

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2021-)	RESOLUTION NO. 20-5110
2024 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM FOR THE)	Introduced by Councilor Shirley Craddick
PORTLAND METROPOLITAN AREA)	

WHEREAS, the Portland metropolitan area Metropolitan Transportation Improvement Program (MTIP), which reports on the programming of all federal transportation funds to be spent in the region, must be periodically updated in compliance with federal regulations; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) adopted Metro Resolution 19-4963 which set policy direction to guide the development of the 2021-2024 Metropolitan Transportation Improvement Program; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) have proposed programming for federal fiscal years 2022-2024 through the regional flexible funds allocation process for a portion of the federal allocation of transportation funds to this region, as adopted by Metro Resolution 19-4959 and 20-5036; and

WHEREAS, the Oregon Department of Transportation has proposed programming for federal fiscal years 2021-2024 of federal transportation funds for projects in the Portland metropolitan area through funding allocation processes they administer; and

WHEREAS, the transit service providers TriMet and South Metropolitan Area Rapid Transit (SMART) have proposed programming of federal transit funds for federal fiscal years 2021-2024; and

WHEREAS, the draft 2021-2024 MTIP for the Portland, Oregon metropolitan area, attached as Exhibit A, demonstrates compliance with all relevant federal law and Oregon administrative rules; and

WHEREAS, the 2021-2024 Metropolitan Transportation Improvement Program is the first cycle to be undertaken under new federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the federal performance targets; and

WHEREAS, the proposed 2021-2024 MTIP is consistent with the 2018 Regional Transportation Plan, adopted by Metro Ordinance No. 18-1421; and

WHEREAS, a public process has provided an opportunity to comment on the performance evaluation and programming of federal funds to specific projects in specific fiscal years and whether the programming meets all relevant laws and regulations;

WHEREAS, extensive public processes were used to select projects to receive federal transportation funds; and

WHEREAS, on July 16, 2020 JPACT recommended approval of this resolution and the 2021-2024 Metropolitan Transportation Improvement Program; now therefore

BE IT RESOLVED that the Metro Council adopt the 2021-2024 Metropolitan Transportation Improvement Program for the Portland metropolitan areas as shown in Exhibit A; and


BE IT RESOLVED that projects in the existing 2018-2021 MTIP that do not complete obligation of funding prior to September 30, 2020 will be programmed into the 2021-2024 MTIP.

ADOPTED by the Metro Council this 23rd day of July 2020.



Juan Carlos Gonzalez, Deputy Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

STAFF MEMO

IN CONSIDERATION OF RESOLUTION NO. 20-5110 FOR THE PURPOSE OF APPROVING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA

Date: July 2, 2020

Prepared by: Grace Cho

PURPOSE

The 2021-2024 Metropolitan Transportation Improvement Program (MTIP) is the region's short-term investment strategy of federal transportation funds. The 2021-2024 MTIP summarizes all programming of federal transportation funding in the Portland metropolitan region for the federal fiscal years 2021 through 2024. Acting on this resolution would:

- Approve the scheduling of previously allocated federal funding to projects by project phase and fiscal year;
- Define administrative authority to modify, add or remove projects from the 2021-2024 MTIP (as defined in Chapter 8);
- Affirm the region meets federal planning and programming rules and permit submission of the 2021-2024 MTIP to the Governor of Oregon and incorporation into the State Transportation Improvement Program.

BACKGROUND

The 2021-2024 Metropolitan Transportation Improvement Program (MTIP) is the federally mandated four-year schedule of expenditures (i.e., spending) of federal transportation funds as well as significant state and local funds in the Portland metropolitan region. As a report, the MTIP provides the upcoming four-year implementation schedule of transportation projects in the Portland region. The report must demonstrate the use of federal funds will comply with all relevant federal laws and administrative rules.

In the Portland metropolitan region, there are three processes which propose programming of federal transportation funds and are therefore reflected in the MTIP. These processes are:

- The Regional Flexible Fund Allocation (RFFA): A process led by the Joint Policy Advisory Committee on Transportation and the Metro Council to allocate the region's discretionary federal transportation funds;
- The allocation of the Oregon Department of Transportation (ODOT) administered funds: An allocation framework established by the Oregon Transportation Commission (OTC) and allocations take place statewide or at the different ODOT regions. For the Portland metropolitan area, the Region 1 Area Commission on Transportation (ACT) plays a role in funding recommendations to the OTC. The allocations predominately focuses on capital improvements and maintenance on the national highway system; and
- TriMet's and the South Metro Area Rapid Transit (SMART) Annual Budget Process and Programming of Projects: the processes led by the individual transit operators in region. TriMet's annual budget process includes its rolling capital improvement program, updated each fiscal year and guides the short term implementation of the 20-year service enhancement plans. SMART is the transit agency for the City of Wilsonville and allocates transit funding in conjunction with the city budget process.

