each service area and connections to major transit networks outside of each service area for $1.25 per ride. Funding for The Current comes from sales tax revenue and general fund allocations. C-TRAN does not use federal funds to operate the service.

C-TRAN evaluates the program based on quantitative metrics such as productivity, ridership, wait time, and percentage of shared trips and on qualitative measures such as customer experience, access and mobility, new riders, trip purpose, and connections to fixed-route services. C-TRAN compares the zones against each other when evaluating service rather than comparing on-demand numbers to fixed-route numbers. The agency is most interested in evaluating destinations, types of trips, and concentrations of trips.

C-TRAN uses the software platform Spare for planning, operations, dispatch, and reservations for a cost of approximately $30,000 annually. The routing of vehicles and reallocation of trips to vehicles is calculated automatically within the application. C-TRAN believes this saves money by operating the service in-house using existing demand-response drivers who are all union-represented C-TRAN employees instead of contracting out the work. The agency can also use vehicles it currently owns, which are all repurposed paratransit vehicles.

Challenges and Opportunities

C-TRAN has not been able to expand to meet demand for The Current service due to the cost of operating the service in its existing zones and the limited number of vehicles available. The agency has encountered some challenges in operating capacity; paratransit and The Current trips are not comingled on the same vehicles, but operators and vehicles may need to preferentially serve paratransit trips when demand is high because paratransit trips cannot be denied under the Americans with Disabilities Act.

C-TRAN has also experienced some difficulties evaluating how equitable the service is. It is challenging to evaluate who is benefiting most from the service and whether that meets equity goals for service. Because the service does not receive federal funds and is therefore not governed by Title VI, the parameters for providing equitable service are not as clear as they are for fixed-route service.

4.1.3 CapMetro Pickup, Austin, Texas

Provider: Capital Metropolitan Transportation Authority.

Where it Operates: Austin, Texas.

Eligibility: Open to the public.

Service Purpose: Provides transit in low-density and equity-focus areas.

Service Delivery Model: On-demand.

Cost to Operate: $29.41 per ride.

CapMetro Pickup is an on-demand, door-to-door microtransit service operating in 12 zones in the Austin, Texas, metropolitan region. Pickup was piloted in 2017 in a redevelopment area that was challenging to serve with fixed-route service. It quickly expanded to other zones that were developed for three main reasons: (1) to replace poorly performing fixed-route service, (2) to fill a gap in the service network, or (3) to provide transportation options in areas that have low-density land use.

CapMetro uses Via software to run its on-demand service, but it handles operations, staffing, and vehicles in-house. Dispatcher operations are shared with MetroAccess, CapMetro's paratransit service; this yields operational efficiencies for both programs. All operators are cross-trained for MetroAccess and for Pickup, and all vehicles are accessible 12-passenger vans. This allows CapMetro to dispatch Pickup vehicles for paratransit-eligible riders who want to book trips on demand rather than scheduling in advance as required for MetroAccess.

CapMetro uses a scoring matrix to identify potential zones for service. The matrix is based on three categories: community characteristics, service quality, and sustainability. For the community characteristics category, points are awarded based on zero-car households, median household income, households in poverty, minority population, population age 65 and older, and presence of essential services (i.e., medical services, grocery stores, schools, shopping centers, and affordable housing). The three metrics used to evaluate service quality are passenger wait time, square

mileage, and ridership. Productivity of a zone is measured by cost-effectiveness and the percentage of rides that are shared, that serve MetroAccess (paratransit) customers, and that serve mobility impaired passengers.

There is a well-defined structure for working with jurisdictional partners. CapMetro has a cost-sharing system in place that divides responsibility for funding based on the percentage of the zone that is in each jurisdiction's boundaries. For example, if 70% of a zone is in CapMetro's service area and 30% of the zone is outside of the service area in the county, CapMetro will cover 70% of costs and the county will cover 30% of costs. For areas that fall outside of CapMetro's service area, CapMetro will plan and operate a Pickup zone if the jurisdiction covers 100% of costs.

Challenges and Opportunities

There is high demand for the CapMetro Pickup service and consistent demand for expanded zones and more vehicles within existing zones. On-demand service is expensive to operate, with an operating cost of $29.41 per ride, and it is inexpensive to ride, with a standard fare of $1.25 per ride and a discounted fare of $0.60 for low-income riders, seniors, riders with disabilities, and active military. Therefore, CapMetro has constraints in terms of staff time and funding for expanded Pickup service. CapMetro is currently facing staffing and funding challenges and has operator shortages for both Pickup and for fixed-route services.

There is very high demand for service during peak hours, which increases wait times for riders. CapMetro is not able to staff in a way that meets demand during peak hours but does not leave many underused drivers outside of peak hours. Split shifts for drivers have not been feasible because they are harder to hire for. People under 18 ride free on Pickup, and while transportation to and from schools drives ridership, it also creates peaks in demand around school bell times. In some cases, the number of vehicles used to meet students makes it difficult for people to get to work or make crucial rail connections into Austin.

The Multnomah County ACCESS Shuttle

The ACCESS Shuttle is operated by a private company through a contract with Multnomah County. It connects an affordable housing development; community and employment destinations such the Portland International Airport, USPS, the IKEA warehouse; and Albertsons in a lower-density area of Northeast Portland. It also offers a connection to the Parkrose Transit Center.

The service is performing well with more than 10 rides per service hour.

Why this matters to Metro: There is no formal process in place between TriMet and local jurisdictional partners or other transit providers on what criteria should help determine whether a route should become part of a regional transit agency's fixed route system. Working with the local partners involved with this specific shuttle could provide insight into creating effective future policy that centers riders and transit providers.

4.1.4 Mobility in Low-Density Areas Key Takeaways

- Community shuttles such as those operated by Ride Connection and Multnomah County work well to complement the fixed-route system by providing additional flexibility to increase transit access. They can help build a transit market and ultimately transition into a fixed route when appropriate thresholds are met, as was the case when Multnomah County–operated shuttles to the Troutdale Reynolds Industrial Park and Swan Island transitioned to TriMet-operated fixed-route bus service.
- On-demand microtransit works well in areas with lower-density land uses because trips are only made when requested rather than running on a fixed schedule.

- A common challenge for on-demand transit services is that they are expensive to operate, and it can be difficult for these services to keep pace with demand with limited funding and staff time. Most on-demand systems operate within specific service areas and tend to perform well when they serve a limited area.
- Some services such as The Current and Utah Transit Authority On-Demand (see Section 4.4) connect to transit facilities outside of these service areas.
- On-demand microtransit can also help meet the needs of people with mobility challenges that may find it harder to access fixed-route transit.

4.2 Theme 2: Access to Jobs

Before the COVID-19 pandemic, most cities focused on transit service that carried commuters to a downtown core, with service frequencies and hours that supported daytime work schedules. The pandemic highlighted the importance of non-downtown travel patterns; since the pandemic, travel demand has become less oriented toward traditional peak travel hours, and service demand during weekends and midday hours has increased as a percentage of trips taken. Portland is no exception; TriMet has been adding frequency to routes with the highest ridership and adding weekend service.

When major employers are located in rural areas or at the regional edges—particularly if they are farther from major roadways—or employees have night shifts or swing shifts, it is harder for transit agencies to provide services to help them get to work. Providing people who do not own a car (or have limited access to a vehicle) with the ability to access jobs is essential for maintaining steady employment.

4.2.1 Iride Inglewood, Inglewood and Lennox, California

Provider: City of Inglewood, partnership with (funded by) Los Angeles World Airports/City of Los Angeles.

Where it Operates: Inglewood and Lennox, California.

Eligibility: Employees of Los Angeles International Airport (LAX) who live in Inglewood or Lennox.

Service Purpose: Provides employee access to a major employer not currently served by transit.

Service Delivery Model: On-demand.

Cost to Operate: $21.63 per ride.

Iride Inglewood is a free on-demand microtransit service that is available for employees of LAX who live in Inglewood or Lennox, across I-405 from the airport. LA Metro's light rail system does not serve LAX directly, with a 2.25-mile gap between the LA Metro Aviation/Century Station and the airport. The Automated People Mover, anticipated to be complete in 2026, will fill this gap in transit service, connecting to the new LAX/Metro Transit Center Station. Construction through 2026 contributes to longer commutes for many LAX employees who drive to work, and Iride provides an alternative for people commuting from Inglewood and Lennox.

Iride service is only available to LAX employees who have signed up for service, and it provides point-to-point trips between LAX and employees' homes at no cost. Riders are required to show the driver their LAX employee badge when they board Iride vans. Iride operates 7 days a week from

4 a.m. to 8 a.m. and from 12:45 p.m. to 4:45 p.m. Iride bookings can be made on the same day between specific pickup and drop-off locations in the service area.

The service is funded by Los Angeles World Airports (LAWA), a department of the City of Los Angeles that operates three airports in the greater Los Angeles area. The program costs $1.2 to $1.3 million per year, and LAWA's funding comes from airline fees and landing fees at LAX. By providing this service free of charge, LAWA and the City of Inglewood have decreased cost-based barriers to stable jobs at LAX.

Employee information is central to LAWA's success in rolling out the Iride program. Because employee information is recorded as part of the badge data and employers report shift times at LAX, LAWA was able to target the service hours and service area for Iride based on airport data. Today Iride provides 700 trips a week, beyond LAWA's initial goals for the service of 600 trips a week. Iride's average cost per ride is $21.63, and the service has an on-time performance of 91.5%. Current riders report being very satisfied with the service.

Challenges and Opportunities

One of the main benefits of the service to riders compared to other on-demand services is that it does not rely on advanced scheduling to book trips. Trips to and from work at LAX can be booked on the same day, which gives employees the flexibility they need for schedule changes. Getting carpooling and vanpooling to work can be challenging for airport workers because shift schedules can change on short notice as flight timetables change.

LAWA has encountered challenges in launching and operating the Iride service. Because of the Iride service hours, drivers must be willing to work split shifts, with two 4-hour working times separated by an extended gap from 8 a.m. to 12:45 p.m. LAWA has had some difficulty hiring drivers that are willing to work a split shift schedule.

LAWA has also run up against constraints in operating the Iride service. The service operates with a fleet of four vans, which limits the number of trips Iride can serve in a day and can lead to longer wait times. Current service hours align with the highest peaks in employee demand throughout the day, which are primarily based on shift hours. Many airport employees (including Transportation Security Administration workers) have shift hours that would require them to commute at times outside of Iride's service hours. The primary limitation on Iride's service hours is the funding available for the service.

Programs to Improve Access to Jobs

Appendix A highlights several types of programs that can improve access to jobs.

Transportation management associations coordinate transportation options for employers and commuters within a specific geographic area. Two examples profiled in Appendix A are operated by LAWA, serving LAX, and the Westside Transportation Alliance, which serves Washington County.

Voucher and pass programs include financial incentives or discounts to help make transportation more affordable. Case studies in Appendix C include the City of Portland's Transportation Wallet program and the Pinellas Suncoast Transit Authority Transportation Disadvantaged Late Shift program.

Reaching LAX employees has also been a challenge since LAX workers are employed at over 167 different companies. To overcome barriers to outreach, the Iride team advertises the service on Altitude, the app for LAX employees that gives employees tools for problem reporting, food and retail discounts, and commute planning. Iride staff also talk to people in person, tabling at major employers and walking through the airport terminals. Iride advertises the service locally in Lennox

and Inglewood using geofenced Facebook and Instagram ads (i.e., ads targeted to people in specific geographies), which also helps reach potential future employees in the area who might think that jobs at LAX would be difficult to access without a car.

4.2.2 CalVans, California

Provider: California Vanpool Authority (CalVans).

Where it Operates: 12 counties in California.

Eligibility: Agricultural vans are only available to agricultural workers. General purpose vanpools are open to all.

Service Purpose: Provides employment access, especially to agricultural workers whose job sites and schedules change throughout the year.

Service Delivery Model: Vans are provided by the agency and are driven by an employee who organizes other employees to ride together.

Cost to Operate: $41.16 per revenue hour, $3.71 per ride.

CalVans is a public agency operating in 12 counties in California that provides 8–15-seater vans for approved drivers to drive themselves and other employees to work. Vanpools are made up of coworkers who travel together in a van that is borrowed or leased for commuting purposes. Vanpools generally have one assigned driver who is responsible for collecting payment from riders. Drivers take responsibility for driving their coworkers in exchange for free or discounted use of the van, thereby eliminating the cost of paying drivers. The majority of CalVans vanpools (635 out of 736) serves agricultural workers. Other users of CalVans vanpools include state employees that must commute long distances or, increasingly, any employers that are required to decrease single-occupancy vehicle commutes by their employees in accordance with the employer-based trip reduction rule in the San Joaquin Valley Air Pollution Control District.

Strengths: Vanpooling is particularly well-suited for agricultural workers. Agricultural workers work in rural areas that have population densities too low to support traditional transit. Moreover, seasonal changes in planting and harvesting mean that work site locations and working hours vary throughout the year. These factors make both fixed-route service and zonal on-demand service unfeasible for most agricultural workers. Additionally, many agricultural workers are migrants, which generates a set of important equity considerations. Some migrant workers have limited English proficiency, and some have limited access to banking options and driver's licenses. App-based transportation services that require banking and transportation services that are

Pace Feeder Vanpool

Pace, the suburban transit agency in the Chicago area, helps fill first- and last-mile gaps in Chicago's fixed-route transit service by providing feeder vanpools that can be either used before a transit trip or after. Vanpools used for first-mile connections can support commutes to many employment destinations. Vanpools that are used for last-mile connections can be used to support reverse commutes from the city to the suburbs.

Why this matters to Metro

Last-mile vanpools can facilitate access to employment sites in low-density areas. Supporting reverse commutes is an important equity consideration as employment opportunities shift outside of urban areas. As last-mile vanpools must be parked overnight and over weekends at transit stations, implementation may require evaluation of parking policies at transit stations.

advertised only in English may therefore be undesirable or unusable by some agricultural workers. The use of vanpools can also avoid some of the barriers associated with the equitable transportation of migrant workers. Vanpools are organized amongst coworkers, decreasing the potential of language barriers. Drivers can collect funds from riders in a variety of ways, so participants are not required to use technology in any way to access the service.

CalVans received an initial start-up grant to purchase vans, but since the initial capital investment, the price that workers pay to become part of the vanpool has funded the program, including maintaining, ensuring, and replacing vans. In 2023, the program had a farebox recovery rate of 96.8%, and the program had no capital expenses. CalVans vanpools traveled 105,110,659 passenger miles across 3,569,288 unlinked passenger trips, for an average trip length of 29.4 miles. CalVans is currently collaborating with Affordable Housing and Sustainable Communities projects to provide electric vans to multifamily affordable housing projects.

Challenges: There have been some challenges in setting up the service. Firstly, there are legal challenges related to operating transportation specifically for agricultural workers. Because the lack of transportation options available to agricultural workers has historically given rise to dangerous travel conditions, such as overcrowded vans and trucks without seatbelts, transportation of agricultural workers is now regulated by the U.S. Department of Labor under the Migrant and Seasonal Worker Protection Act. Implementing a similar service would entail reviewing federal and state regulations on the subject. Secondly, the cost of providing or participating in a vanpool varies based on several factors, including the number of miles traveled, the size of the van, and the number of riders in the van. The large number of variables involved in calculating costs makes it challenging to estimate cost per ride or cost to rider before the program is established.

4.2.3 Access to Jobs Key Takeaways

- On-demand employer services can help expand access to employment centers in areas where there are gaps in transit service and help employees get to work with changing time constraints based on work shifts. This type of service can be effective for large employers or where employers are clustered together in one place or when tailored specifically to employee travel demand and service needs.
- Vanpools are cost-effective and well-suited for jobs that have variable work sites and work hours, such as agricultural work.
- Programmatic solutions such as transportation management associations and voucher/pass programs complement agency-provided services by providing vehicles, coordination, information, and financial incentives.

4.3 Theme 3: Access to Recreation

Natural areas with regional draw are often remote and accessible only by personal vehicle. Transit service that can connect people to parks and other outdoor attractions in areas not already served by traditional fixed-route transit can help Metro achieve safe and reliable transportation, vibrant communities, and equity goals. For major recreational areas that employ many people, transit services can also offer an opportunity for economic prosperity.

From the equity perspective, underserved communities in particular are more likely to face barriers to accessing green spaces in the region due to lower access to personal vehicles. Metro's Connect with Nature project seeks to identify barriers to park access and plan parks that are more welcoming to communities of color. Through a series of community engagements, access to outdoor spaces by public transportation was consistently identified as a top priority.

4.3.1 Trailhead Direct, King County, Washington

Provider: King County Metro, in partnership with King County Parks, Seattle Department of Transportation, and sponsored by Amazon. Other private companies also contribute funding for the Trailhead Direct service, but these funds can only be used for advertising and awareness (not operations).

Where it Operates: King County, Washington.

Eligibility: Open to the public.

Service Purpose: Improve (equity) access to major regional outdoor attractions, reduce congestion.

Service Delivery Model: Fixed-route service.

Cost to Operate: $179 per revenue hour.

Trailhead Direct is a seasonal King County Metro (KC Metro) transit service connecting Seattle and Bellevue to trailheads on two routes. Both routes run on weekends and designated holidays from late May to mid-September. The service uses smaller transit vehicles with a capacity of 14 to 32 people and two bikes that the agency uses for weekday service. Trailhead Direct fares and payment are the same as for other KC Metro bus services, with a cost of $2.75 per ride for adults. Riders can use the KC Metro online trip planner or mobile apps to plan trips and learn about stops, routes, and planned schedules.

The Seattle Department of Transportation funds 50% of Trailhead Direct operating costs through the Seattle Transit Measure, which uses sales tax revenue to fund improved KC Metro service in Seattle's Transportation Benefit District. Private funding from the REI Co-op, Clif Bar, and the Wilderness Society has helped KC Metro market the service and attract new riders. The Trailhead Direct blog reports that passengers used the service for 11,400 hikes in 2023 and for more than 78,500 hikes since the service was launched in 2017.[3] KC Metro's partnerships with public agencies and private companies have been instrumental to success of the Trailhead Direct program.

Trailhead Direct was developed with several equity principles in mind but initially was focused on reducing congestion at trailheads. Since it began the service, KC Metro has placed more emphasis on connecting people to nature. Trailhead Direct stops in Seattle were selected based on the average equity and social justice score of nearby census tracts or by the ability to facilitate transfers from Sound Transit Link light rail stations. Onboard surveys show that approximately 70% of riders do not have access to a personal vehicle.

KC Metro partnered with the Environmental Coalition of South Seattle and the Wilderness Society to expand usage of the Trailhead Direct program amongst the Bhutanese, Chinese, Congolese, Japanese, Kenyan, Korean, Latinx, Vietnamese, and Ghanaian communities. Providing marketing materials in a variety of languages has been crucial for reaching these communities. Onboard surveys revealed that the riders surveyed were more likely to be lower income or people of color than are county residents as a whole.

Challenges and Opportunities

KC Metro has faced challenges in providing the service due to operator shortages with its contracted operator, Hopelink. KC Metro would like to maintain consistent service from year to year, but that

[3] https://trailheaddirect.org/2024/05/14/trailhead-direct-2024-update/

has not been possible. Another challenge for the agency is operating transit vehicles at busy times, particularly near trailhead parking areas where many drivers park illegally and can obstruct bus access. Finding layover space with appropriate facilities is also challenging at trailheads.

Service disruptions and cancellations on Trailhead Direct can be difficult for KC Metro to remedy. Because there are no transit alternatives for Trailhead Direct service and the bus lines operate at approximately 60-minute frequencies, the potential for a missed or cancelled trip on the Trailhead Direct service can be more disruptive and create anxiety for riders.

KC Metro's shift in focus to equitable access to nature and the outdoors, rather than on parking or congestion mitigation at trailheads, has helped the service more successfully meet the needs of local communities. KC Metro sees opportunities for more engagement with tribes in the region to help encourage responsible and respectful recreation. Proactive outreach with the outdoor community, including search and rescue groups, to educate people with limited outdoor experience about safety and outdoor destinations is also something KC Metro noted the agency could have started earlier in launching the service.

4.3.2 Community Van, King County, Washington

Provider: King County Metro.

Where it Operates: King County, Washington.

Eligibility: Open to the public.

Service Purpose: Improve (equity) access to major regional outdoor attractions, reduce congestion.

Service Delivery Model: On-demand.

KC Metro's Community Van is an on-demand rideshare program that allows groups to reserve vans for outings or trip-matches two or more riders traveling to similar destinations with a volunteer driver. The service is available for all kinds of trips but has been specifically marketed for access to recreation. This service is an option for travel at times of day when fixed-route service levels tend to be lower, including late nights and early mornings. Community Van trips can be booked for any time of day if an approved volunteer driver is available.

Community Van rides have the same fare structure as the KC Metro bus system. KC Metro covers the cost of gas, insurance, tolls, and the Washington State Discover Pass to access parking at state-managed parks, natural areas, and public lands.

Rides are scheduled in advance by contacting a KC Metro community transportation coordinator (there are currently 10). Wheelchair-capable vehicles are available upon request, and vans can hold up to 6 or 12 riders depending on the vehicle. The service is geared toward group rides as opposed to individuals who happen to be heading to similar locations at the same time. Trips must be booked at least 2 business days in advance if a driver is needed; a group making a reservation might include a volunteer driver and therefore will not need to reserve a driver. Volunteer drivers can complete the application and training online; it can take up to 2 weeks to complete the process.

Community Van is intended to provide service to destinations within a 2-hour drive from the van's location. It is also promoted as part of the Transit to Nature Program in partnership with King County Parks. This program provides limited funding for organizations in King County that serve the agency's equity priority populations and residents of unincorporated King County for nature outings.

