

# ODOT Innovative Mobility Program Technical Advisory Committee

Meeting 3 - Wednesday, November 29th, 2023

1pm-2pm PST

[Microsoft Teams Meeting](#)

Meeting ID: 227 561 577 349

Passcode: Der3gz

Call in (audio only): 971-277-1965

Phone Conference ID: 930 373 920#

Present: ODOT- Amanda Howell, Bridgette Bottinelli, Jennifer Sellers

TAC members - Casi Brown, Kathy Fitzpatrick, Emma Land, Marne Duke, Michael Walker, Weite (Lu),

Edem Gomez, Justin Sandoval

Time	Topic	Meeting Materials	Expected Outcome
2:00 (10 minutes)	<b>Introductions</b>		
2:10 (20 minutes)	<p><b>Program overview recap</b> Review goals and funding of IMP program</p> <ul style="list-style-type: none"> <li>• Increase historically underserved communities' access to public and active transportation by supporting both new and existing projects.</li> <li>• Budget: \$10M federal and \$10M state</li> <li>• Majority of funds are tentatively planned to go towards competitive grants.</li> </ul> <p>Question: Do funds need to be spent or obligated by 2027?</p> <ul style="list-style-type: none"> <li>• Just obligated.</li> </ul> <p><b>TAC purpose and charter</b></p> <ul style="list-style-type: none"> <li>• Purpose: Provide feedback and recommendations on the competitive grants. Help ensure equity is centered in the competitive grant design and implementation.</li> <li>• The TAC is only an advisory body.</li> <li>• Participation will not preclude your organization from applying for a competitive grant.</li> <li>• Charter was adopted on a consensus vote.</li> </ul> <p><b>IMP status update</b> Microgrants</p> <ul style="list-style-type: none"> <li>• Applications are closed for 2023 while IMP staff streamline administrative processes and make program improvements.</li> </ul>	IMP TAC Charter	Inform / discuss / action

	<p>IMP staff have been working to determine project eligibility for state funded projects.</p> <ul style="list-style-type: none"> <li>• Project categories are TDM-oriented.</li> </ul> <p>Question: Under the “planning” category are transportation needs assessments and shared mobility plans the only options? Or are these just examples?</p> <ul style="list-style-type: none"> <li>• These are examples.</li> </ul>		
<p>2:30 (25 minutes)</p>	<p><b>IMP funding strategy overview and discussion</b></p> <p>IMP staff looking at two case studies for design of competitive grants program.</p> <ul style="list-style-type: none"> <li>• <a href="#">California Clean Mobility Options</a></li> <li>• <a href="#">Colorado DOT Office of Innovative Mobility Grants</a></li> </ul> <p>Question: Does the Clean Mobility Options program allow infrastructure projects with the needs assessment voucher?</p> <ul style="list-style-type: none"> <li>• We believe that it is just for planning programs.</li> </ul> <p>Group comments/considerations on design of competitive grants.</p> <ul style="list-style-type: none"> <li>• As opposed to the California Clean Mobility Options program, IMP will not be able to set things up sequentially (community needs assessment first, then execute project) because of timeline.</li> <li>• Larger sums of money may be more impactful but that also excludes CBO’s - especially if they don’t have travel options or TDM as their primary mission.</li> <li>• What does “innovation” mean? How do we consider that in grant materials? <ul style="list-style-type: none"> <li>○ Every person and community may have a different perspective on what innovation means.</li> </ul> </li> <li>• Should the competitive grants offer prescribed amounts depending on the project type or should it be more open-ended? (IMP staff have not yet determined this.) <ul style="list-style-type: none"> <li>○ Having a variety of options allows the community to voice its unique needs.</li> <li>○ It is important to keep connecting with the community to see what they need.</li> <li>○ Identify low hanging fruit.</li> </ul> </li> </ul>	<p>Meeting 3 PowerPoint</p>	<p>Inform/discuss</p>

	<ul style="list-style-type: none"> <li>○ What is the emphasis on creativity? For example, small rural communities may not have the capacity to think outside the box.</li> <li>○ Hesitation around creating prescribed amounts because this is a new grant program. Unless this group or ODOT have a bigger picture and there are certain projects that need to be funded, we could consider letting the community express their needs.</li> <li>○ Flag: We don't want to mix state and federal funds on projects.</li> <li>○ We could make state funded projects more flexible and provide technical assistance.</li> <li>● How can we encourage applicants to not get stuck on the word "innovation?"</li> <li>● Are we prioritizing innovation or need? What do those mean in context?</li> <li>● How do we score the competitive grant projects? How do we address the fact that some organizations may also be eligible for other grant funding opportunities (example: a transit agency)? Are there other pots of funding that we should refer people to?</li> <li>● Could potentially ask applicants if the project is something they are currently doing or if they are just looking funding, even if it is temporary?</li> <li>● The competitive grants scoring committee will likely include external people and ODOT staff.</li> <li>● Applicants are going to want to know what will make them competitive, so we need to have clear guidelines.</li> </ul>		
2:55 (5 minutes)	<p><b>Next steps</b></p> <p>Timeframe for next meeting</p> <ul style="list-style-type: none"> <li>● Week of January 15<sup>th</sup></li> </ul> <p>Action items</p> <ul style="list-style-type: none"> <li>○ Doodle poll for 4<sup>th</sup> meeting</li> <li>○ Send TAC members presentation slides</li> </ul>		