All the projects and programs selected to receive federal funding through the three processes are summarized in the tables listed in Chapter 6 of the 2021-2024 MTIP (Exhibit A) by lead agency. The tables illustrate the assignment of funds by fund type and the amount of funding by disbursement year for

the federal fiscal years 2021 through 2024. There are a number of different federal transportation funds assigned to different projects. This includes, but not limited to: Federal Highway Administration (FHWA) funds: surface transportation block grant, congestion mitigation/air quality and the FTA funds new starts, small starts, a program for special needs transportation for seniors and people with disabilities, allocations for bus purchases and allocations for maintenance of the bus and rail systems. Previous programming of these funds have been updated to reflect project completion as well as changes in construction schedules and project costs.

Coordination and Development of the 2021-2024 MTIP

The 2021-2024 MTIP adoption draft (Exhibit A) represents the past three years of efforts to develop the short-term investment strategy and demonstrate compliance and eligibility with federal regulations. Activities in which TPAC, JPACT, and the Metro Council played an active role in the development of the 2021-2024 MTIP include, but are not limited to:

- 2021-2024 MTIP financial forecast (JPACT acknowledgment of receipt April 2018)
- 2021-2024 MTIP policy direction (Resolution 19-4963 April 2019)
- 2021-2024 MTIP performance evaluation (Summer 2019/Spring 2020)
- 2022-2024 RFFA (Resolutions 19-4959 and 20-5063 April 2019 and January 2020)
- MPO feedback into the 2021-2024 ODOT administered funds (2018-2019)
- Annual transit agency budget presentation (2018, 2019)

The allocation and decision processes for determining which transportation projects and programs are expected to receive funds were completed at the beginning of 2020. The 2021-2024 MTIP adoption draft is a reflection of the outcomes of those allocation and decision processes as described in the background section of this staff report.

Public Comment for the Draft 2021-2024 MTIP

The Federal Highway Administration and Federal Transit Administration require Metro make the schedule of federal and regionally significant expenditures available for a 30-day public comment prior to final adoption.

On Friday, April 17, 2020, Metro opened a public comment period for the 2021-2024 MTIP public review draft. As part of the public comment, Metro developed a short survey which provided some information about the 2021-2024 MTIP, the results of the performance evaluation, and asked for feedback. The design of the short survey was a way of gather feedback without having members of the public needing to read the entire 2021-2024 MTIP, but was made available with the survey. In addition, during the public comment, Metro held two live opportunities to provide feedback on the 2021-2024 MTIP. A public hearing was held on April 23, 2020 at the Metro Council meeting and a resource agency and tribal government consultation was held on May 11, 2020. The public comment closed on Monday, May 18, 2020.

The various public comment opportunities resulted in a total of 210 public comments received on the 2021-2024 MTIP. The 2021-2024 MTIP received a greater amount of comments than the previous two cycles (2015-2018 and 2021-2024). In review of the public comments, the following themes and key takeaways emerged:

- Across the regional priorities of advancing equity, advancing climate, and reducing congestion, more than half of all respondents indicated strongly that more and faster work is needed.
- Survey responses indicate climate change is where there is the greatest need for more and faster work and investments should work to reduce greenhouse gas emissions. The focus on climate change is reflected in the comments submitted through the survey as well as the comment made during the Metro Council hearing.

- Comments made about addressing climate change often pointed to strategies to reduce congestion as well as investments in transit and active transportation. Although most comments about reducing traffic congestion were connected to a desire to address climate change, there were also comments that requested congestion be addressed through increased investment in the motor vehicle network, including expanding roadways.
- There is also a strong interest in more and faster work to advance equity. Comments discussed the need to increase a variety of types investments in historically marginalized communities, including improved and expanded transit service, affordability of transit, a better connected active transportation system and safety improvements. Comments also highlighted the disproportionate impacts of transportation-related air pollution on communities of color and low income communities.
- Survey responses indicate the lowest level of urgency related to safety, although more respondents indicated more and faster work is needed to advance safety than indicated that the region is on the right track.

The public comment report and a summary of comments received on the draft 2021-2024 MTIP can be found in Appendix V of Exhibit A.