Tompkins Consolidated Area Transit to Trails

TCAT to Trails is an information portal for existing transit service to natural areas in the Ithaca, New York, area. The brochure and website display maps of nearby natural areas and the bus lines that can be used to access those areas. The maps include information about the length and difficulty of trails available at each natural area. Highlighting existing service is an easy, low-cost way to connect more people to the outdoors using public transportation.

Why this matters to Metro

Increasing transit ridership access does not always require providing new service. Maintaining a list of parks that are accessible using transit—and providing instructions on how to do so—is a low-cost method for getting people into nature without a car. This information can be maintained on the Metro website and shared via social media and outreach to community partners.

Opportunities and Challenges

The Community Van is a unique ridesharing model. The program serves group trips with vehicles that KC Metro owns and maintains but with volunteer drivers that are members of the community. This reduces the cost and constraints of operating an on-demand service with professional operators. The Community Van program carries riders on trips for a variety of purposes and is primarily limited by the pool of available Community Van drivers. This operating model allows the Community Van service to reach the broader communities in areas that have lower-density land uses or that may be difficult to access by fixed-route transit services.

4.3.3 Access to Recreation Key Takeaways

- Transit services that provide access to specific recreation sites on set schedules help connect people who do not own a car or do not drive to recreation destinations that are beyond the reach of the transit network. These services work well when connected to high-density population centers with good transit access (enabling transfers from the regional transit network). Selecting stops in areas with equity priority populations directly serves people that may not otherwise have access to outdoor destinations. Operating these services on weekends or seasonally makes use of vehicles that transit agencies already own and maintain.
- Although operating costs for recreational services may be high on a per-passenger basis, they serve other goals and objectives.
- Providing vehicles that are operated by volunteer drivers or organizations, such as through KC Metro Community Van, can address specific community needs and serve a low volume of riders for trips to a broad range of recreation sites (or other common destinations). Volunteer drivers help reduce the operating cost of the program and addresses challenges with driver availability, but this also limits the availability of vans and trip times for potential riders in eligible communities.

4.4 Theme 4: Time-of-Day Mobility Needs

The transit spectrum (see Figure 1) illustrates how different modes can work in different operating circumstances to best meet local transit needs. There is demand for work and non-work trips outside of the peak hours. Late night and early morning are particularly challenging times for agencies to serve with traditional fixed-route transit because of lower and dispersed demand.

People who work night shifts or swing shifts have limited transit options, even if they live and work in urban areas. In areas with lower-density land uses, jobs can be difficult to access for people without cars. People with lower incomes or people of color are more likely to work swing and night shifts,[4] and addressing this imbalance can help Oregon Metro achieve its goals of equity, safe and reliable transportation, and economic prosperity. Workers in rural areas are also more likely to work nontraditional shifts.[5]

Transit service designed around typical workday hours can also limit opportunities to serve non-work trips. Most people have some travel needs that fall outside of typical working hours or need to travel on weekends when transit tends to operate at much lower service levels.

4.4.1 UTA On Demand, Salt Lake City, Utah

Provider: Utah Transit Authority.

Where it Operates: Four zones in and around Salt Lake City, Utah.

Eligibility: Open to the public.

[4] Ferguson, J. M., Bradshaw, P. T., Eisen, E. A., Rehkopf, D., Cullen, M. R., & Costello, S. (2023). Distribution of working hour characteristics by race, age, gender, and shift schedule among U.S. manufacturing workers. *Chronobiology international*, *40*(3), 310–323. https://doi.org/10.1080/07420528.2023.2168200

[5] Saenz, R. (2009). Rural Workers More Likely to Work Nontraditional Shifts. *Carsey Institute (Issue Brief No. 5)*. https://scholars.unh.edu/cgi/viewcontent.cgi?article=1073&context=carsey

Service Purpose: Provide access to low-density areas and/or at lower-demand times.

Service Delivery Model: On-demand.

Cost to Operate: $20 per ride.

Utah Transit Authority (UTA) On Demand is an on-demand microtransit service in the Salt Lake City area that connects low-density communities to transportation services and destinations. UTA On Demand covers 184 square miles around the Salt Lake City metropolitan area. Rides are completed in minivans; riders using mobility devices can request an accessible van through their profile in the UTA On Demand app. UTA On Demand serves 2,000 point-to-point trips per day at a cost of approximately $20 per ride, or $7.48 per revenue mile of operation. Users pay a $2.50 fare, and UTA On Demand serves on average 2.7 trips per hour throughout the day.

On Demand service is one variety of UTA's Innovative Mobility Solution, which are intended to serve geographic areas and/or times of the day that do not have enough transit demand for fixed-route service. In addition to on-demand services, these zones can include bike-share, autonomous shuttles on a fixed guideway, and partnerships with TNCs (such as Lyft or Uber). The service connects riders to destinations within the zones and to fixed-route bus or rail transit options.

UTA has four UTA On Demand zones, two of which have late-night service, with a service span from 4 a.m. to 12:15 a.m. on weekdays and 6 a.m. to 1:15 a.m. on Saturdays, which extends beyond the hours of UTA fixed-route service.

UTA evaluates the effectiveness of the program based on several key performance measures including ridership growth, on-time performance, service quality, passengers served per hour, and cost per ride. UTA also tracks other indicators in its On Demand zones including share of trips made by Uber or Lyft, the percentage of shared rides, and the community characteristics of locations served including priority equity populations.

Belleville On-Demand Nighttime Service

In 2020, Belleville, Ontario, Canada, replaced its existing nighttime bus service with on-demand service. Riders use an app to request rides on the bus from and to any bus stop within the nighttime system. Belleville uses Pantonium, an artificially intelligent routing software, to take requested rides and create the most efficient route for the bus. In the first month of the program, nighttime on-demand ridership grew by 300% compared to the previous nighttime bus service, and analysis of the service found that users had lower incomes and were more likely to not own a car than the Belleville residents as a whole.

Why this matters to Metro

The success of this program demonstrates how technological advances (in this case, artificial-intelligence routing software) can use algorithms to efficiently assign vehicles, which can reduce wait times and serve more people.

Opportunities and Challenges

Prior to launching the On Demand service, UTA interviewed peer agencies that have active on-demand microtransit programs and compiled the following key findings regarding the factors that lead to successful services.

- Smaller service areas are important for reliability and adaptability of the service and allow the agency to more easily scale service as needed.

- Partnerships with TNCs such as Uber and Lyft along with private taxis and shuttles lower operating costs for the agency and increase customer satisfaction.
- Establishing clear procedures is important for creating or modifying service hours.
- Linking on-demand microtransit to fixed-route service is effective in increasing the transit mode share.

UTA's proposed 2025 budget proposes $16.8 million for microtransit. The agency's long-range Transit Plan[6] identifies additional Innovative Mobility Zones that it hopes to put in place by 2050.

4.4.2 Time-of-Day Mobility Needs Key Takeaways

- On-demand microtransit can fill gaps in transit service at specific lower-demand times (such as late at night) when it is less cost-effective to operate fixed-route service. This can help provide customers with more travel options and shorter travel times during off-peak hours.
- Many on-demand services have the same cost per passenger as on prior fixed routes operating in lower-density area; the UTA On Demand service has more cost-effectively served lower-density zones where it replaced fixed-route service. These services generally come with moderate to high operations costs per trip but can be an attractive alternative to people who would otherwise rely on rideshare.

4.5 Case Study Takeaways

The on-demand and flex-route service examples highlighted in these case studies illustrate how these types of services could expand the range of transit options available in this region to better meet travel needs. These services can connect people and destinations to existing regional transit service and extend the reach of the transit network to areas—and at times and on days—that may not be ideal for fixed-route service. These services provide opportunities for people without a car to access employment or recreation where there are limited transit options or geographic or temporal gaps in transit service coverage.

Effective services can be operated by organizations and agencies including transit agencies, cities, nonprofits, and private providers. Partnerships with both public entities and private corporations and organizations can help provide information on potential riders, build awareness and promote the service, and provide funding to help balance the costs of service. Transit providers can also stretch funding to apply delivery models that are less expensive per passenger and that provide better service to passengers where fixed-route transit is not cost-effective. Transit agencies have also found cost savings in repurposing vehicles they currently own or using their existing fleets in periods when service levels are lower.

Providers use a wide array of metrics to track the performance of these services, but they often include ridership and cost-effectiveness (e.g., cost per trip). Success is generally not measured relative to existing fixed-route systems, though some services may be compared to previously operating fixed-route service. Other goals including service coverage or reaching equity populations can be more of a focus for these services. Prioritizing equity through outreach and local partnerships or through locating transit stops and service areas in equity priority areas tended to increase ridership on these services.

[6] UTA Moves 2050 (2023). https://www.rideuta.com/-/media/Files/Current-Projects/Long-Range/UTA_Moves_2050_Nov2024.pdf

The agencies and organizations that operate fixed-route, flexible, or on-demand services to meet community needs that fit under the four key themes faced common challenges. Driver shortages and funding constraints were the most common limitations for providers in operating these services. Demand for these services can outpace available fleet and staff resources, and agencies may need to limit service hours to balance the cost of service.

Flexible and on-demand services can be less costly than fixed-route transit if they are replacing low productivity routes. However, if demand for on-demand service is high, the wait times for these services can become longer or providers may need to use additional vehicles or staff, which increases the cost of the service. Ridership demand for on-demand services often outpaced the level or service provided. Additional funding could help providers extend the span of service and supplement staff and vehicle fleet for the highest level of service.

Community connectors are not always the right solution for gaps in access to the transit network. In some cases, nontransit shared mobility and transit-supportive programs are enough to fill access gaps. These programs can work together with transit services to improve first- and last-mile connections. Agencies can also help create policies and programs that incentivize non-single-occupancy-vehicle commuting and work with employers to expand transit options and incentives for their workers.

5. Next Steps

Findings from this study will inform potential transit solutions to help expand access for people traveling to, from, or within areas that may not be best served by traditional fixed-route transit in the Portland Metro region. In future phases of work, appropriate community connector solutions for gaps in the regional transportation network will be identified and evaluated.

Appendix A

Services and Programs that Support First- and Last-Mile Travel Needs

SERVICES AND PROGRAMS THAT SUPPORT FIRST- AND LAST-MILE TRAVEL NEEDS

Providing first- and last-mile community connector services like the case studies profiled in the report is not the only way to encourage transit ridership and fill mobility gaps. Nontransit shared mobility service and transit-supportive programs can improve access to transit or provide alternative forms of mobility when transit is not the right solution. Below are examples of shared mobility services that are not considered transit and programs that enhance and encourage transit ridership.

Nontransit Shared Mobility Services

Shared Mobility is a transportation service that allows users to share the same vehicle as a group or at different times. Examples of transit shared mobility are described in Section 2, Transit Spectrum. Examples of nontransit shared mobility services include the following:

- Micromobility
- Car-share or van-share

Both of these can be used either to access transit or as an alternative to transit.

Micromobility

Micromobility services like bike-share and scooter-share allow people to travel relatively short distances faster than walking and without a wait. Depending on where micromobility stations are located, they can either support transit trips or replace them. Co-locating micromobility stations at transit hubs to create mobility hubs can help fill first-mile and last-mile gaps in access to transit services. The quality of the active transportation network and other safety considerations like the availability of helmets will impact whether someone feels comfortable using micromobility services.

Lime Scooter Share

Lime is a scooter-share program operated by Lyft, a private company. People over the age of 18 can access scooters by registering for an account. Though it is a service accessible through a mobile app, using Lime does not require having a smart phone or credit card—riders can call a phone number to unlock scooters and can pay with cash at certain locations. Lime is working on many projects to improve the usability of scooters for people with disabilities and low-income populations. Through the Lime Assist program, people with disabilities can have an adapted vehicle delivered to the user's home for use for 24 hours for free. Adapted vehicles include scooters with seats and three-wheel scooters. Lime Access is Lime's discount-rate program. Eligibility for the program is determined by participation in income-restricted programs such as Medicaid and the Children's Health Insurance Program; this streamlines the process of determining eligibility.

Lime has partnered with the Portland-based nonprofit, suma, to overcome the digital divide for frontline communities and to identify why communities who are eligible for Lime Access are not using the service. Suma found that the communities it works with are often hesitant to share bank or location data with large corporations. To overcome this, users can access scooters through the suma app, which is more trusted by community members. The suma app consolidates opportunities for low-income community members to save money on goods and services onto one platform.

Key Takeaways

- Improving access to transit includes consideration of how people access transit.
- Micromobility can either complement or replace transit trips depending on the location of scooter and bike docks and the quality of the transit and active transportation networks.
- Sidewalk, street, intersection, and curb infrastructure can play a role in whether people feel safe using micromobility transportation options such as scooters, regardless of ability.
- Partnerships with community-based organizations can help uncover the barriers to access and identify tailored solutions for specific community groups that Metro hopes to reach.

Car-Share or Van-Share

Car-share services allow people to rent a vehicle for short periods of time. Some programs require the vehicle to be returned to the same location as the pickup, such as Zipcar, while others allow users to return their cars anywhere within a service area, such as HOURCAR. Car-share can be used as an alternative to a transit trip or to access transit, particularly if policies allow for a different drop-off location.

Zipcar

Zipcar is a car-share offering hourly service operating in the Portland region and across the country. Zipcar provides a variety of memberships, including business and student memberships.

This station-based service generally works well in environments that have existing transit and active transportation facilities and infrequently require personal vehicles since the user is responsible for payment from the time they start their trip to the time they end the trip in the same location. They do not work well in very rural areas without other transportation options.

Zipcar's goal is to reduce the need for car ownership, which in 2024 was estimated to cost $12,297 a year on average by AAA. Reducing personal vehicle ownership also increases the amount of urban space that can be used for other purposes. Zipcar has the goal of electrifying its fleet by 2030 to increase the environmental health benefits of the service.

HOURCAR

HOURCAR is a hub-based, nonprofit car-share service in Minneapolis, Saint Paul, and the metro area for trips between 30 minutes and 3 days. It provides a variety of membership options including reduced-price programs for income-verified members and for university students, faculty, and staff. HOURCAR memberships include membership in Evie Carshare, a free-floating all-electric car-share service. All HOURCAR vehicles include Minnesota State Park Passes to encourage their use in state natural areas.

Dockless car-share can facilitate first-mile and last-mile connections to transit stations because users can drive to transit stations and leave the vehicle there without paying for it during the day. These can be used in areas that transition quickly from urban to suburban or urban to rural because it allows people in lower-density areas to access fixed-route transit in more urbanized areas.

The program is funded by grants, donor giving, members, and visitors.

Key Takeaways

- Car-share services can reduce the need for personal vehicle ownership and can provide mobility options outside of transit service hours.
- The form of car-share service (station-based or free-floating) impacts how car-share is used; station-based services promote community-based or home-destination-home trips, whereas free-floating services support trips to work, school, or transit stations.
- Car-share services can support outdoor access in areas that are not reachable by public transit, especially through partnerships that provide passes to outdoor areas.
- Services provided by nonprofit organizations, such as HOURCAR, require grant funding to offer affordable transportation options.
- Car-share services are not a solution for people who cannot or do not drive, and the availability and geographic spread of accessible vehicles may be limited.

Transit-Supportive Programs

Transit-supportive programs encourage the use of existing mobility services and include the following:

- Transportation Management Associations (TMAs) and Transportation Management Organizations (TMOs).
- Mobility wallets and other voucher programs.

Transportation Management Associations and Transportation Management Organizations

TMAs and TMOs coordinate transportation options for employers and commuters within a certain geographic range. In regions with requirements regarding commute mode shares, they help employers meet these regulations. TMAs coordinate transportation options in a variety of locations including low-density areas. Some provide transit as part of their offerings, and some do not. TMAs/TMOs can coordinate transportation options for a region (see Westside Transportation Alliance example) or for a major employer (see the commuteLAX example).

Westside Transportation Alliance

The Westside Transportation Alliance (WTA) is a 501(c)(6) nonprofit TMA that partners with employers and public agencies to improve commute options for employees and employers in Washington County, Oregon. Established in 1997 as part of the City of Beaverton, WTA now operates independently, providing businesses with customized workplace services and programs encouraging employees to commute using transit, carpooling, vanpooling, biking, walking, or teleworking. By promoting sustainable transportation options, WTA supports stronger businesses and healthier communities, aligning with its vision to create an engaged alliance of partners and increase the use of transportation alternatives.

WTA's tiered membership structure makes its services accessible to organizations of all sizes. It offers employee commute surveys, toolkits, and incentive programs tailored to employer needs. Its ability to secure funding from grants, including the Metro Core Partner Grant and smaller project-based grants, provides financial stability and facilitates innovative programming. Programs such as e-bike loans and team-based active transportation challenges promote camaraderie among

employees. WTA's expertise in conducting Employee Commute Options surveys helps employers identify transit needs, adding value to membership. WTA partnerships with public agencies and delivery of cost-effective, impactful services strengthen its reputation as a trusted resource for transportation solutions.

The WTA faces challenges in raising awareness and engagement among businesses. Many employers are unaware of the available programs or find it difficult to assign internal responsibility for implementing them. Additionally, transportation limitations in Washington County, such as infrequent transit service and long transfer times, pose barriers to the wider adoption of nondriving commutes. Marketing and promoting lesser-known transit services and employer-sponsored shuttles also present difficulties. Nevertheless, WTA continues to advocate for accessible and sustainable transportation options, while addressing the unique needs of the community.

CommuteLAX at Los Angeles World Airports (LAWA)

CommuteLAX is a TMO that was launched in 2021 to address the need for tens of thousands of employees to access the LAX airport. In 2024, there were 40,000 TMO-represented employees and LAWA employees.

The commuter shuttle program Iride, detailed in Section 4.2.1 in the report, is only one of a suite of transportation offerings from commuteLAX. Other programs include vanpool, carpool, subsidized transit passes, and up to two guaranteed rides home per year in cases of emergencies.

LAWA reports that a trip of up to 10 miles is generally appropriate for on-demand service, and more than 10 miles is better suited for vanpools and carpools. Carpooling and vanpooling can be more effective for concessions employees at LAX, who have more stable work hours compared to airline staff such as flight attendants, baggage handlers, and pilots. A challenge to coordinating carpools and vanpools for concessions staff is the inability to communicate across the 167 employers at LAX. To overcome this issue, LAWA is rolling out a new carpool matching service that it will make available to all employees on its app for LAX employees.

Key Takeaways

- Organizations that provide a consolidated source of information on transportation options for employers and employees can more easily maintain accuracy of their inventory of available transportation and direct people to appropriate services.
- TMAs and TMOs are essential for helping employers meet regional and statewide requirements regarding commute shares.
- Some TMOs and TMAs operate service directly, and others only connect employers and employees to existing transportation options.
- For organizations that provide service, providing specialized trips for limited-eligibility riders (such as the LAWA Iride service) is expensive, and this expense limits the scope of available services.
- Providing service directly can effectively compete with single-occupancy-vehicle trips but may also compete with transit. Providing specialized service when or where transit is not operating is most likely to lead to favorable commute share outcomes.

Mobility Wallets and Vouchers

Vouchers are tickets provided by a public agency that are used to access transportation options that would otherwise be prohibitively expensive for lower-income households, options such as taxis or

TNCs such as Uber and Lyft. By partnering with TNCs, transit agencies can subsidize on-demand service at an affordable level without having to provide the service themselves. Pinella Suncoast Transit Authority's Late Shift program is profiled below as an example of a voucher service targeted to off-peak employee access, and its Direct Connect program is included as an example of a voucher program that supports transit ridership.

Mobility wallets provide users with vouchers or passes for a variety of transportation services. Mobility wallets are one type of universal basic mobility strategies, which seek to provide a certain level of mobility to all people, regardless of their income or location. The City of Portland's Transportation Wallet Access for All program is provided as an equity-focused mobility wallet program example.

Transportation-Disadvantaged Late Shift

The Pinellas Suncoast Transit Authority (PSTA) Late Shift program provides vouchers to transportation-disadvantaged (TD) communities—those with an income that is less than 200% of the federal poverty line and that do not having reliable access to a vehicle—and people who work night shifts. Users pay $9 per month to access 25 Uber or taxi rides that can be used only to access work shifts that begin or end between the hours of 10 p.m. and 6 a.m. Late Shift program participants must already be part of the Transportation Disadvantaged Program, which costs $11 per month for a discounted bus pass.

Because the program is limited to those without reliable vehicle access who work outside of PSTA's service hours, the program allows TNC trips to fill a gap in transit service hours and supports stable employment that would not otherwise be accessible. This program is part of a larger suite of offerings for TD communities, including reduced-fare bus trips and door-to-door service. 90% of the programs funding comes through state TD funds, which are gathered via a $1.50 charge on every vehicle registration or renewal plus additional voluntary donations.

A challenge of providing specialized services with limited eligibility is that verifying that riders are eligible and that their trips are used for the approved purposes during the correct times can be time-consuming and requires origin and destination data to be shared by TNCs. Another consideration when implementing the program is that non-shared rides in TNCs and taxis do not remove single-occupancy vehicles from the region's roads, which precludes some of the congestion and environmental benefits associated with transit and other shared-ride services. Balancing equitable job access and environmental concerns should be carefully considered when pursuing similar services.

In addition to the Late Shift voucher program, PSTA also offers a voucher program intended to facilitate first- and last-mile connections to transit. Riders who begin or end their TNC or taxi trip at one of the 26 Direct Connect locations found at transit stops throughout the county receive a $5 discount on their ride. Riders booking an ADA-accessible ride through wheelchair transport receive a $25 discount on their ride.

The City of Portland's Transportation Wallet Access for All Program

The City of Portland's Transportation Wallet Access for All program provides free transportation options to people and households living on low incomes. These options include transit, e-bike and e-scooter-share, rideshare, and taxis. Eligibility for the program is determined based on income (verified through membership in an income-restricted program such as Medicaid or Supplemental Nutrition Assistance Program) and membership in one of 18 community-based organizations that have partnered with the Portland Bureau of Transportation (PBOT) for the program. Individuals can choose between two transportation wallet options—one that provides a 1-year transit pass and

another that includes a mix of transit benefits, Biketown benefits, and a prepaid Visa card for use on rideshares, taxis, and TriMet—based on their travel needs. The program is funded by a surcharge on parking and a grant through the Portland Clean Energy Fund. A 2023 survey distributed by PBOT found that 54% of respondents do not own or have access to a private vehicle, 39% of respondents reported having a disability, and 52% of respondents tried using new transportation modes they had never used before.

The Transportation Wallet Access for All program joins two other transportation wallet programs provided by PBOT. The Transportation Wallet in Parking Districts program is for residents who live in the Central Eastside and Northwest Parking Districts and is intended to manage demand for parking in those areas. The Transportation Wallet New Movers program is limited to residents moving into new multifamily apartment buildings in certain zones.

Key Takeaways

- Voucher programs can support mobility needs in times or areas where transit is not feasible, such as late at night or in very low-density areas, and when demand for service is very low.
- Vouchers can also support transit use by facilitating first- and last-mile connections to transit stations.
- The flexibility of transportation wallets allows jurisdictions to offer voucher packages that make sense for the transportation offerings available.

Appendix B

Documented Gaps in Transit

Regional and Local Plans

The team reviewed existing plans published by Oregon Metro (Metro), counties, cities, and subarea plans led by cities or the Oregon Department of Transportation (ODOT). Transportation system plans or specialized plans for the following cities mention or address key terms such as shuttle, circulator, vanpool, first/last mile, and access gaps:

- Beaverton (2015)
- Damascus (2013)
- Gresham (2013)
- Happy Valley (2021)
- Oregon City (2013)
- Portland (2020)
- Troutdale (2013)
- Tualatin (2013)
- Wilsonville (2013)
- Clackamas County (2013)
- Clark County (2021)
- Multnomah County (2016)
- Washington County (2024)

Local jurisdictions also have other plans that include policies, recommendations or references to similar types of first- and last-mile services. Regional and statewide plans also address potential first- and last-mile flexible and on-demand services have been identified as part of numerous Metro- and ODOT-led planning efforts. Recent efforts include:

- ODOT Historic Columbia River Highway Congestion and Transportation Safety Improvement Plan (2019) and Transit Vision Around the Mountain (2021)
- Clackamas County Clackamas to Columbia Corridor Plan (2020), Transit Development Plan (2021), Sunrise Community Visioning Project (underway) and RideClackamas.org website
- Washington County Countywide Transit Study (2023) and Transit Development Plan (2022)
- TriMet Forward Together (2023) and Forward Together 2.0 (anticipated in 2025), Reimagining Public Safety and Security Plan (2021), Coordinated Transportation Plan for Elderly and People with Disabilities (2020, update underway), Pedestrian Plan (2020), Equity Lens/Index (2020), Red Line MAX Extension Transit-Oriented Development & Station Area Planning (2022)
- City of Hillsboro Sunset Highway Corridor Study (2023)
- City of Portland PBOT Mobility Hub Typology Study (2020), Transit and Equitable Development Assessment (2022) and 2040 Portland Freight Plan (2023)

- SMART Transit Master Plan Update (2023)
- City of Troutdale Destination Strategy (2024)
- SW WA RTC Regional Transportation Plan (2024)
- C-TRAN 2045 (anticipated in 2025)

Metro has many plans that reference opportunities for these services.

Guiding Study and Informing Development

- 2040 Growth Concept
- Mobility Corridors Atlas (2014)
- Strategic Plan to Advance Racial Equity, Diversity and Inclusion and Equity Framework (2016)
- Regional Transit Strategy (2018)
- Southwest Corridor Equitable Development Strategy (2017) and Locally Preferred Alternative (2018)
- Regional Travel Options Strategy (2018)
- Division Transit Locally Preferred Alternative (2019)
- Regional TDM Inventory Needs and Opportunities Assessment (2019)
- Designing Livable Streets and Trails Guide (2020)
- Transportation System Management and Operations Strategy Update (2021)
- Emerging Technology Strategy (2018) and Emerging Transportation Trends Study (2022)
- Transit-Oriented Development Strategic Plan (2022)
- Metro Commute Program Current State Report and Action Plan (2022)
- Regional Transportation Plan and High Capacity Transit Strategy (2023 Update)
- Westside Multimodal Improvements Study (2024)

Coordinated with the Study

- Regional Transportation Demand Management Strategy and Regional Travel Options Strategy Update (2025)
- Tualatin Valley Highway Corridor Study (2026)
- 82nd Avenue Corridor Study (2026)
- Local work, specifically:
  - → TriMet's Forward Together 2.0
  - → Washington County's Transit Development Plan

To Be Potentially Informed by the Study (2026+)

- Regional Transit Strategy Updates
- Regional Transportation Plan updates
- Regional Transportation Functional Plan updates
- Urban Growth Management Functional Plan updates
- Future partner work

Local Feedback on Gaps in Transit Network

Drawing on local outreach efforts from previous plans provided an understanding of key themes for transit services and gaps in existing service. Feedback from transit providers, local agencies, and other groups through the project's Transit Working Group also informed this study. Appendix A summarizes feedback Metro has documented between 2016 and 2024. Using feedback from local stakeholders and past community outreach comments, four key themes were identified as primary gaps that could be addressed by this study. These themes (see Section 4) then informed the case studies and best practices reviewed in the following section.

It is important to note that these themes and gaps pertain to the markets and geographies that are or could be served by community connector services. TriMet, SMART, and local jurisdictions have separate planning efforts that address the future of transit in the region, such as TriMet's Forward Together plan which examines the future fixed-route transit network. Therefore, the gaps and themes described in this report are narrowly focused on community connector transit and not on planning for the fixed-route network itself.

Appendix C

Case Studies

Appendix C: Case Studies

Case Study Themes

- Mobility in low-density areas
- Employee access
- Transportation during off-peak times
- Access to parks and outdoor areas

The Current

Who runs it? C-TRAN

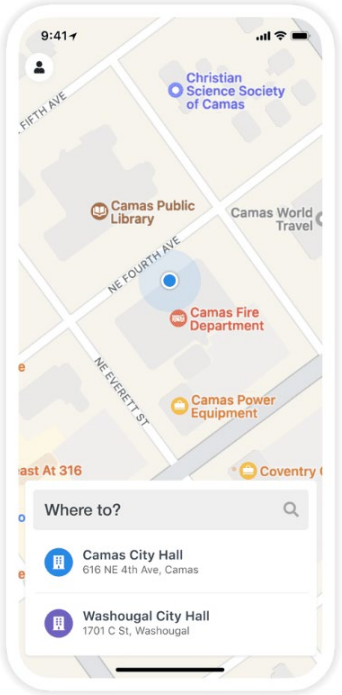
Who rides it? Anyone within five zones

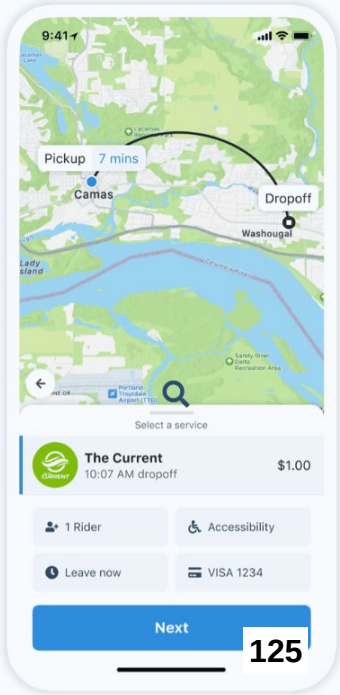
Who pays for it? Sales tax + $1.25 fare

How is it equitable? The service expands access to key employment destinations

The Current

What's working well	Things Metro Region should consider
Fully accessible vans allow interoperability with paratransit service	On-demand service can bolster mobility for people with disabilities as well as the general public
Using the Spare software but otherwise providing the service in house saves operating expenses	Ability to successfully operate in house demands on scale of the service provided: fewer, smaller zones are easier to manage in house





The Current

Challenges of providing this service	Things Metro Region should consider
Cannot meet demand for expansion of the service due to operating expenses	Create clear system for deciding when/where a zone is created so that resources are used most efficiently
Can be challenging to complete microtransit rides because drivers prioritize completing paratransit trips	Overlap between paratransit and general on-demand service can lead to operational efficiencies but can also degrade on-demand service due to prioritization of paratransit trips

The Current

Key Performance Indicators

Cost to user	Operating expense per revenue hour	Operating cost per ride	Boardings per hour	Average wait time	Percent of rides that are shared
$1.25 ($0.60 reduced fare)			3.3–3.5	14 minutes	70%

CapMetro Pickup

Who runs it? Public agency, operated by Via

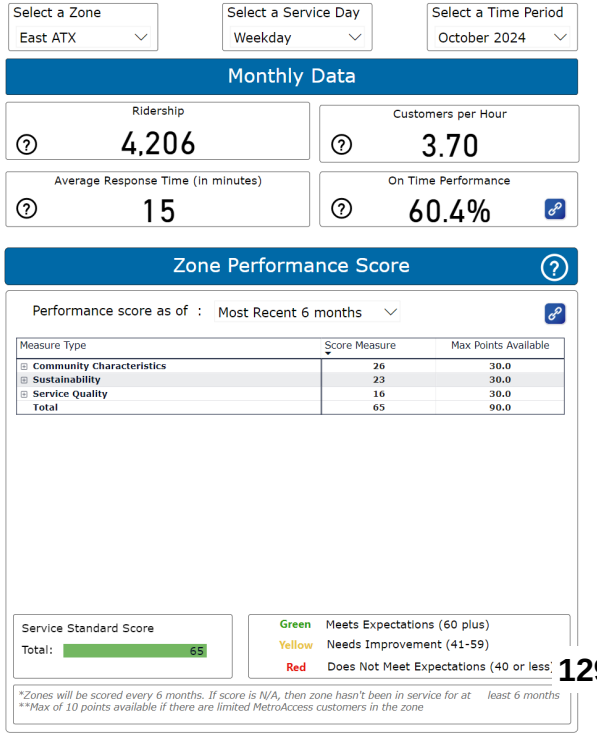
Who rides it? Anyone within its 11 service zones

Who pays for it? Property taxes & $1.25 fare per ride

How is it equitable? Serves areas not well-served by fixed-route transit. All vehicles are wheelchair accessible

CapMetro Pickup

What's working well	Things Metro Region should consider
Cap Metro uses a zone scoring matrix that includes community characteristics (population 65 or older, zero car households, MHI, households in poverty, minority population, essential services within zone), service quality (passenger wait time, square mileage, ridership), and sustainability (cost effectiveness, MetroAccess customers, mobility impaired passenger, shared rides).	Choosing zone locations based on community characteristics can help ensure that benefits of this service are equitably distributed. Once established, service quality and sustainability metrics can be used to evaluate the success of the program in each zone.
Pickup and MetroAccess, Cap Metro's ADA paratransit service, share facilities and backend operations, which increases operational efficiencies and saves money.	Explore opportunities to share operations with current transit service in the region.



CapMetro Pickup

Challenges of providing this service	Things Metro Region should consider
Fare is the same as a bus ticket but has lower productivity than the bus	The service is funded mostly through sales tax, which is not an available funding source in the Metro region
Spikes in demand during peak hours makes staffing challenging, and split shifts are generally unappealing to potential drivers	Serving a variety of trip types can help distribute demand across the day

CapMetro Pickup

Key Performance Indicators

Cost to user	Operating expense per revenue hour	Operating cost per ride	Boardings per hour	Average wait time*	Monthly riders*
$1.25 (or $0.60 for reduced fare)		$29.41 per rider	3.4	15.7 minutes	39,155

*December 2024

UTA On Demand

Who runs it? Public Agency

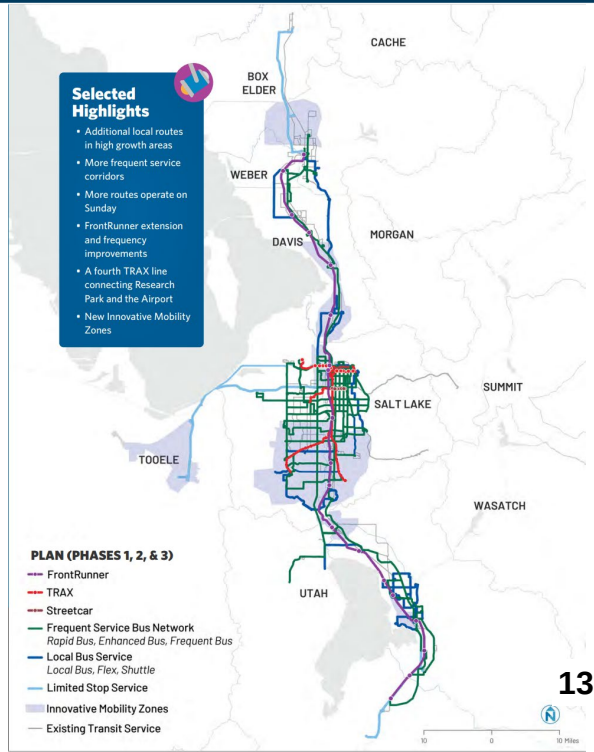
Who rides it? Anyone within four zones

Who pays for it? UTA general fund, $2.50 per ride

How is it equitable? Extends UTAs service hours

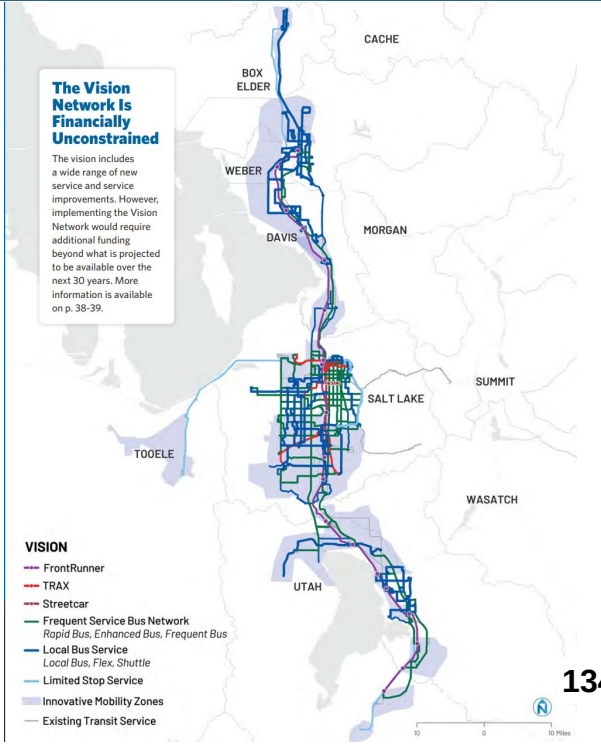
UTA On Demand

What's working well	Things Metro Region should consider
Long-term plans for on-demand service and other Innovative Mobility Services are established in 2050 Transit Plan, which holistically considers the full range of public transportation options in the region and captures the full cost of implementing this range	Consider concurrent planning of future high-capacity transit and community connector services
Tracks program success using well-developed KPIs based on peer research	Appropriate KPIs for on-demand service vary based on service goals and zone land use



UTA On Demand

Challenges of providing this service	Things Metro Region should consider
The 2050 Vision Network that includes fully expanded on-demand zones is not possible with existing funding levels	Not all areas that would be well-served by on-demand service are likely to be feasible, which underscores the need for a robust evaluation system for potential zones
Based on current development patterns in the Salt Lake City metropolitan region, a much lower percentage of people will live within a half-mile walk of transit by 2050, which increases the need for on-demand service	Efficient land use planning is crucial for reigning in the need for on-demand service, which is more expensive to operate than fixed-route service



UTA On Demand

Key Performance Indicators

Cost to user	Operating expense per revenue hour	Operating cost per ride	Boardings per hour
$2.50		$20.00 per ride	

Iride Inglewood

Who runs it? City of Inglewood and Los Angeles World Airports (LAWA)

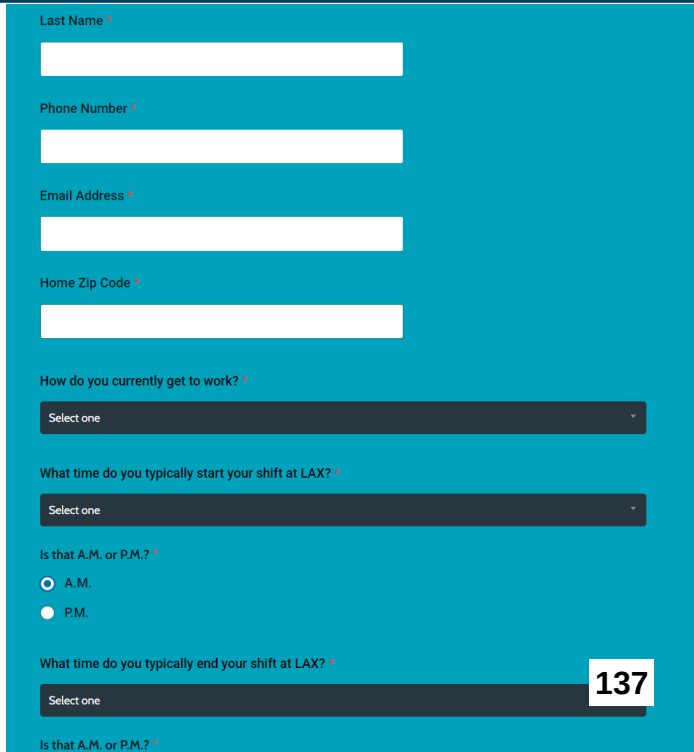
Who rides it? LAX employees who live in Inglewood or Lennox

Who pays for it? LAWA, which is funded through airline fees and landing fees

How is it equitable? Increases access to stable, low-barrier employment at LAX

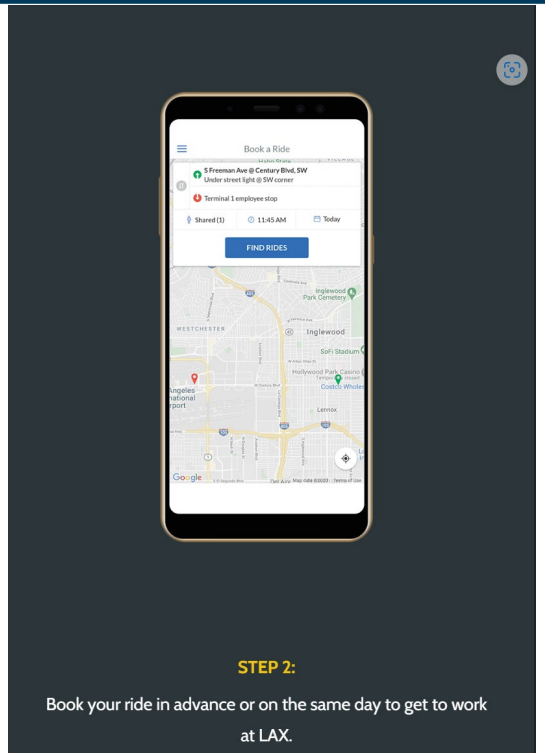
Iride Inglewood

What's working well	Things Metro Region should consider
Eliminates cost-based barriers to accessing employment opportunities at LAX without driving alone	Services focused on low-barrier employment sites can have major equity payoffs
Individualized service fills a gap that can't be filled by vanpools/carpools because of shift times and variability of schedules	Shift schedule and type of work can heavily impact what kind of service is most appropriate for serving job sites
Easy verification of eligibility – riders simply show their employee badge to the driver when boarding	Simple eligibility verification saves staff time and money
Robust data collection from employer surveys yields important information on employee home addresses and peak shift times	Using data to determine service hours and service zones can help efficiently allocate limited resources



Iride Inglewood

Challenges of providing this service	Things Metro Region should consider
Due to funding constraints, service is only provided between 4 a.m. and 8 a.m. and from 12:45 p.m. to 4:45 p.m.	Use data on shifts and existing transit service to ensure that employees have transportation available for trips to and from work
Finding drivers who will drive split shifts that start early in the morning is challenging	Balance shift schedules with feasibility of staffing driving shifts
Spreading information at a job site that is open 24/7, especially to service workers, can be challenging	Use existing communication channels (the Altitude app, in this case) to share information. Use in-person methods to reach those not on the app.