Partner Coordination and Finalizing the 2021-2024 MTIP Adoption Draft

Throughout the development of the 2021-2024 MTIP, Metro has worked closely with key partners ODOT, SMART, and TriMet to reflect the near-term federal and regionally significant transportation investments in the programming of the 2021-2024 MTIP. Throughout the coordination process, Metro worked with partners and provided guidance to ensure federal eligibility requirements are being met. Additionally, Metro, ODOT, TriMet and SMART have worked closely to define which programming changes get reflected and synced in the 2021-2024 MTIP and 2021-2024 STIP between the public comment draft and the adoption draft versions. These changes have been documented as formal requested comments by ODOT and TriMet. Of those proposed changes which were significant, an opportunity for comment was provided between May 29 through June 29, 2020 on the programming changes made between the public review draft and the adoption draft.

In recognition of the coordination undertaken, TPAC recommend adoption of the 2021-2024 Metropolitan Transportation Improvement Program as presented. The presented 2021-2024 MTIP reflects the coordinated changes agreed to by Metro, ODOT, TriMet, and SMART.

The documentation of programming changes can be found in the companion documents, considered under Resolution No. 20-5110.

Implementation of the 2021-2024 MTIP and Moving Forward to the 2024-2027 MTIP

The 2021-2024 MTIP is expected to take effect on October 1, 2020, the beginning of the federal fiscal year 2021. In the meantime, agency staff are monitoring the progress of projects currently scheduled for federal obligation this federal fiscal year as a part of the 2018-2021 MTIP. If a project is unsuccessful in meeting its current schedule for action this year, it may be proposed for amendment into the 2021-2024 MTIP so that it may proceed under a delayed schedule. These changes will be addressed as part of a transition amendment to the 2021-2024 MTIP immediately following federal approval of the 2021-2024 STIP by the U.S. Department of Transportation.

Following the adoption of the 2021-2024 MTIP and STIP in summer 2020, ODOT will begin the process of launching into the development of the 2024-2027 cycle. Additionally, the transit agencies will begin their annual budget process and financial forecasting for fiscal year 2022.

Based on the input and feedback heard in the public comment, the discussion of the performance evaluation and throughout the development of the 2021-2024 MTIP, staff recommends the following to guide the development of the 2024-2027 MTIP:

- Continue to focus on the RTP priorities: equity, safety, climate, and traffic congestion to guide the investments
- Conduct a technical analysis retrospective to refine and explore methods that can better assess the package of investments and its effect on getting the our region's goals around equity, safety, climate, and traffic congestion
- Increase partner coordination to articulate the on-going funding trade off discussions and the decision processes that lead to the transportation investments included in the MTIP

The development of the 2024-2027 MTIP policy direction, project charter among partners, workshops with TPAC and discussions with Metro Council and JPACT are some initial staff proposed avenues to implementing these recommendations. Further development of the approach to implementing the staff recommendations for the 2024-2027 MTIP will be undertaken after adoption of the 2021-2024 MTIP.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** The 2021-2024 MTIP programs transportation funds in accordance with the federal transportation authorizing legislation (currently known as the FAST ACT). The 2021-2024 MTIP is intended to implement the Regional Flexible Fund Allocation (RFFA) process for years 2022 through 2024 as defined by Resolution Nos. 20-5063 and 19-4959. The 2021-2024 MTIP must be consistent with the 2018 Regional Transportation Plan, adopted by Metro Ordinance No. 18-1421 and reiterated in the 2021-2024 MTIP policy direction Resolution No. 19-4963.
3. **Anticipated Effects** Adoption of this resolution is a necessary step to make the transportation projects and programs defined in the 2021-2024 MTIP, provided as Exhibit A, eligible to receive federal funds to reimburse project costs. A delay in adopting the 2021-2024 MTIP can create a delay in transportation projects and programs accessing funds or receiving federal approvals in order to move forward. This includes several Metro programs which received an allocation of federal funding through the Regional Flexible Fund process.
4. **Budget Impacts** Adoption of this resolution is a necessary step in making eligible federal surface transportation program funds for planning activities performed at Metro. These impacts have been previously described as a part of the actions on Metro Resolution Nos. 19-4959, 19-4963, and 20-5063. This includes \$47,133,715 of federal funds to be used for planning activities at Metro between 2021 through 2024. Grant funds allocated to Metro planning require a match totaling 10.27% of project costs. This would include \$11,417,923 through the course of the 2021-2024 time period. An additional \$23,779,667 of planning and project activities are scheduled and funded to take place in the 2021-2024 MTIP. These funds are subject to being sub-allocated to transportation agencies, including Metro through regional programs, although Metro would only be responsible for matching the portion of funds sub-allocated to Metro. Further action through the annual Unified Planning Work Program (UPWP) and individual Intergovernmental Agreements (IGA) will be needed to execute these planning and project activities.