Iride Inglewood

Key Performance Indicators

Cost to user	Operating cost per ride	Boardings per revenue hour	On-time performance	Average commute time	Customer satisfaction
Free	$21.63 per ride	12.3	91.5%	22.5 minutes	4.9 stars

Ride Connection Community Connector

Who runs it? Nonprofit

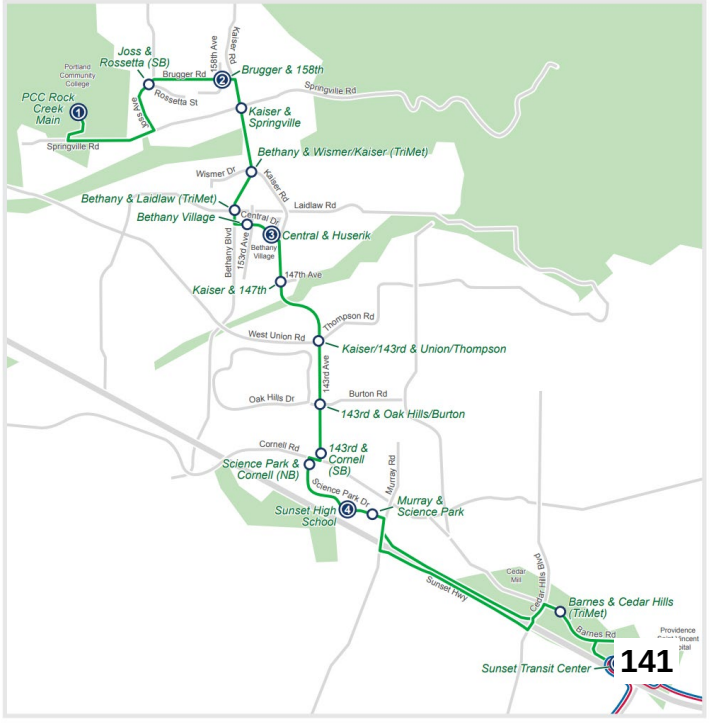
Who rides it? Mostly residents in areas underserved by fixed-route transit service

Who pays for it? Funded through public grants and donations, free to riders

How is it equitable? Removes cost barriers for transportation

Ride Connection Community Connector

What's working well	Things Metro Region should consider
Deviated fixed-route service strikes a balance between reliability and flexibility	When setting up routes consider existing destinations and travel patterns
Functions both as a first-mile/last-mile connection to TriMet service and as a standalone mode of reaching community destinations, including employment sites, grocery stores, and schools	Providing a mix of destination types helps avoids major peaks in service demand around commuter hours only
The organization's flexible offerings is based on community engagement built from long-term relationships with various communities	Partner with existing organizations when evaluating need for new service in the region



Ride Connection Community Connector

Challenges of providing this service	Things Metro Region should consider
Demand for service outstrips available funding	Ride Connection (RC) is an essential service provider in the region, and support for RC and other non-profits is important for maintaining quality of services in the region
As a nonprofit, Ride Connection must cobble together funding from public and private sources, some of which has very specific regulations around spending (e.g., 5311 funding must be used only in rural areas)	Navigating multiple funding sources makes providing transportation services more challenging

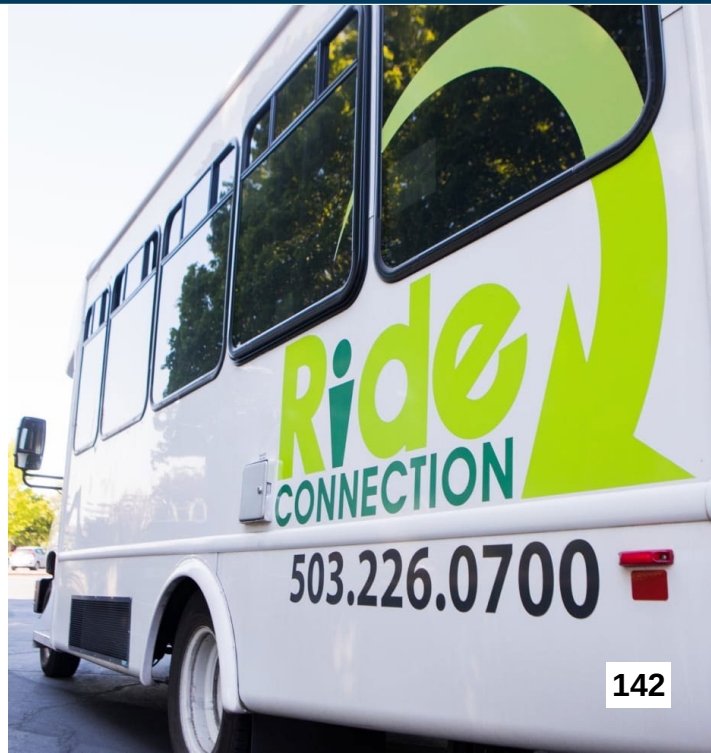
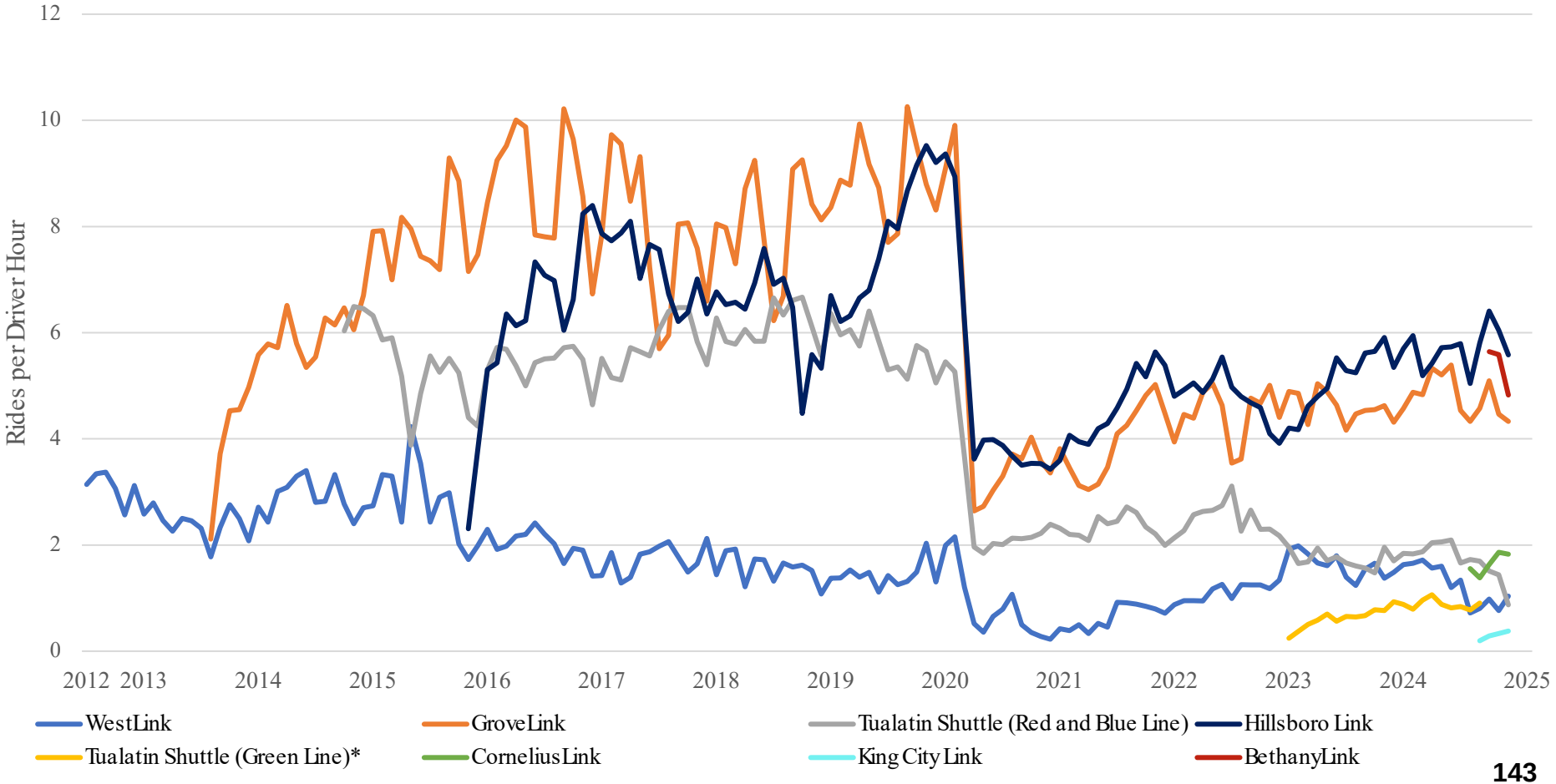
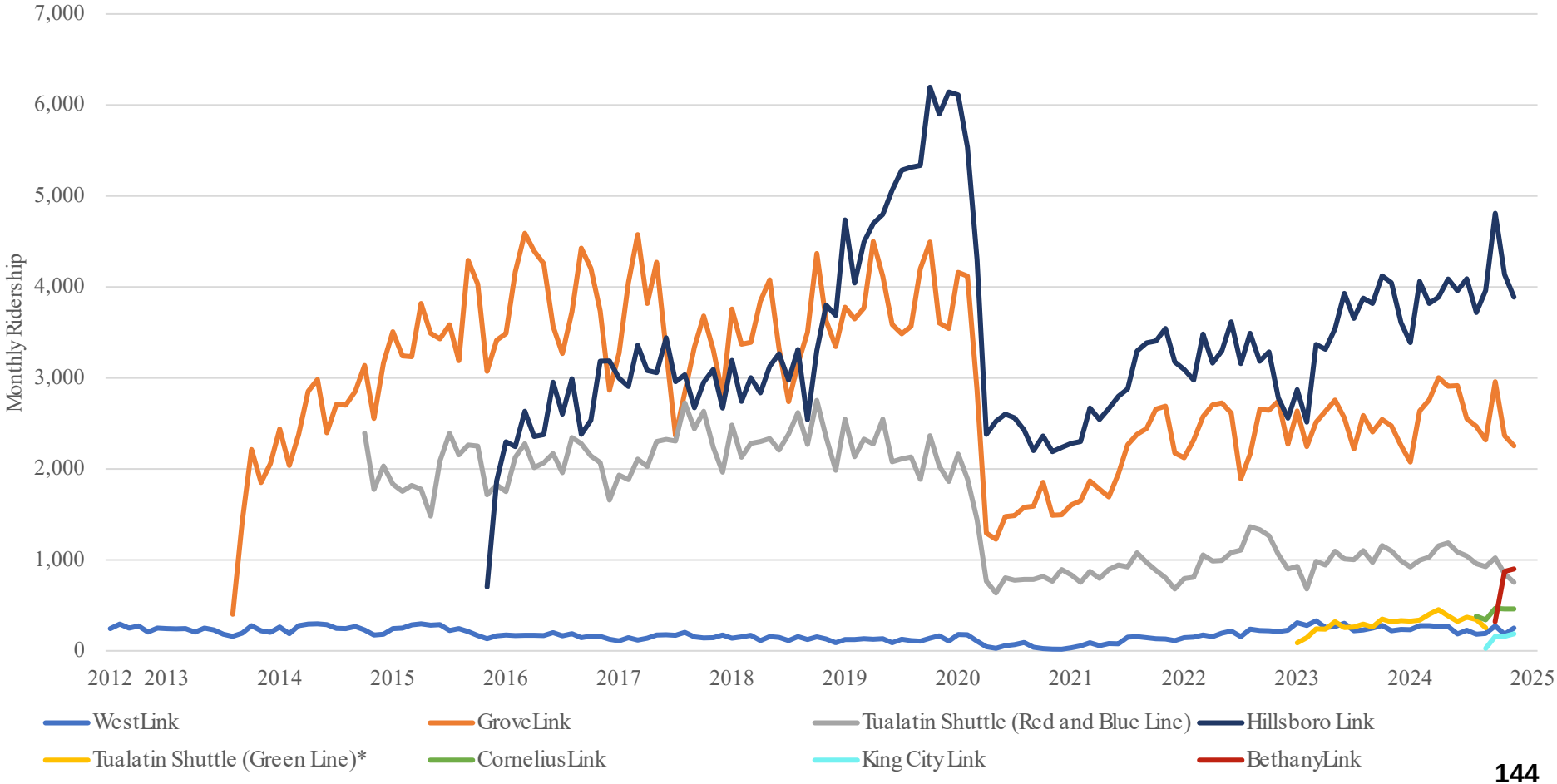


Figure 1: Ride Connection Community Connector Productivity, 2012–2024



*The Tualatin Shuttle Green Line was discontinued in mid-2024 when TriMet's Line 76 bus began operating hourly service seven days a week in Tualatin. Data provided by Ride Connection through 12/2024.

Figure 2: Ride Connection Community Connector Ridership, 2012–2024



*The Tualatin Shuttle Green Line was discontinued in mid-2024 when TriMet's Line 76 bus began operating hourly service seven days a week in Tualatin. Data provided by Ride Connection through 12/2024.

CalVans

Who runs it? Public agency

Who rides it? Mostly agricultural workers (635 of 736 vans)

Who pays for it? Self-funded after initial cost of acquiring van fleet

How is it equitable? Provides transportation for underserved population, partners with affordable housing providers

CalVans

What's working well at CalVans	Things Metro Region should consider
Flexible routes and departure times	Agricultural workers often work on multiple hard-to-access sites throughout the season. Having autonomy over where the vanpool goes helps meet the needs of their job.
Self-funding after initial investment	Low out of pocket costs can help encourage more participants
Can be set up through employer to meet requirements for decreasing employee SOV use	Explore opportunities for programs like this to be funded by Metro's RTO program

CalVans

Challenges of providing this service	Things Metro Region should consider
Legal challenges in providing agricultural worker transportation	Get an understanding of what can and cannot be provided in the state of Oregon
Difficulty estimating cost per ride or cost to rider	Up front coordination is needed to ensure the program is set up for success and riders cover the cost of operation and maintenance of the vehicle

CalVans

Key Performance Indicators

Cost to user	Operating expense per vehicle revenue hour*	Operating cost per ride*	Boardings per revenue hour*	Operating expense per passenger mile traveled*	Farebox recovery rate
Low, varies based on number of passengers and commute length	$41.16	$3.71	11.1	$0.13	96.8%

*NTD data from 2023

Pace Feeder Vanpool

Pace, the suburban transit agency in the Chicago area, helps fill first- and last-mile gaps in Chicago's fixed-route transit service by providing vanpools that can be either used before a transit trip or after. Vanpools used for first-mile connections can support commutes to many employment destinations. Vanpools that are used for last-mile connections can be used to support reverse commutes from the city to the suburbs, which is an important equity consideration as employment opportunities shift outside of urban areas. Using vanpools for these last-mile connections requires parking at transit stations so vans can stay there over the weekend. The cost of acquiring vans is funded through public funds appropriated for suburban job access.

Trailhead Direct

Who runs it? Public agency

Who rides it? General public

Who pays for it? KCM, riders ($2.75 fare), private sponsors

How is it equitable? Increases outdoor access for populations without cars, partners with community-based organizations, provides discounted rates

Trailhead Direct

What's working well	Things Metro Region should consider
Provides better outdoor access to populations without cars	• Departure points that are well-served by transit increase equitable access to the service • Partner with parks organizations to get on the same page about mission of service (providing access vs relieving parking congestion)
Service uses buses that are otherwise not in service on weekends	Explore opportunities to decrease capital costs through use of existing vehicles
Strong partnerships across agencies and with private firms pays for marketing that increases awareness for the service	Consider sponsorship opportunities with outdoor-related companies in the Portland region Consider potential limitations on how private money can be spent
Partnerships with community-based organizations support outdoor access for equity priority groups	Partner with organizations like Wild Diversity, Adventure Without Limits, and Latino Outdoors to increase the equity benefits of the program

Trailhead Direct

Challenges of providing this service	Things Metro Region should consider
Challenging to find drivers to work shifts on weekends and holidays (operator shortage persists)	Shifts must be incorporated into existing transit operator schedules rather than staffed separately
Fixed-route transit only serves urban areas that have population densities high enough to support it	More flexible services, like KCM's Community Van (next slide) can expand coverage to areas that are less dense
Resistance from park stewards, fire & rescue workers / locals who may be concerned about overuse or missuse of trails or wild lands	Trailhead Direct provides safety information and hiking tips to riders. Metro should consider partnering with local fire and rescue workers to understand concerns.

Trailhead Direct

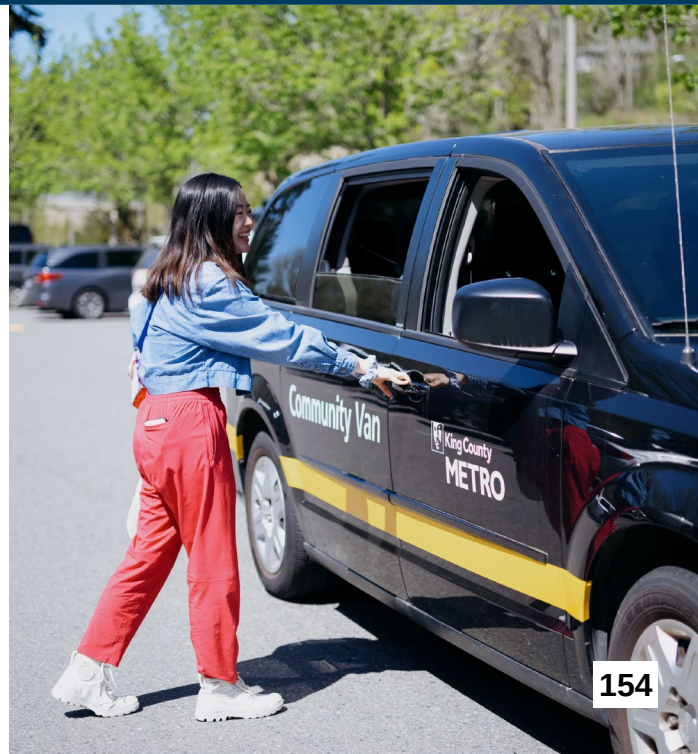
Key Performance Indicators

Cost to user	Operating expense per revenue hour	Operating days in 2024	Total annual operating cost	Percentage of riders who don't have access to a personal vehicle*
$2.75	$179	37	$404,000	70%

*Average based on ridership surveys

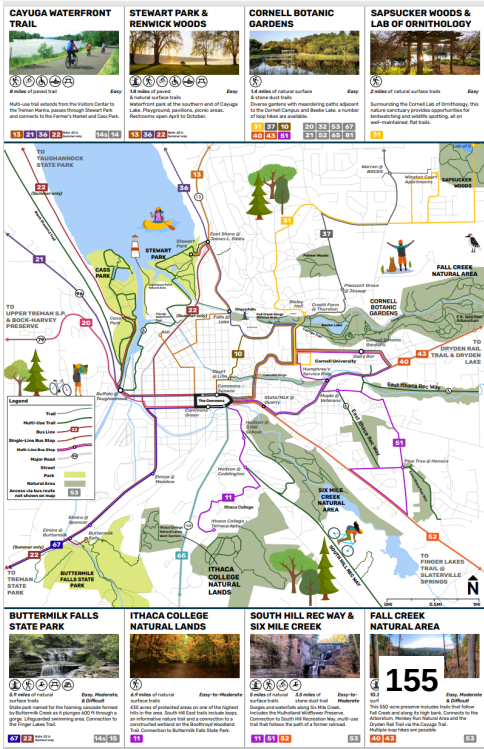
King County Metro Community Van

Trailhead Direct departs from downtown Seattle, which provides connections to fixed-route transit but does not serve all King County residents. To further encourage access to outdoor areas, KCM has been advertising the use of the Community Van for outdoor recreation and will cover the cost of Discover Passes. The Community Van is a volunteer-driven microtransit service that can be booked for any destination that is within a two-hour drive of the departure point. The Transit to Trails partnership has limited funding for King County residents who are people of color, immigrants, refugees, non-English speakers, disabled, LGBTQIA+, youth, and/or elderly to use the Community Van for outdoor recreation.



TCAT to Trails

TCAT to Trails is an information portal for existing transit service to natural areas in the Ithaca, New York, area. The brochure and website display maps of nearby natural areas and the bus lines that can be used to access those areas. The maps include information about the length and difficulty of trails available at each natural area. Highlighting existing service is an easy, low-cost way to connect more people to the outdoors using public transportation. Maintaining a list of parks that are accessible using transit – and providing instructions on how to do so – is a low-cost method for getting people into nature without a car. This information can be maintained on the Metro website and shared via social media and outreach to community partners.



Westside Transportation Alliance (WTA)

What is it? Transportation management association (nonprofit)

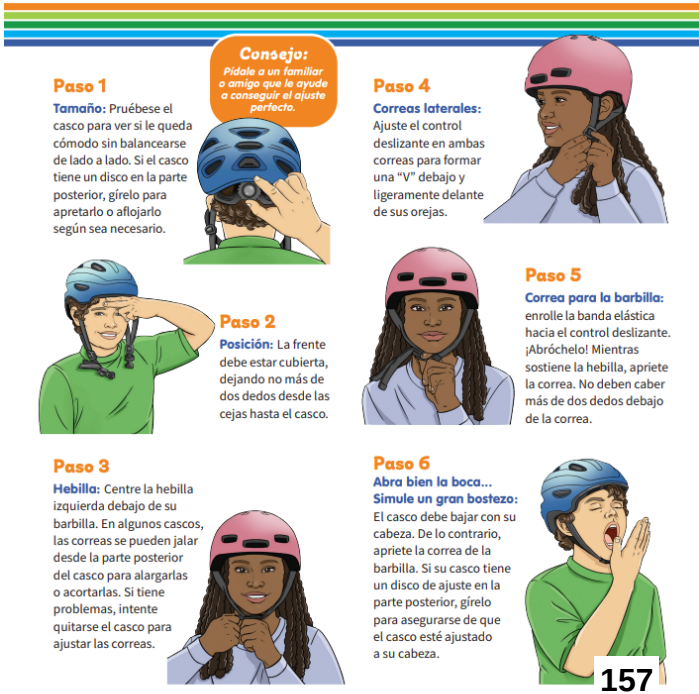
What does it do? Partners with businesses and commuters in Washington County to increase use of non-SOV transportation options

How is it funded? Memberships, grants from Metro and the Federal Transit Administration (FTA)

How is it equitable? Targeting equity populations through community engagement and Equity Work Force

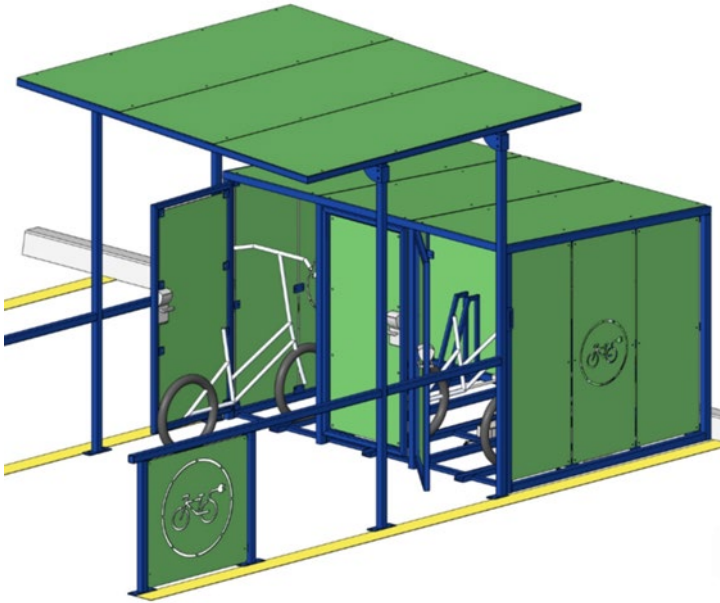
Westside Transportation Alliance

What's working well	Things Metro Region should consider
Membership from major companies and agencies, including Washington County, Nike, Intel, and Columbia, supports WTA's work	Evaluate differences between the three counties in the Metro region when evaluating appropriate transportation options
Operates within the policy framework of the DEQ ruling for businesses to decrease their SOV commute share	Consider what other regional regulations could be used to support transportation options
Three-year funding through Metro's RTO program allows WTA to focus on their work rather than constantly fundraising	Indicator of success of Metro's RTO program



Westside Transportation Alliance

Challenges of providing the service	Things Metro Region should consider
Promoting non-SOV commutes can be challenging in areas of Washington County that have limited transit options, especially for trips that do not go into Downtown Portland	In Washington County, pay attention to how the transportation system built to feed into Downtown Portland makes suburb-to-suburb commutes challenging
The ECO survey does not count contractors as employees, and employee-only communication channels leave contractors out of information-sharing about commute options	As major corporations increasingly use contractor labor, work together with the Oregon DEQ to re-evaluate best practices for gathering data on contractor commutes



PSTA Late Shift

Who runs it? Pinellas Suncoast Transit Authority

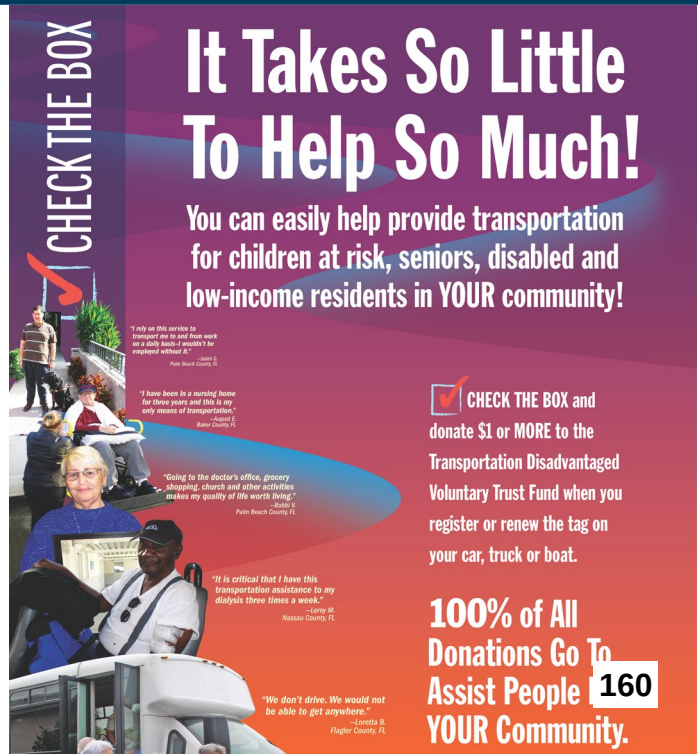
Who rides it? Transportation Disadvantaged (TD) communities who work night shifts

Who pays for it? 90% state funding, 10% local match, $9 per month for users

How is it equitable? Provides 25 Uber or taxi rides to work per month to residents who make less than 200% of federal poverty line, do not have reliable access to a vehicle, and work night shift

PSTA Late Shift

What's working well	Things Metro Region should consider
Providing transportation outside of the operating hours of PTSA's fixed-route service to residents without reliable access to a vehicle creates employment opportunities that might not otherwise be feasible	Consider the times in which rides are eligible to ensure that potential transit trips are not replaced by SOV trips
Program works together with a suite of other options for Transportation Disadvantaged communities to provide mobility options for underserved communities	Funding for the program comes from the statewide Transportation Disadvantaged Program, which includes $1.50 from every vehicle registration or renewal plus additional voluntary donations



PSTA Late Shift

Challenges of providing this service	Things Metro Region should consider
Uber was hesitant to provide origin and destination data, making it difficult to verify that trips were used for work purposes	Establish data-sharing expectations in initial contract negotiations
The agency is responsible for enforcing rules (e.g., only using the trips for work that begins or ends during the hours of 10 p.m. and 6 a.m.)	Consider staff capacity for rule enforcement before program initiation
Program participants must first apply to be part of the TD program and then apply to be part of the Late Shift program, both by mail, which increases the time required by both applicants and staff	Look into partnering with existing programs, like TriMet's Honored Citizen Program, for operational efficiencies

PSTA Late Shift

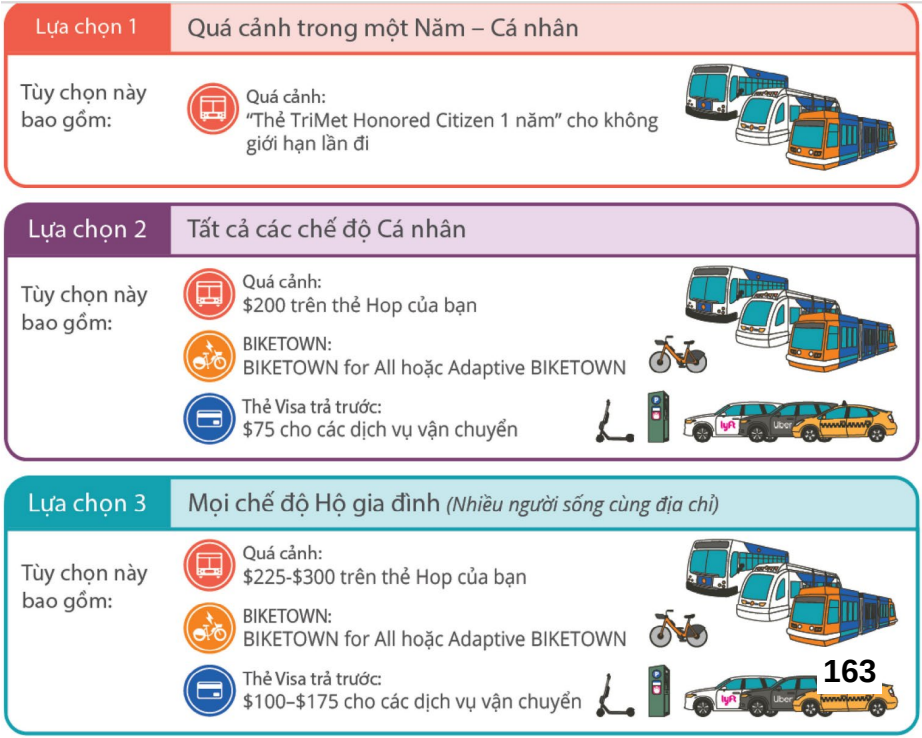
Key Performance Indicators

Cost to user	Operating expense per revenue mile*	Operating expense per ride**	Unlinked passenger trips per vehicle mile*	Operating expense per passenger mile traveled*
$9/month, must also be enrolled in TD program ($11/month)	$118.62	$25.27	0.1	$9.56

*NTD data from 2023 for all PSTA demand response, including paratransit.
*Includes PSTA Late Shift, Direct Connect, and Mobility on Demand. Excludes paratransit.

Portland Transportation Wallet Access for All

The City of Portland's Transportation Wallet Access for All program provides free transportation options to people and households living on low incomes. These options include transit, e-bike and e-scooter share, ride-share, and taxis. Eligibility for the program is determined based on income verification and membership in one of 18 community-based organizations that have partnered with PBOT for the program. Transportation options include transit benefits, bikeshare benefits, and a Visa card for ride-shares and taxis. The program is funded through a $0.20 Climate and Equitable Mobility Transaction Fee on parking.



Zipcar

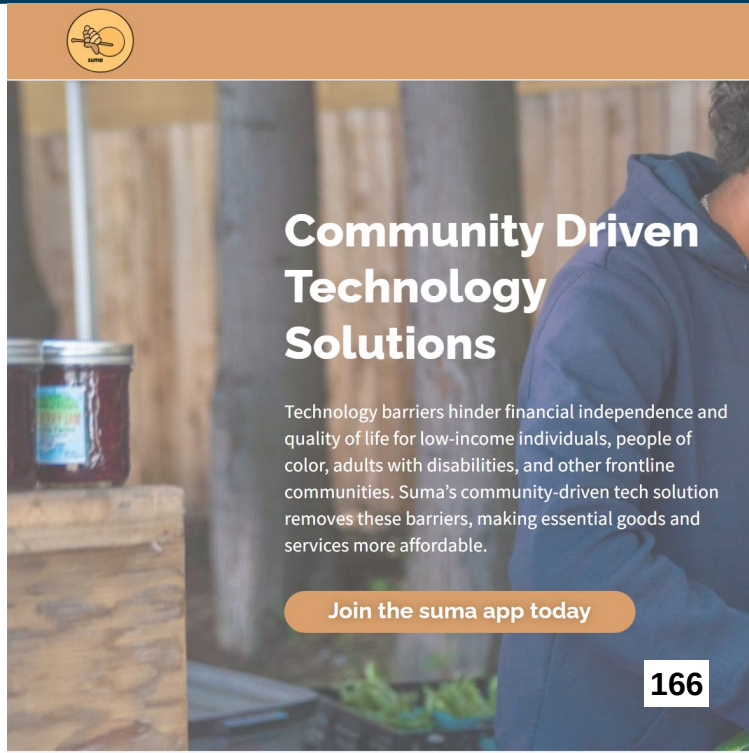
Zipcar is a hub-based carshare service in Portland and across the country. Because Zipcars is hub-based and must be returned to official Zipcar spots, it's better suited for replacing infrequent vehicle trips than for supporting first- and last-mile transit trips. Zipcar's Annual Impact Report shows that Zipcar members are more likely to take transit than non-Zipcar users and estimates that every Zipcar replaces 13 parking spaces.

Hourcar

Hourcar is a carshare service in Minneapolis-St. Paul. Membership in Hourcare includes membership in Evie, which is a free-floating electric carshare. Free-floating carshare can be used to support first-mile and last-mile connections because it doesn't require users to return the vehicle to the same spot. Hourcar has the goal of increasing electric vehicle access in historically marginalized neighborhoods, where electric vehicles are typically rare. Hourcar includes a Minnesota State Parks pass to support outdoor recreation trips.

Lime Access & suma

Lime Access is Lime's income-verified discounted program for their scooter-share program. Using Lime does not require having a smart phone – users can unlock scooters by calling a phone number and can pay in person at certain retailers. Lime partnered with suma, a Portland-based nonprofit that works to overcome the digital divide for frontline communities, to identify why communities who are eligible for Lime Access are not using the service. Suma found that the communities they work with are often hesitant to share their location data with large corporations. Additionally, many people living on lower incomes were wary of linking their bank accounts to an app due to fear of unexpected charges. To overcome these barriers, Lime agreed to allow users to access Lime vehicles using the suma app, which is an app that consolidates verifies opportunities for low-income community members to save money on goods and services onto one platform. Because banking information and GPS information is limited to an app that is already trusted, more people feel comfortable using Lime Access. The successful partnership between Lime and suma demonstrates the importance of partnering with community-based organizations to identify mobility barriers.



DATE:	March 11, 2025
TO:	Ally Holmqvist, Metro Transit Working Group
FROM:	Ryan Farncomb, Sam Erickson (Parametrix); Oren Eshel, Anna Geannopoulos (N/N)
SUBJECT:	Task 5: First/Last Mile Transit Service Opportunities Criteria and Methodology
PROJECT NAME:	Community Connector Transit Study

This memorandum documents the proposed methodology for identifying areas within the Portland Metro region with gaps in access to transit. This methodology and criteria will help to establish "opportunity areas" where community connector transit service could be an appropriate solution to address unmet travel needs. In this study, the term "community connector" refers to generic fixed- or flex-route transit service that provides first- and last-mile connections to the greater regional Portland transit networks, as well as non-specialized trips (i.e., without special eligibility requirements) to key destinations within the communities in which it operates.

Gaps in access to transit services within the region, both geographically and temporal (i.e., service gaps related to time of day/night) will be considered. The study is focusing on evaluating gaps in access to transit for travel to/from areas beyond the regional fixed route networks.

It is important to note that this study is focused narrowly on where and when community connector services may be appropriate, cost-effective, and beneficial in addressing regional mobility gaps aligned with regional goals. This study is not engaged in planning for the fixed-route light rail and/or bus networks operated by TriMet or SMART; these agencies have separate planning processes such as Forward Together and the Transit Master Plan, respectively, which plan for the future of the regional fixed-route network. This study is complementary to these efforts and focused on opportunities in areas either unserved or underserved by fixed-route services but potentially supportive of community connector type transit solutions.

Methodology

The proposed methodology relies on a mix of quantitative data, best practices, findings from prior study work, and qualitative assessment to arrive at potential opportunity areas. This phase of work will identify the potential opportunity areas, while later phases of work will prioritize areas for investment and identify possible transit strategies. Outcomes from this analysis will include:

- An understanding of potential geographic areas where new or expanded community connector transit service could provide benefit.
- Potential temporal gaps in access to transit that could be addressed by new or expanded community connector service.
- Opportunities to serve regional parks with community connector services.

The overall process includes the following steps, explored in greater detail in the subsequent sections below:

- Identify first/last mile access to transit gaps in the region. This step will combine previously-identified community connector service needs from local plans with a broad assessment to determine areas of the metro region that represent gaps in terms of ability to access transit

- Of the gaps and areas of need identified, determine whether these areas would be supportive of community connector transit services (today or in the future). This step further refines the gap areas to understand if there is potentially a market for transit services
- Identify potential opportunity areas. This step will identify what the potential market for transit services is, and where a given area might connect (e.g., connections to the nearest light rail stop). This third step will result in "opportunity areas" that will be further refined through engagement and later work on the project

First/last mile access to transit gaps

For the purposes of this study, access to transit gaps are geographic areas, or times of day, when people cannot reasonably access transit to meet their travel needs. The first step in this process will be to inventory community connector services planned or proposed by agency partners. Much work has been completed in the region on this subject, such as prior ideas from TriMet's Service Enhancement plans, plans for expanded community connector services in Washington County's Transit Study and Transit Development Plan[1], as well as "community job connector" areas identified in the Regional Transportation Plan (RTP) Transit Vision (Figure 2.34). These services will be mapped, either as lines/routes where there is a specific route or as polygons where there is a particular service area.

Second, the project team will identify potential additional gaps with respect to the existing transit network (TriMet Forward Together 1.0, SMART services as identified in its 2023 Transit Master Plan (TMP), and existing community connector services) and future transit network (Forward Together 2.0 Strategic Transit Vision for TriMet fixed-route and light rail services, and the Metro RTP Transit Vision for other services).The following approach will be used to identify initial broad areas of interest for further refinement:

- All areas of the region that are more than 0.5 miles away from a high capacity transit station or a frequent transit network stop, or 0.25 miles from other fixed route stops or community connector transit service in the region. The team will use "network distance" based on existing roadways

- The locations of key community destinations *beyond the reach of the fixed-route transit network*, including the following based on the Metro Community Places data layer:
    - City halls
    - Community centers
    - Fire stations
    - Hospitals
    - Libraries
    - Schools
    - School sites

  Additionally, key community destinations will include:
    - Parks
    - Affordable housing
    - Grocery stores
- Social services
    - Community colleges and universities

[1] https://www.washingtoncountyor.gov/lut/planning/washington-county-transit-study; https://www.washingtoncountyor.gov/lut/transit-development-plan

- Locations of any housing above approximately 4 units per acre that are more than 0.5 miles from fixed-route transit networks

The resulting maps (existing and future) from layering these data will show areas of the region without transit access and the areas of opportunity identified in other local plans.

Temporal gaps will focus on access to employment for jobs with non-traditional work hours. These gaps will be identified through employment data on concentrations of jobs with shift work, as well as through Transit Working Group (TWG), public, and partner feedback.

Details/assumptions for this step:

- Largest employer sites (pulled from the Internet or from past projects) will be mapped as points, with metadata that includes the number of employees, and whether there are likely to be shift workers there who work second, third, or alternative shifts. (Note that some large employers have multiple locations. Propose working with partners to rely on past work that identifies key employment locations and shift times)
- The existing fixed-route transit network will be the planned full implementation of the Forward Together 1.0 network, as defined by TriMet, and the full implementation of SMART fixed-route network as defined in the 2023 TMP. The future network will use the fixed route bus and light rail network in TriMet's Strategic Transit Vision (Forward Together 2.0) and other planned elements of the transit system found in the RTP Transit Vision).

Criteria to determine transit-supportive areas

This step will establish where there are transit supportive markets within the areas identified as transit access gaps. At this step, results will only be used to establish whether some level of transit service could be viable, but not which type of community connector service delivery model is appropriate. Areas that do not score well or meet agreed upon thresholds may not be suitable for transit service, or may be better suited for other types of transportation solutions.

Core metrics include:

- Minimum population density of 8 people per acre, using Census data or Transportation Analysis Zones (TAZs) from the regional travel model for existing and/or future population
- Top quartile of the TriMet Equity Index, which includes ten indicators of populations having social vulnerability, such as minority status, low-income, limited English speaking proficiency, seniors over 65, youth 21 or under, disability status, low access to a personal vehicle. Affordable housing, percentage of low-wage jobs, and density of available services round out the remaining indicators. The team will also identify areas in the top quartile of minority status and low-income.
- Major employers: existing locations of employers or employment sites exceeding a size threshold (could include classification of distance from transit and mode share)
- Alignment with Metro 2040 land use designations including regional centers, town centers, station communities, main streets, corridors, and employment land. Many of these areas will already have robust fixed-route transit; the goal here is to understand if any of these designations lie within the broad transit gap areas identified in the first step

The team will identify high capacity and frequent transit stop and park and ride locations proximate to the opportunity area as well as key destinations; these locations represent possible connection points for community connector transit service.

In addition to applying these criteria to refine opportunity areas, the project team will include opportunities identified from TWG or public feedback.

Temporal gaps refinement

The team will identify areas with concentrations of shift workers, overlaid with the existing transit system (fixed and community connector transit) to understand where there could be temporal gaps in service (e.g., time-of-day gaps, or weekend service gaps, etc.), as discussed in the prior section. This information will be useful for discussions with the TWG and other groups to understand what gaps have been previously identified and what areas may warrant further investigation. In the case of night- or third-shift employment, the same transit planning principles apply; that is, if the transit propensity is low due to distance, density, or potential demand, other solutions besides community connector transit may be a better fit. Temporal gaps may also include understanding of whether there are certain days or times where additional transit service may be warranted.

Identify potential opportunity areas

This step will identify the market or trip purposes served by potential community connector service to or in the areas identified in the prior step. Analysis will include the following:

- Whether there is support from local or regional plans for community connector transit services; identified opportunities from TWG and public feedback.
- Origin-destination travel demand derived from Metro's travel model to understand possible connection points for opportunity areas.
- Alignment with the markets for community connector service described in the best practices document, including serving low-density housing, regional parks, employment, and off-peak service.
- High-level assessment of potential pedestrian barriers influencing the need for service.

Opportunities will be sorted into four broad categories:

(1) **Current:** areas that would address current and ongoing need for community connector services
(2) **Temporary:** areas that demonstrate current and ongoing need for community connector services, but the service may be rendered obsolete in the future due to population growth, changes in land development, and planned fixed-route network expansions
(3) **Future:** areas that do not meet a threshold to support community connector transit, but that are likely to emerge as such in the future due to anticipated changes in land use, population, and employment densities
(4) **No opportunity:** some areas may not be suitable for community connector transit services today or in the future

Access to recreation

There is a desire by Metro for a focused examination of access to regional parks, especially those that are at the periphery of the region and that have low or no access via transit today. Metro considers a "regional park" as one offering recreation activity opportunities including trails and/or water access, of a sizable nature (around 15 or more acres), and currently offering parking (indicating visitation is encouraged and frequent), These parks with features that indicate a major

regional draw, and therefore regional significance, were identified from Metro's Outdoor Recreation and Conservation Areas RLIS file. This analysis requires a slightly different approach than the broader opportunity areas process described previously. Best practices indicate that transit serving major parks with regional draw should connect to high density, highly transit-accessible bus stops or stations. This analysis will include input from existing transit providers about high ridership stops, particularly those that serve multiple bus routes or light rail lines that could be on a list for consideration.

Key criteria that will be considered include:

- Park visitation numbers, from Metro
- Parking availability
- Proximity to existing major fixed route/HCT stop locations
- Network distance from fixed route transit
- TWG and public feedback

Access to regional parks may have overlapping opportunity areas with other opportunity areas identified from the methodology described in previous sections. For a destination-based service such this, the team will ensure service alternatives do not conflict with Federal Transit Administration charter bus service regulations.[2]

Next steps

In the next phase of the project, the public and the TWG will provide feedback on a draft opportunity areas map, and regional priorities. Adjustments to opportunity areas based on feedback will result in an updated map of opportunity areas by priority.

[2] https://www.transit.dot.gov/regulations-and-guidance/access/charter-bus-service/charter-bus-service-regulations-0

DRAFT Mobility Hub Evaluation Criteria

February 10, 2025

Metro

What is a mobility hub?

Mobility hubs are places in a transportation network where people can access and make efficient connections between multiple modes, services, and emerging mobility options.