RECOMMENDED ACTION

Staff recommends approval of Resolution No. 20-5110.



MTIP Overview

The Metropolitan Transportation Improvement Program (MTIP) is a short-range investment plan of regionally significant transportation investments for the next four years.

For the Portland region, the 2021- 2024 MTIP is a little over \$1.2 billion of investments spread over 203 transportation projects and programs. The investments are comprised of:

- a mix of capital investments to fill gaps and build out the transportation system across all forms of travel,
- freeway and transit maintenance investments to take care of the transportation infrastructure already in place,
- operations investments to use technologies to make the system work better and be safer,
- programs that educate about travel options, support kids in walking and rolling to school safely, and create transit supportive development;
- planning to analyze needs, develop project proposals and maintain eligibility for federal and state funding.

As a federally required short-range plan, the MTIP must include all federal transportation money being invested in the greater Portland area as well as the required monies from cities, counties and the state to match the federal dollars. The MTIP does not account for locally-raised dollars that cities and counties spend on other things like fixing potholes on neighborhood streets or money that transit agencies raise and spend operating bus and light rail service. For the region to remain eligible to receive and access federal transportation monies, the MTIP must continually be updated to demonstrate the region's project costs and spending does not exceed projected revenues, also known as fiscal constraint.

The MTIP is complementary to the Regional Transportation Plan (RTP), which identifies needed capital and maintenance transportation projects in the region through 2040. The RTP long-range investment plan outlines \$42 billion of needed investments. The transportation projects and programs in the MTIP help to advance the RTP.

2021-2024 MTIP breakdown

- 45% goes towards building out roadway, transit, and active transportation projects
- 52% goes towards maintenance and operations
- 3% goes towards planning and running programs

The near even split between the capital and maintenance demonstrates the region striving to balance many different factors, such as federal funding restrictions and policy direction coming from different places, like state legislative mandates, or local policies that can prioritize different objectives. In the MTIP, generally:

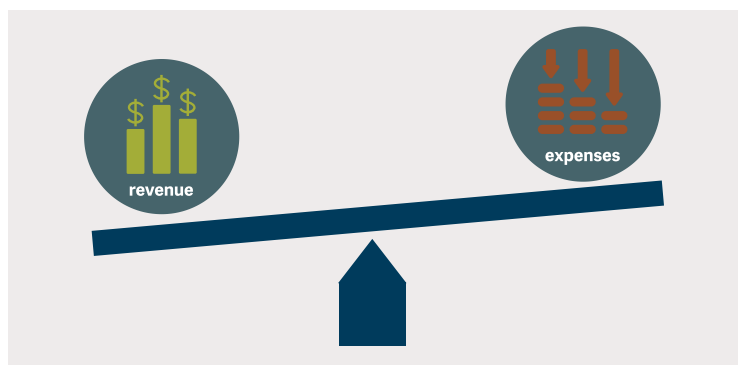
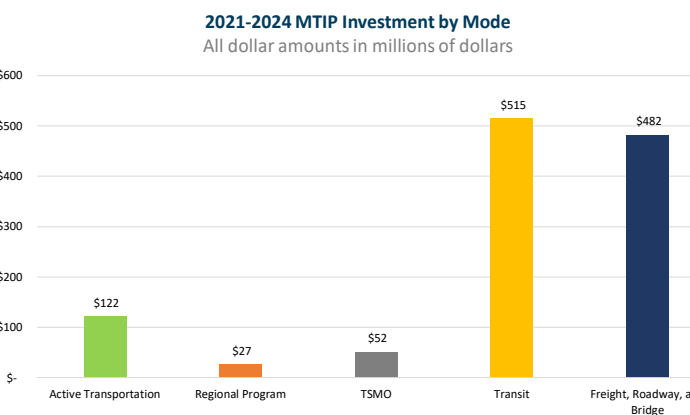
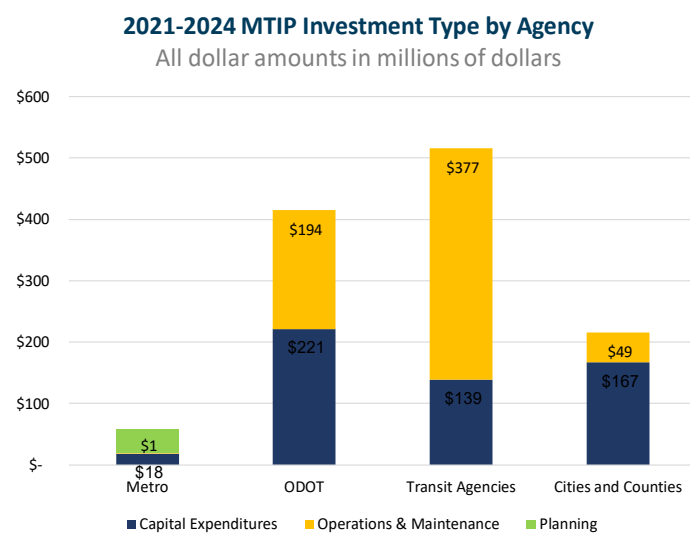
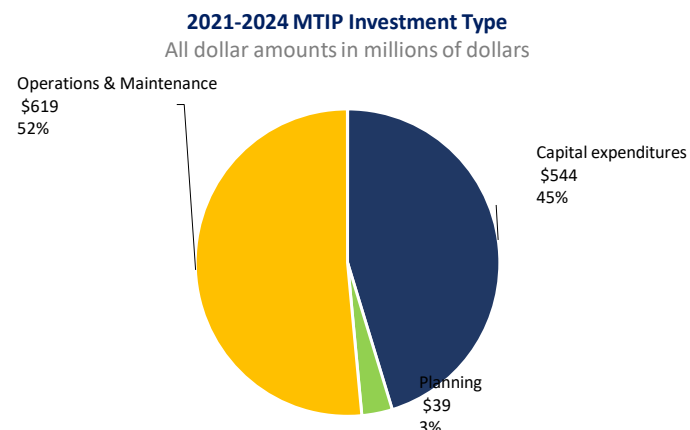
- Transit agencies invests its federal monies primarily for maintaining the assets (e.g. buses, light rail track work, etc.) of the transit system.
- ODOT invests federal monies across maintenance, operating the system, and building roadway capacity
- Cities and Counties invests federal monies into capital projects to build out the transportation network and focus local monies on maintenance of streets