What is a mobility hub?

What does this mean in the Portland Metro context?

- Hubs include existing transit centers, such as MAX stations and FX bus stops
- Can incorporate existing services such as Biketown and scooter share
- Can incorporate Park & Rides

Mobility Hub Evaluation Approach

Mobility hub success factors

Connectivity

Land Use + Regional Significance

Equity + Community Impact

Transit Access

Overall Approach

- **Establish Mobility Hub typology**, defining different types of hubs with different features and contexts
- **Screen #1: initial universe of areas of interest**
  - Hubs identified in local or regional plans
  - Minimum transit service thresholds
- **Screen #2: apply criteria by typology type**
  - Land use, population/employment density, stop-level activity, etc.
- **Identify highest-performing locations**
  - High scoring based on criteria
  - Local priority based on plans

Mobility Hubs Typology

Not all hubs are the same. Team will identify a regional mobility hub typology, drawing from local, regional, and national work. For example:

- **Regional Hub**: mobility hubs with regional draw and impact at key locations across the region (e.g., busy transit centers)
- **Neighborhood Hub**: hubs that serve key activity nodes in neighborhoods, such as commercial centers next to intersecting frequent transit bus lines

The typologies will include both **function** (what services do they have and who do they serve) and **context** (what environment makes them successful). The context will help us select criteria to identify promising locations for each type of hub.

Draft Evaluation Criteria – Screen 1

SCREEN 1

This step will screen the Metro region for the initial universe of possible mobility hub locations. Generally, locations with higher-frequency transit stops will represent the initial universe of possible mobility hub locations:

- TriMet FX/MAX Stations
- TriMet Frequent Transit Network stops
- TriMet Transit Centers
- Portland Streetcar Stations

The team will also identify mobility hubs called out in local plans for inclusion at this step.

Draft Evaluation Criteria – Screen 2

SCREEN 2

Evaluate mobility hub opportunities based on criteria tailored to the mobility hub typology. The table on the next slide includes a list of general criteria that will be applied tailored as appropriate for each hub type. For example:

Mobility Hub Type (Illustrative)	Transit Criteria	Land Use Criteria
Regional Hub	MAX stop, FX stop, or Transit Center	Metro Region or Town Center
Neighborhood Hub	Frequent Transit Network stop served by two or more bus lines	On Main Street or Corridor

Draft Evaluation Criteria – Screen 2

SCREEN 2 **Objective**: Evaluate Hub Opportunities and Prioritize Potential

Success Factor	Evaluation Criteria	Measures	Data Sources/Methods
Connectivity	• **Transit connections** (including intercity) • **Connections to active transportation (AT) facilities** • **Existing Multimodal Integration** (bike, scooters, shuttles, etc.)	• Ability to make transit transfers • Active transportation network completeness • Availability of different modes (e.g., bike share)	• Transit provider stop-level GIS layers • Metro AT facilities GIS layers • Vendor data (e.g. Biketown)
Land Use + Regional Significance	• **2040 Land use designations** • **Supportive land use and zoning**	• In Metro centers and corridors • Transit-supportive land-uses (ex: high density housing, commercial, employment)	• Metro RLIS GIS layers (centers, corridors, land use, etc.) • Census data (pop/emp)
Equity + Community Impact	• **Serves underserved communities** • **Access to key destinations** • **Streetscape/placemaking opportunities**	• Presence of equity populations • Presence of community destinations	• Metro equity GIS layer • Metro key destinations GIS layer • Local plans/Metro RTP
Transit Access	• **Passenger Activity** • **Level of transit service**	• Stop-level activity (net boardings – alightings) • Level of transit service	• Transit provider stop-level ridership • Transit provider data

Draft Evaluation Criteria – Screen 2

SCREEN 2 **Example: Clackamas Town Center**

Strengths:

- High transit connectivity (MAX Green Line + bus routes).
- Potential for public-private partnerships with mall ownership and developers.

Challenges:

- Car dependent land use
- Limited AT connections
- Safety concerns for ped crossings

Final Verdict:

- Moderate hub candidate
- Best suited for phased implementation, starting with ped and micro improvements

Prioritization

Highest scoring locations for each type will be identified. This will be the basis for identifying priority along with local plans and feedback from the Transit Working Group and the public.

oregonmetro.gov

Materials following this page were distributed at the meeting.

April 20, 2025

Subject: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

JPACT Committee Members:

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

The new bridge will provide safer, modern multimodal transportation facilities, serving all modes and communities accessing the downtown core, especially adjacent neighborhoods which are located in equity focus areas. This includes building ADA-compliant sidewalks to adjacent transit stops and social service providers, safer and better-protected pedestrian and bicycle facilities on the bridge, preserving the existing bus-only lane, providing permanent bicycle/pedestrian street improvements adjacent to the bridge and preparing the bridge for a future streetcar line. This multifaceted infrastructure project addresses many urgent community needs including the safety and resiliency of the bridge, and upgrades to support the region’s plans for high capacity transit.

The Burnside Bridge is used by three TriMet bus lines - Line 12, 19, and 20 - and carries nearly 15% of the total bus ridership in the region. The Line 20 has the second-highest bus ridership in the entire region. The transit improvements that this regional funding would support would allow our communities’ to have safer, and more accessible access to these services, and would put necessary infrastructure in place to reduce delays. In order to support our region for generations to come, the new, seismically-resilient bridge will be well-prepared for future bus rapid transit development, as well as potential streetcar expansion.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

The project will support regional economic development through short and long-term job creation by providing over 6,200 job years of employment, including for apprentices, women, and people of color. A safe and resilient bridge will better support the reliable movement of goods and services in and across Portland and the region.

Increasing easy and safe access to transit in this region must be a priority, so we strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Sincerely,

Cassie Davis
(local small business owner and DBE certified)

April 16, 2025

Support for Trails Projects in RFFA for 2028-30

Dear Chair Gonzalez and Members of the Committee,

We are writing today to share our support for the trails projects competing for funding in the 2028-30 RFFA.

- More than 80% of Oregonians report using local trails or off-street paths, and there is broad public support for investing in trails.
- Off-street paths provide the safest alternatives to walking or riding on high-speed and high-traffic roadways. Closing the gaps in our regional trail network is critical to addressing the epidemic of traffic fatalities and serious injuries on our roadways.
- In addition to saving lives and healthcare system costs, off-street paths are extremely valuable visitor amenities and support the Metro region's outdoor recreation and tourism economy, connect Metro residents to nature, and support the economic vitality of Oregon communities.
- With Oregon's restriction on gas tax to the road right of way, RFFA is a critical source of funding for trails investments.

Thank you for your consideration and leadership,

Stephanie Noll, Director, Oregon Trails Coalition

www.oregontrailscoalition.org | 503-290-4569 | steph.noll@oregontrailscoalition.org

People killed in traffic crashes in Clackamas, Multnomah and Washington counties

April 1 through April 30, 2025

Two persons age 41 and age 36, driving, Hwy 551/I-5, Clackamas County, 4/3/25

A person age 64, driving, Hwy 224/SE Weitz Ln, Clackamas County, 4/3/25

A person age 64, motorcycling, S Springwater Rd/S Windy Hill Rd, Clackamas County, 4/4/25

A person age 25, motorcycling, SW River Rd/SW Rosedale Rd, Washington County, 4/4/25

A person age 62, driving, Hwy 10/SW 192nd, Washington County, 4/16/25

A person age unknown, driving, Hwy 26/Kelso Rd, Clackamas County, 4/16/25

A person age unknown, walking, N Going St/N Port Center Way, Portland, Multnomah County, 4/21/25

A person age 69, walking, SW Gaarde St/SW 110th Ave, Tigard, Washington County, 4/26/25

A person age 28, driving, I-5 Hubbard Interchange, Clackamas County, 4/27/25

Metro

Source: ODOT Initial Fatal Crash Information Viewer, 5/1/25

Continually committing to systemic change to prevent future traffic deaths

Safe Streets: Redesign our most dangerous streets represented by the High Injury Corridors

Safe Speeds: Slow down travel speeds, using a variety of tools to do so

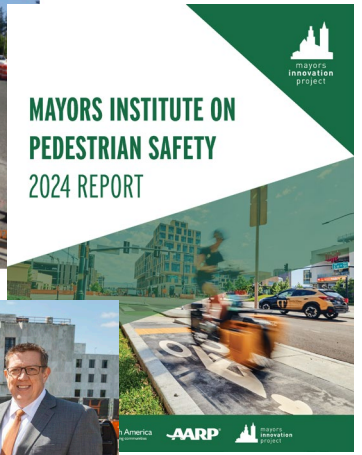
Safe People: Create a culture of shared responsibility through education, direct engagement, and safety campaigns

As well as **Safe Vehicle** size and technology and **Post-Crash Care** and response.

Some of the actions regional partners are taking for safer streets

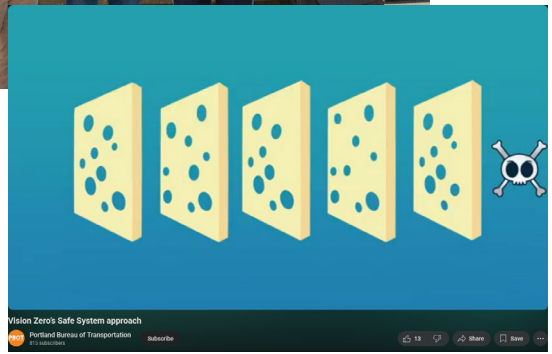
Multnomah County is constructing critical **safety improvements to SW 257th** Avenue in Troutdale, including enhanced pedestrian crossings, buffered bike lanes, improved lighting, accessibility upgrades, and radar feedback signs.

Tigard was selected to participate in the **2025 Mayors Institute on Pedestrian Safety** program. Mayor Heidi Lueb will join 11 mayors from across the country in a six-month initiative of expert-led workshops, peer exchanges, and coaching to address pedestrian safety challenges.



ODOT highlighted work zone safety with a **work zone media event** at the capital on April 22nd during National Work Zone Awareness Week (April 21-25).

PBOT partnered with Lents Youth Initiative to employ two high school interns for Safe Routes to School and Vision Zero programs, to create an **educational video** that serves as a youth-oriented resource on the Safe System Approach, out now on YouTube.



MPO Certification Response Timeline

Date	Action/Discussion
April 11th	Metro received MPO certification report and findings
April 17th JPACT meeting	Notification to JPACT of MPO certification receipt
May 15th JPACT meeting	Update JPACT on Metro's response to certification recommendations (process and timeline)
May 16th-June 10th	Metro to meet with JPACT members as desired to discuss certification response
June 11th TPAC workshop	TPAC workshop to discuss certification report and plan to address corrective actions and recommendations
June 12th JPACT meeting	JPACT briefing and discussion on MPO certification; Metro presents draft action plan
Summer 2025- Fall 2029	MPO implements action plan; update Metro Council as needed

Surface Transportation Reauthorization Bill

Regional Priorities

Betsy Emery | Federal Affairs Advisor

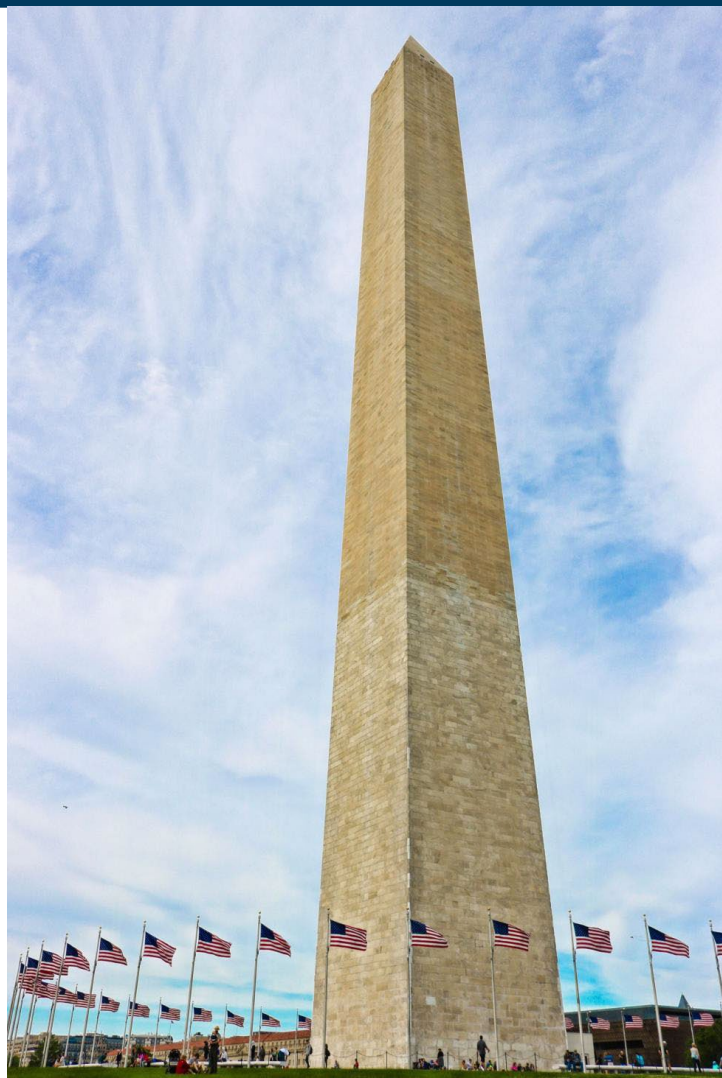
Joint Policy Advisory Committee on Transportation
May 15th, 2025

Status of Congressional Negotiations

	Committee	Jurisdictional Authority	Status
House	Transportation and Infrastructure (T+I)	Most of the policy (all modes)	Hearings underway, **collected proposals**
	Science, Space and Technology	Research programs	No action**
	Ways and Means	Funding	No action
Senate	Environment and Public Works (EPW)	Highways	Hearings underway, **collected proposals**
	Banking, Housing, and Urban Affairs	Transit	No action
	Commerce, Science, and Transportation	Safety, trucking, rail	No action
	Finance	Funding	No action

Emerging Transportation Policy Priorities

- Ensure a safe and reliable transportation network
- Make it easier to get money out the door
- Consolidate federal transportation grants
- Prioritize traditional road infrastructure
- Increase state formula funding and flexibility
- Regulatory and permitting reform
- Increase revenue into the Highway Trust Fund



JPACT's Draft Priorities for Surface Reauthorization

- Preserve current funding levels for grant and formula programs
- Emphasize safety for all road users, especially along arterials
- Streamline permitting for small-scale, high-impact safety projects
- Ensure long-term solvency of the Highway Trust Fund
- Invest in integrated multimodal systems
- Make advanced appropriations for multiple fiscal years
- Increase flexibility so funding can support maintenance

Discussion Question

What are your reactions to the revised draft of JPACT's priorities for surface transportation reauthorization?

oregonmetro.gov

Metro

28-30 Regional Flexible Fund Step 2: Illustrative Concept Input

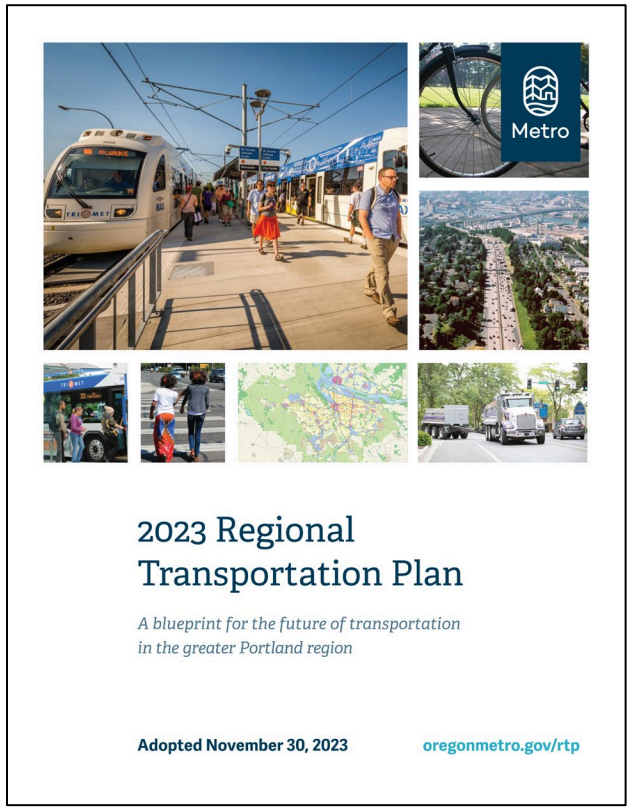
JPACT **May 15, 2025**

28-30 Regional Flexible Fund Step 2

Estimated $42 million to award to projects around the region

Desired outcomes

- Implements RTP goals
- Meets Program Direction



Getting to a Step 2 Allocation Package

Five Components to Inform Decisions

- Program Direction objectives
- Outcomes Evaluation results
- Public comment
- Illustrative concepts
- County coordinating committees & City of Portland priorities

Package Development & Concepts Input

Illustrative Concepts

- Based on technical scores and goal areas only
- Combine construction and project development projects into one ranked list
- Not to be considered as allocation package option
- See **Attachment 1**

Concept 1: RTP Goals + Design

Ranks projects based overall outcomes evaluation score

Concept 2: Safe System

Ranks projects based solely on the safe system goal area score

Concept 3: Thriving Economy & Mobility Options

Ranks projects using combined scores of thriving economy and mobility options goal areas

Concept 4: Equity, Safety & Climate

Ranks projects based on combined scores of equitable transportation, safe system, and climate action and resilience

TPAC Input

- Weigh all goal areas equally (Concept 1)
- Public comment to help inform
- Other considerations:
  - Ability to leverage other funds
  - For some projects, RFFA is the only likely source
  - Project readiness

Next Steps

May 2025: Information for allocation package options

- Public comment summary
- Coordinating Committee and City of Portland priority indication
- Package options concepts/themes input

June 2025: Share allocation package options

- Deliberate options and input for shaping a recommendation

July 2025: Action

- Step 2 as a separate resolution to approve a package

TV Highway Transit and Safety Project

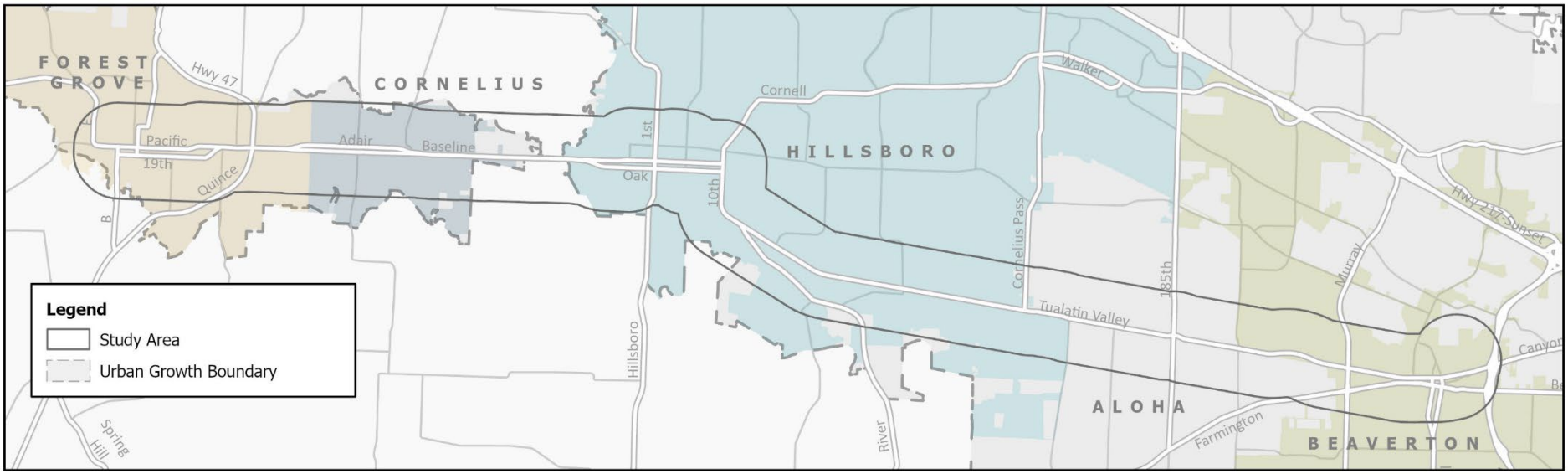
JPACT | May 15, 2025

Agenda

- Project overview
- Locally Preferred Alternative (LPA)
- Next steps

Project overview

Project location



Why address the Line 57?

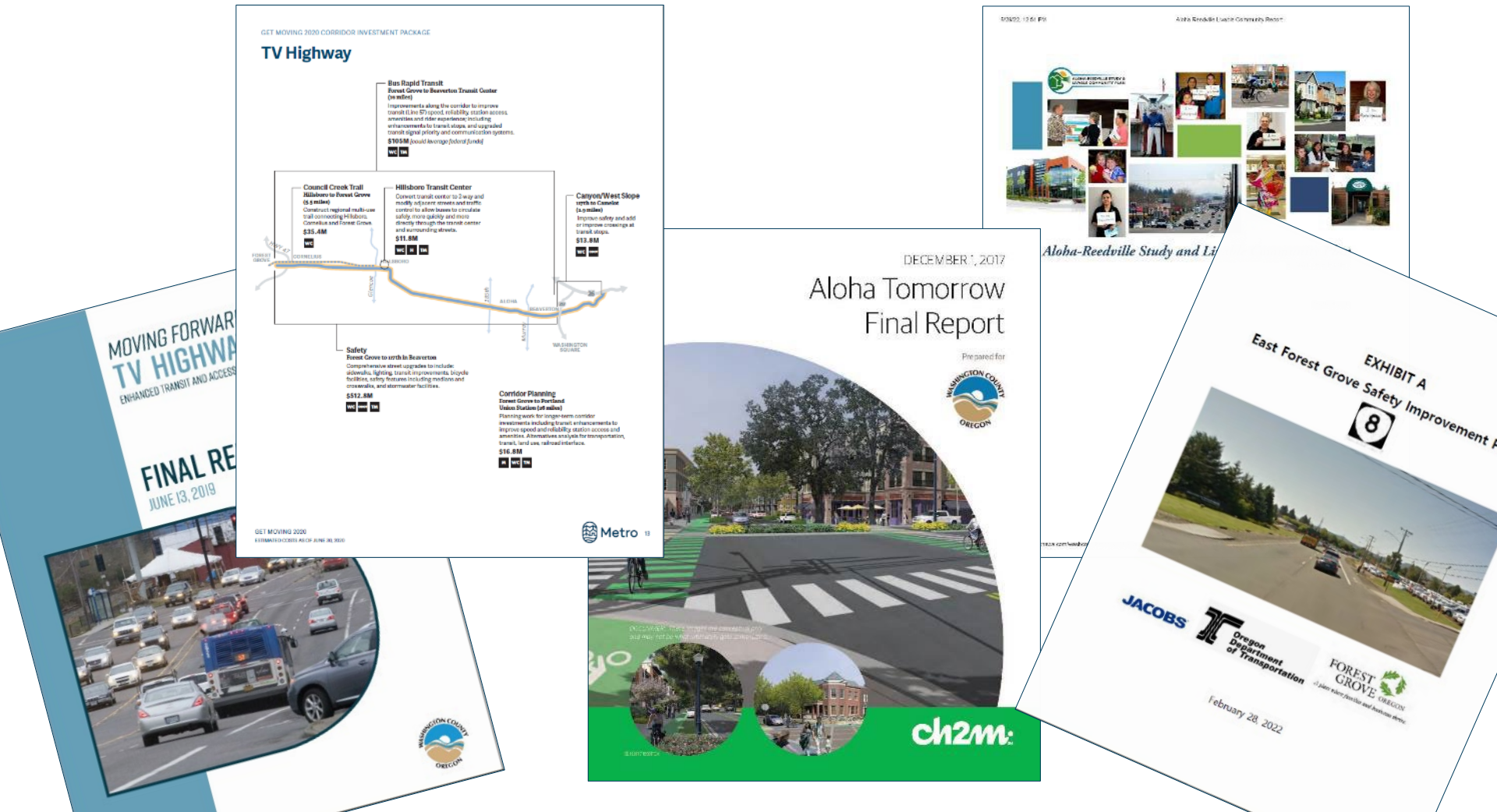
Safety: More serious and fatal crashes than other roads, including near transit stops

Ridership: Most daily boardings in Washington County; highest bounce back in ridership since COVID-19

Rider experience: Many stops have no shelter, seating or lighting

Travel times: Bus can take up to 2x longer than driving

Long history of planning . . .



Project process

- Government and community partners
- Designs, discussion, decisions
- Community outreach
- Steering Committee LPA recommendation

TV Highway Equity Coalition (TEC)

community housing fund

BIENESTAR

CENTRO

APANO
ASIAN PACIFIC AMERICAN NETWORK OF OREGON

uniteoregon

Education Outreach Recreation
Muslim Educational Trust

OREGON WALKS

Virginia Garcia Memorial
HEALTH CENTER

ADELANTE MUJERES

1000 friends of Oregon

THE STREET TRUST

community alliance of tenants

Individual civic leaders

Project benefits: safety & accessibility

- Enhanced crossing or traffic signal at all stations
- Eliminate partial pullout stop design
- Station platforms with curbs and waiting areas

Project benefits: rider experience

- Stations with shelters, lighting, seating, real-time arrival info
- Increased speed and reliability
- Access for people using mobility devices
- Zero emission buses

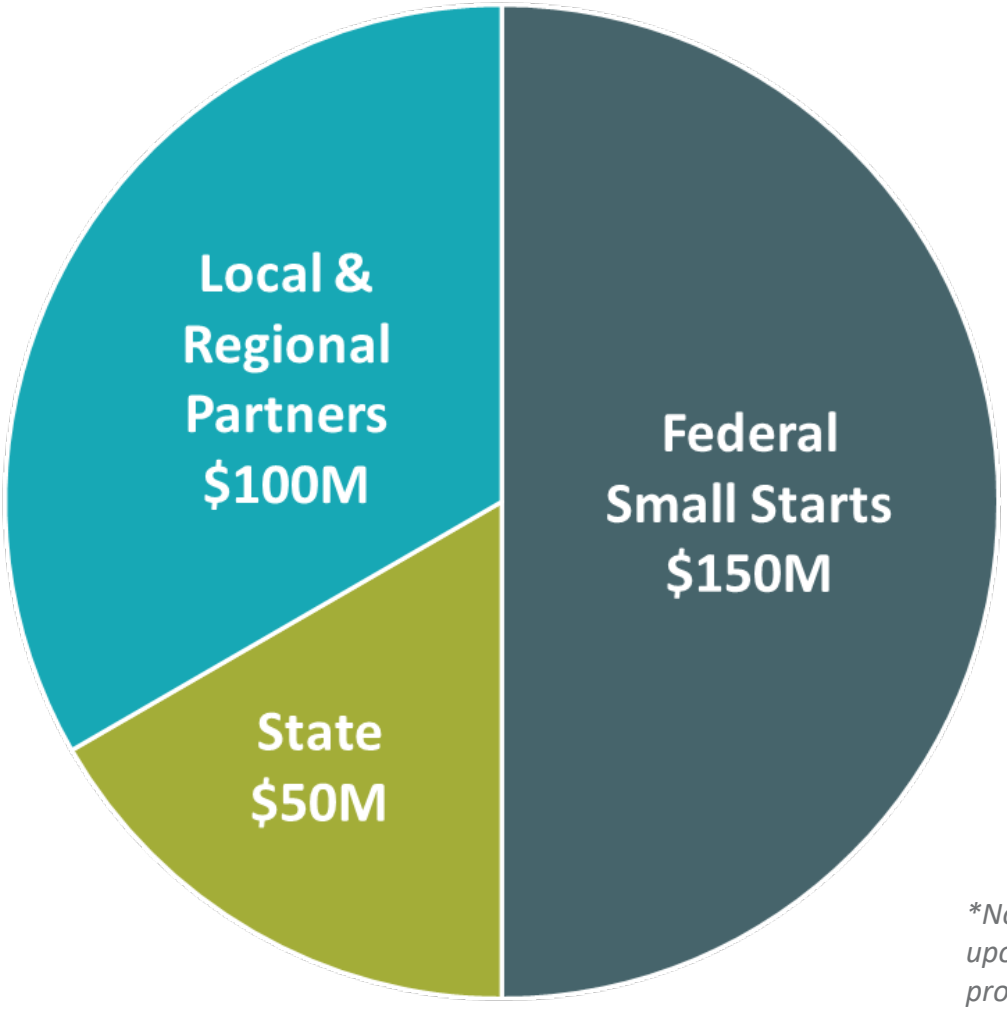
Project benefits: service enhancement

- TV Highway would be upgraded to **12-minute service** every day of the week, most hours of the day

Locally Preferred Alternative

Recommended LPA map

Funding strategy



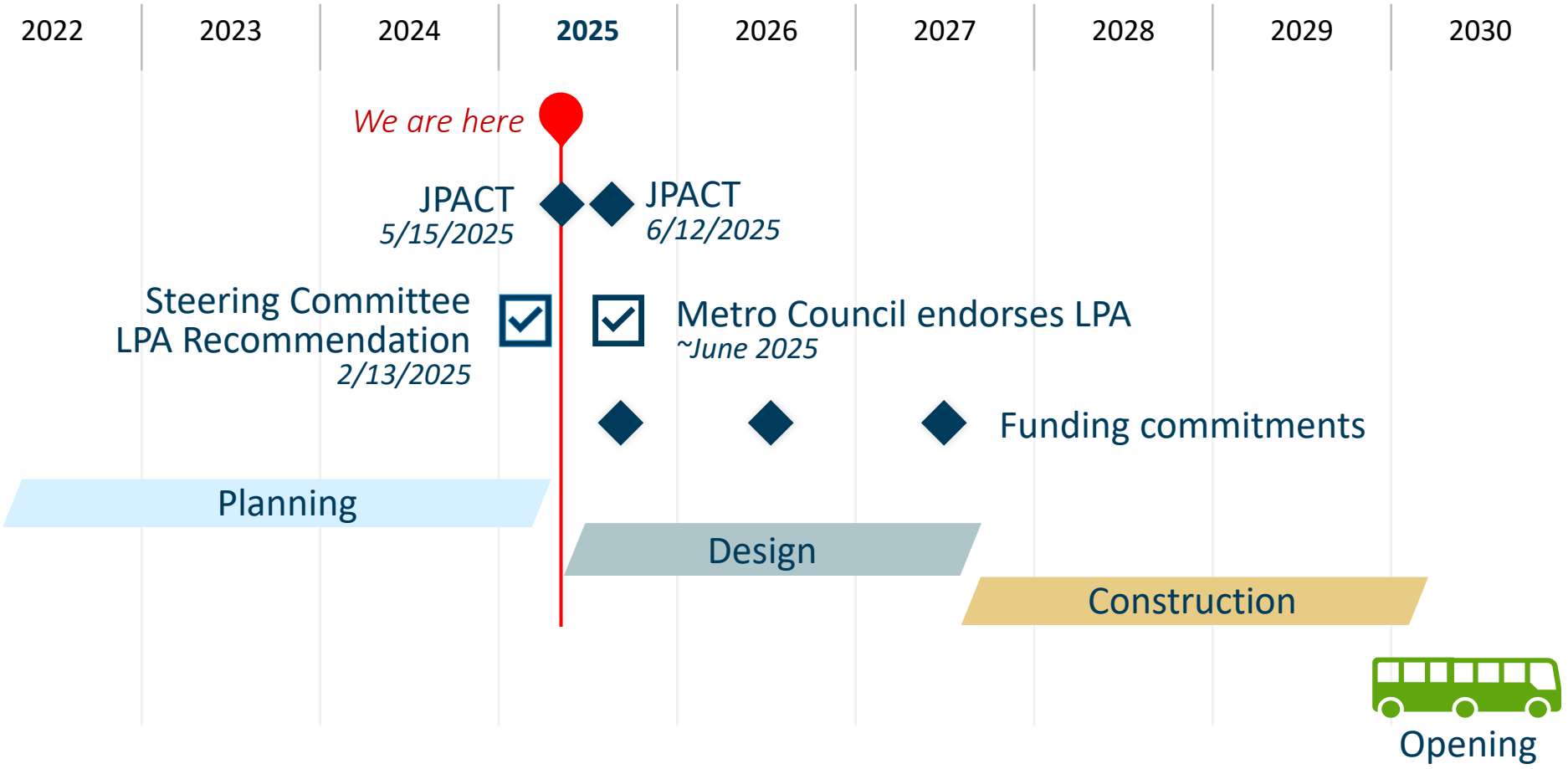
**Note: funding sources contingent upon jurisdiction/agency approval processes*

Next Steps

Project next steps

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

Project timeline



Discussion

Do you need any additional information before staff return for a recommendation on the LPA in June?

Questions?

Jessica Zdeb
Principal Regional Planner

jessica.zdeb@oregonmetro.gov

Learn more

oregonmetro.gov/tvhighwaytransit

oregonmetro.gov

Discussion Questions

1. Of the five components to inform decisions, are there any that JPACT would like to see emphasized in Step 2 allocation package options for discussion next month?

2. In addition to the TPAC package option, are there other concepts that JPACT would like to see further developed in a Step 2 package option for discussion?

3. Are there other considerations JPACT members would like to explore in a refined Step 2 allocation package?

Metro

Arts and events
Garbage and recycling
Housing and supportive services
Land and transportation
Parks and nature
Oregon Zoo

oregonmetro.gov

Portland Streetcar Montgomery Park Extension

Locally Preferred Alternative

JPACT Briefing | May 15, 2025

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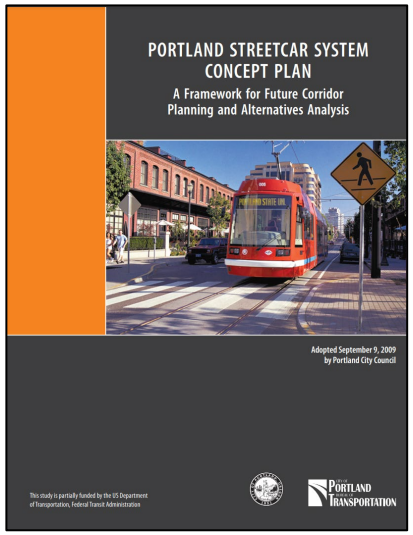
Regional Priorities

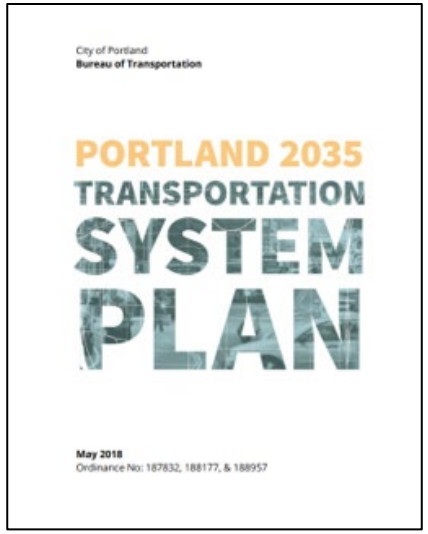
Table 2. HCT regional priority investment corridors by tier

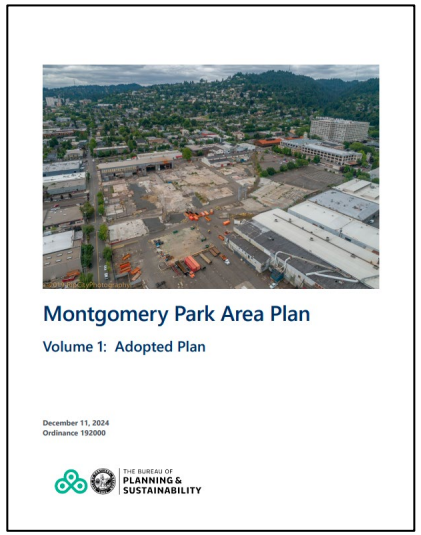
Tier		Tier description	Explanation	ID	Corridor
1	Near-term corridors	Corridors most viable to advance into implementation in the next 4 years.	Tier 1 corridors include those with adopted locally preferred alternatives or have active work underway. They were *not* included in the evaluation detailed in the HCT vision development process section above because corridor-specific detailed analysis has already been done and the region has already identified these corridors as a priority.	C7	82nd Ave
				C16	Tualatin Valley Highway
				C29	Southwest Corridor
				C30	Interstate Bridge Replacement
				C28	Montgomery Park Streetcar

Project background

- This extension has been in several planning efforts beginning in 2009:







- **Montgomery Park Area Plan and Locally Preferred Alternative** were adopted by City Council in December 2024
- Project is in Financially Constrained **Transportation System Plan**, the **Regional Transportation Plan** (update needed), and the **Regional High Capacity Transit Strategy**

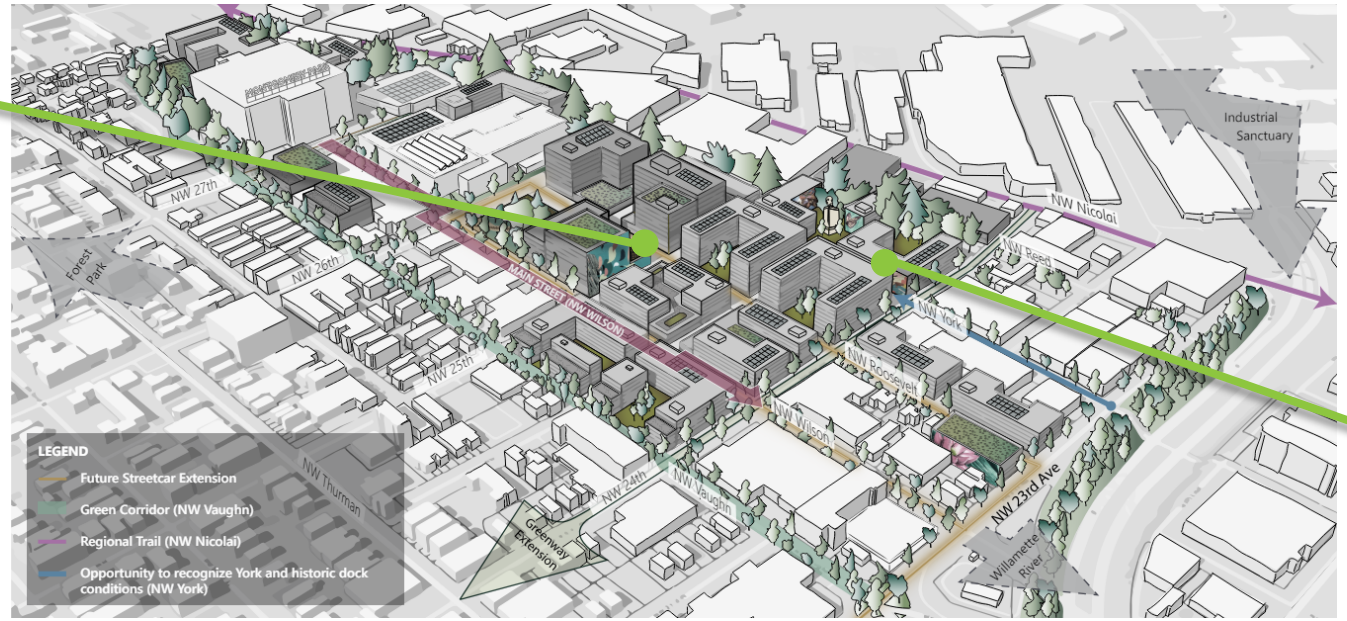
A dense, transit-oriented future

An extension of the growing Northwest Town Center served by **emission-free streetcar** transit

New multimodal streets serving a new Pedestrian District

Rehabilitation of NW 23rd Ave, a Main Street

Retention of industrial lands east of US-30/north of NW Nicolai St



Public benefits agreement toward equitable development

200+ affordable housing units upfront, or through increased IZ

400+ new middle-wage jobs and affordable commercial space incentive

A new 1-acre park in the area

Commemoration of York through public art

Projected outcomes

Housing

- 3000+ new units
- 200+ income restricted units
- Capacity for 4000+ new residents

Economic development

- 4000+ new jobs in a variety of fields
- 400+ jobs targeted as middle-wage
- 500,000+ square feet of employment space
- Affordable commercial space

Public realm

- 1 acre park
- 12-15 foot sidewalk corridors
- Placemaking and public art commemorating York

Transportation

- Streetcar extension to area
- 3000+ new daily riders, half of whom are expected to be transit dependent
- Rehabilitation of NW 23rd Avenue Main Street
- Multimodal extensions of streets

Community engagement

Phase 1 | MP2H
Fall 2019 – Winter 2021/22

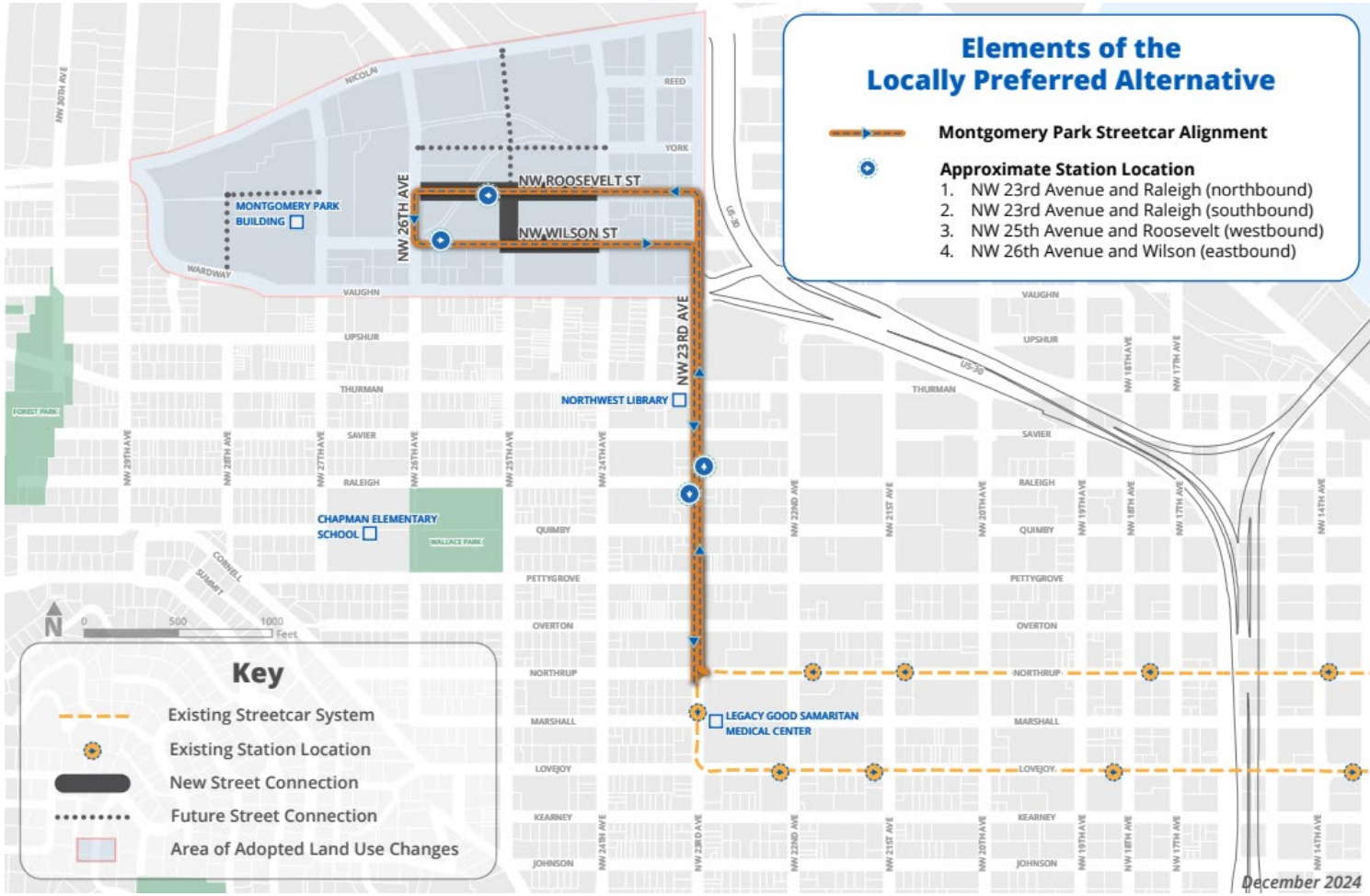
- **7 Project Working Group Meetings**
- **1 Kickoff Open House**
  - 25 participants
- **1 Urban Design Concept Open House**
  - 69 participants
- **2 Community Based Organization Partnerships**
  - 2,500 e-newsletters
  - 2,000 mailers
  - 192 survey responses
  - 70 conversations
  - 3 virtual community forums
- **1 Comment Period for Draft Plans**
  - 3,000+ mailers
  - 60+ comments and letters
- **Meetings with Neighborhood Organizations and Business Associations**

Phase 2 | Extension and MPAP
Spring 2023 – Winter 2024/25

- **7000+ Postcards**
- **1 Online Open House and Survey**
  - 179 respondents
- **1 Northwest Parking District Open House**
  - 50 attendees
- **42 Businesses Canvassed**
- **4 Days Spent Tabling, Canvassing, and Conducting Intercept Surveys**
  - 127 conversations
- **Meetings with Neighborhood Organizations, Business Associations, and Area Property Owners**
- **1 Design Character Workshop**
  - 30 attendees
- **1 Urban Design Focus Group** *(BIPOC-centered)*
- **Meetings with York Collective**

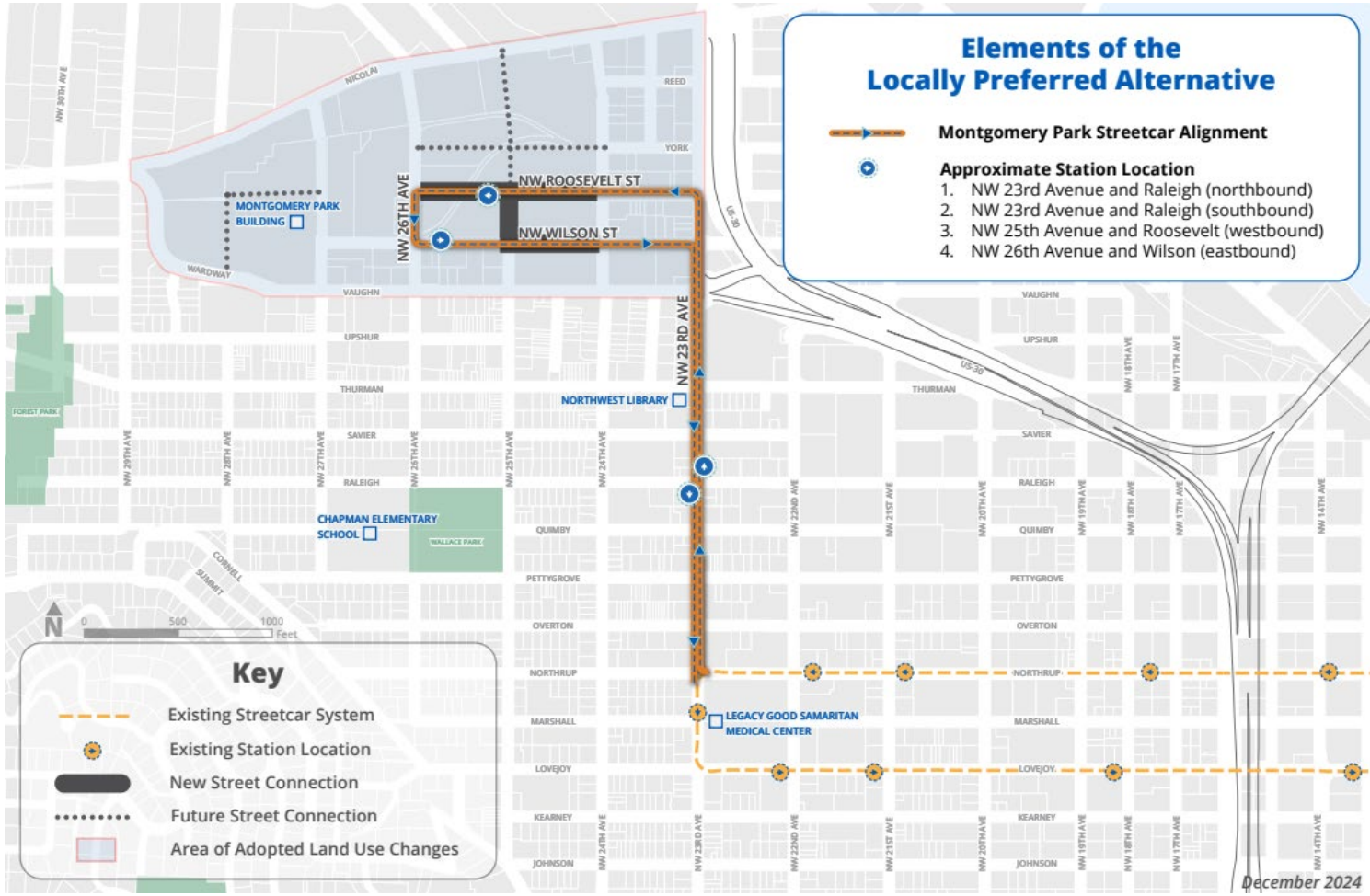
The Locally Preferred Alternative

- **Describes transit mode, alignment, and approximate station locations** for project
- **0.65 one-way route mile extension of NS Line** using two-way movement on NW 23rd Avenue and new one-way parallel couplet on NW Roosevelt, Wilson, and 25th
- **Station locations at** NW 23rd and Raleigh (northbound and southbound), NW 25th and Roosevelt (westbound) and NW 26th and Wilson (eastbound)



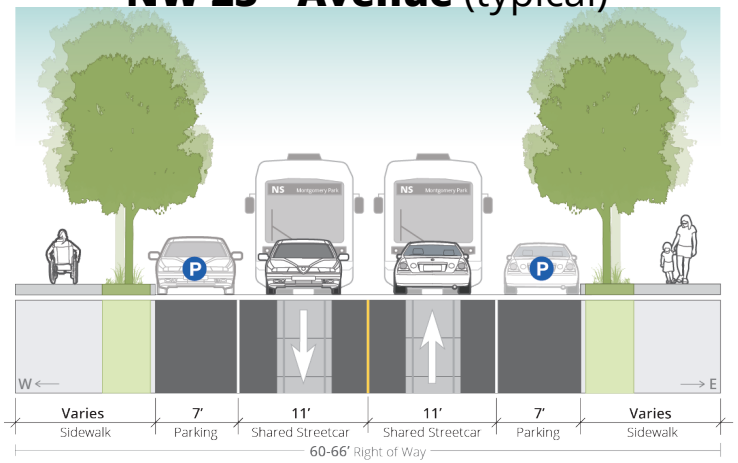
Additional project elements

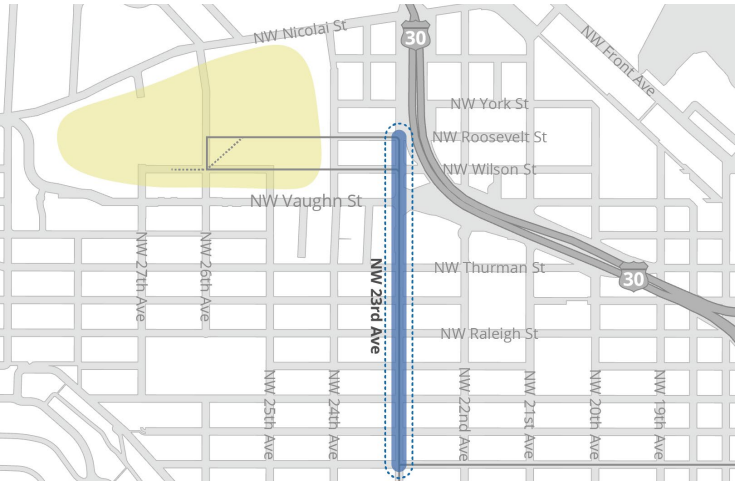
- **Rehabilitation of NW 23rd Avenue** including stormwater, utility, and accessibility upgrades
- **New multimodal street connections** in the project area (NW Roosevelt, Wilson, and 25th)
- **Purchase of 12 vehicles** with hybrid battery technology
- **100% off-wire extension**, reducing cost and impacts



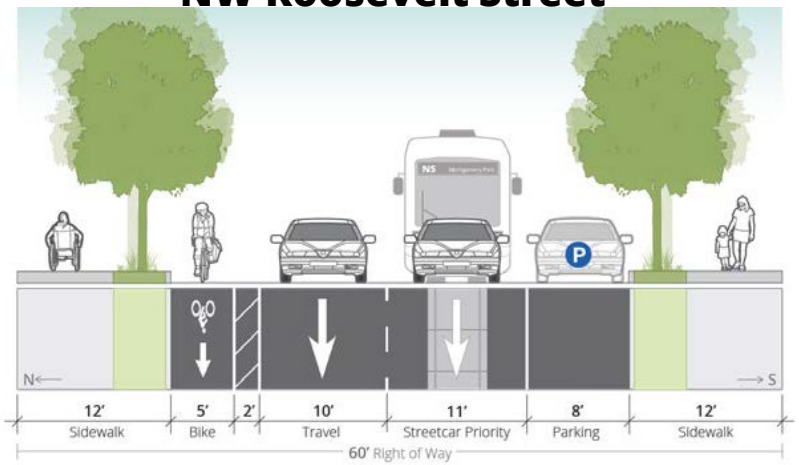
Cross sections (may be refined)

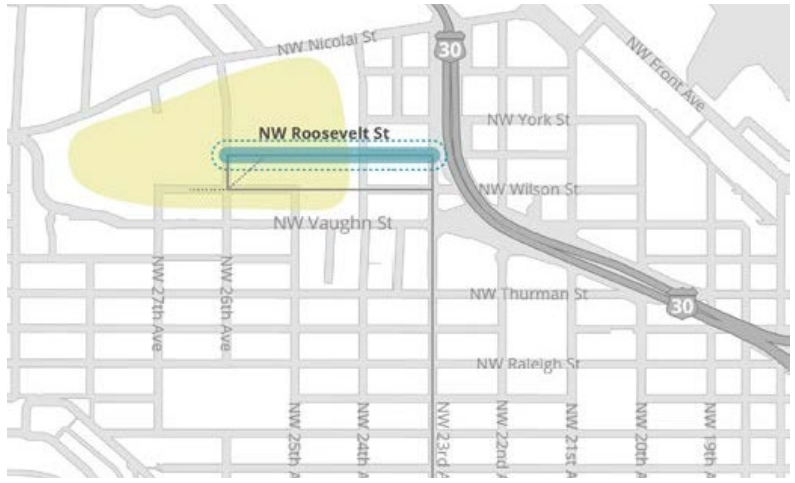
NW 23rd Avenue (typical)



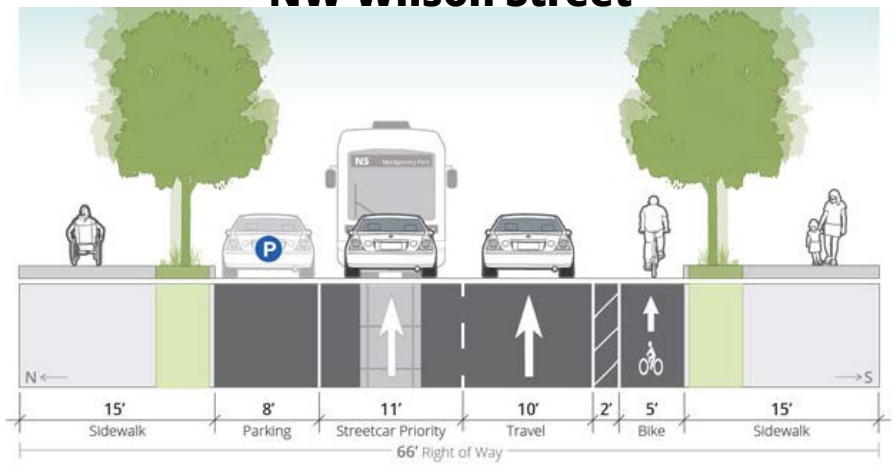


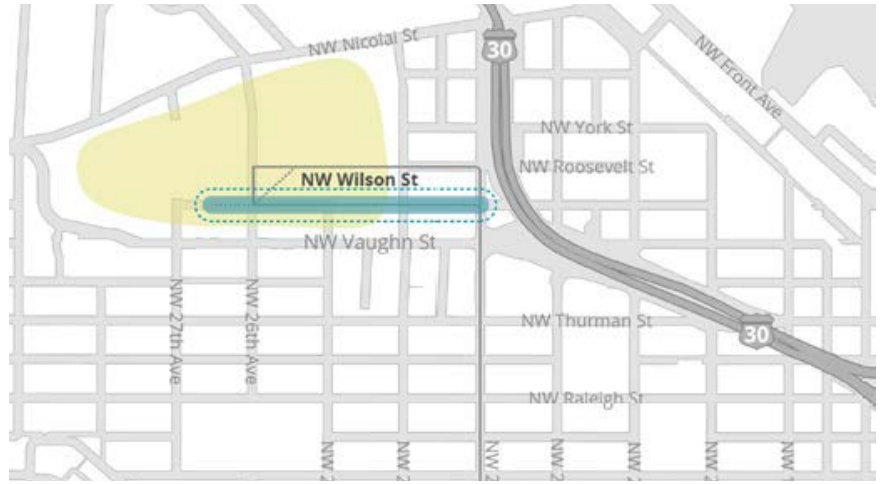
NW Roosevelt Street



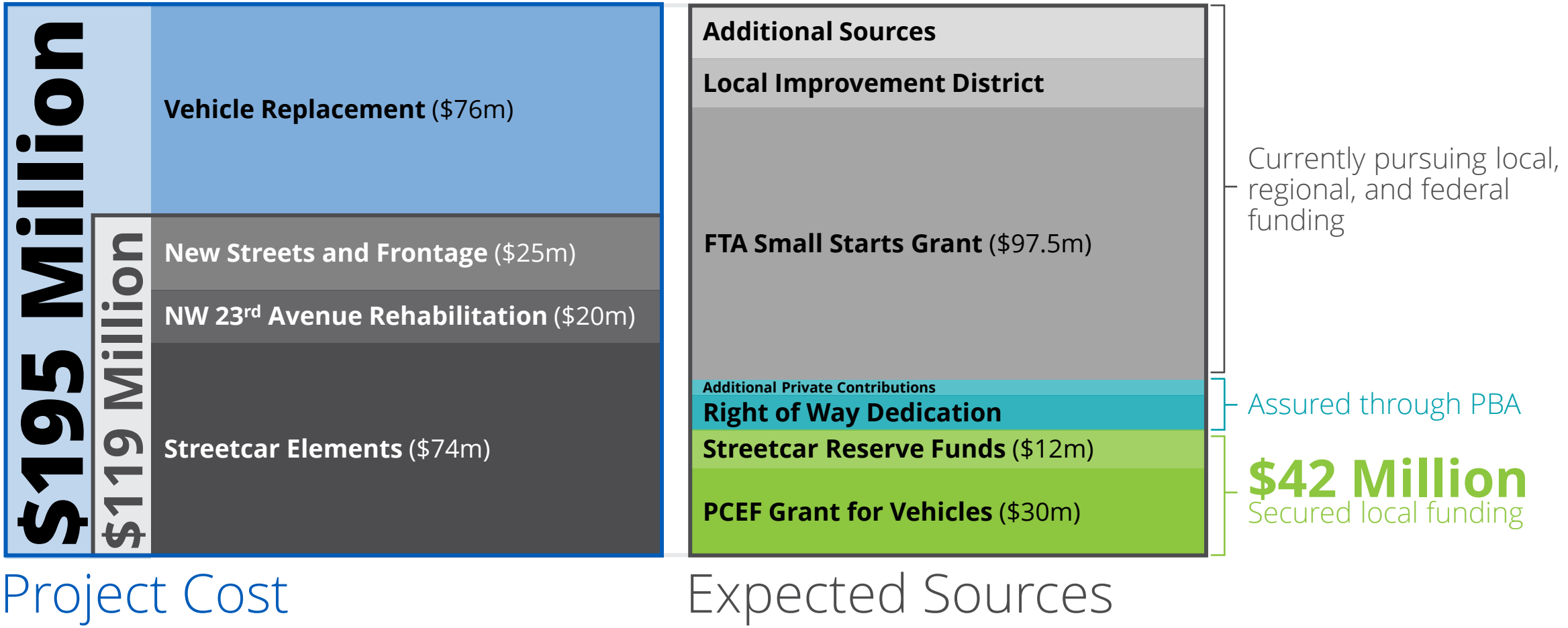


NW Wilson Street

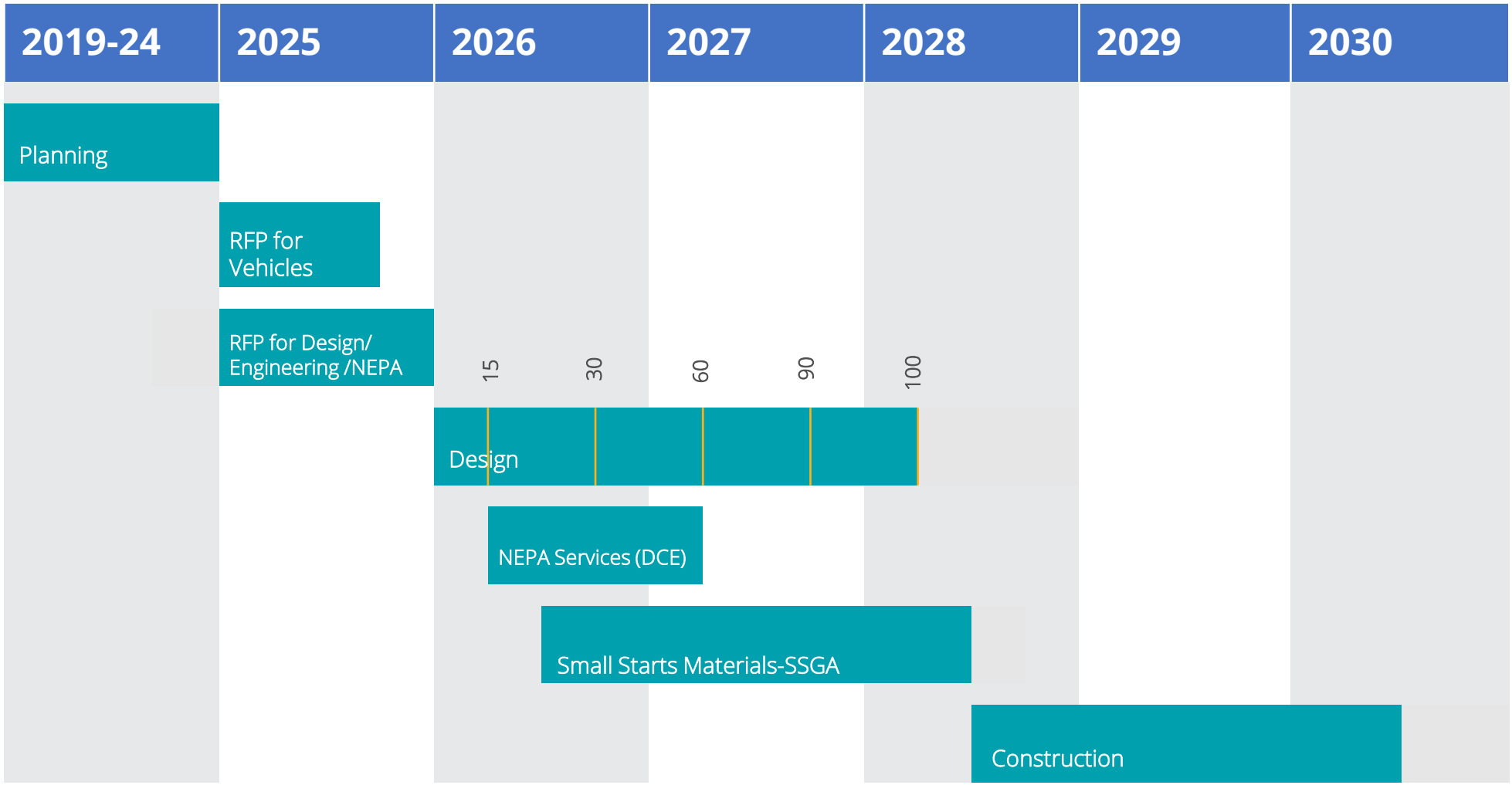




Funding the project



Project timeline (by calendar year)



Next steps

Committee	Introduce LPA	LPA Endorsement
MTAC	April 16	June 18
MPAC	May 28	June 25
TPAC	May 2	June 6
JPACT	May 15	June 26
Metro Council	June 24	July 31

Future RTP Amendment: Timing TBD

Thank you.

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