The region's primary transportation project delivery agencies show varying level of investment towards capital and maintenance. In general, federal transportation funds tend to focus on capital investments such as roads, transit, bicycle and pedestrian networks, which are short-term commitments. The expectation by the federal government is for states, local governments, and transit agencies to maintain and operate the system.

The 2021-2024 MTIP invests across all different forms of travel.

- Nearly \$1 billion combined – are for roadway and transit,
- Over \$120 million towards building out the active transportation network,
- \$52 million is for transportation system management and operations (TSMO) to help manage demand and improve performance.

Fiscal constraint is maintained by balancing revenues available in a fiscal year with the project costs incurred in that year. For the 2021-2024 MTIP, four years of revenues are forecasted and four years project costs are estimated. Fiscal constraint is demonstrated by showing the total programming of projects costs by project phase do not exceeding forecasted revenues in any year in the MTIP. This is a continual balancing act of tracking revenues to spending as projects and programs in the MTIP get built or operating.



What these investments will do

The 2021-2024 MTIP focuses on making progress towards four goals: getting to zero deaths and serious injuries from crashes on the roads, reducing disparities, reducing greenhouse gases from cars and trucks, and managing traffic congestion. With the investments in the 2021-2024 MTIP, the region will see:



Reducing disparities/advancing equity

- A greater rate of progress toward completing the regional walking and biking system in communities with higher numbers of people of color, people with low incomes, and people with limited English proficiency. The highest rate of completion is for sidewalks near transit stops in historically marginalized communities which reaches 74%.
- Increased access to community places and jobs – including middle wage jobs – by transit for the average household in historically marginalized communities by 10%. Access goes up 15% in some communities.

Getting to zero

- Nearly one-third of the short-range plan will invest in proven safety countermeasures, such as medians and pedestrian crossing islands and protected left turn signals, to reduce crashes.
- Nearly 80% of the safety investments are focused on high injury corridors and intersections – the roadways and intersections most prone to crashes – located in or that travel across historically marginalized communities.



Addressing climate change

A reduction in greenhouse gas emissions by 21% per capita by transitioning transit vehicles to energy efficient vehicles and building out the transit and

active transportation network. This makes faster than planned progress towards the region's Climate Smart Strategy target.

Managing traffic congestion






- A shift of nearly 70,000 car trips to walking, bicycling, and using transit, making it easier for people and businesses to reliably and efficiently reach their destinations.
- Upgraded traffic signals, improved signal timing, traveler information monitoring road conditions, and investments in other systems that respond to incidents such as crashes, special events or extreme weather to make travel times more reliable.
- Less time to spent in the car going between Beaverton to Tigard, including Washington Square, and between Hillsboro and Tualatin.
- More transit, bicycle, and walking options and useful tools to navigate other ways to get around to help manage travel demand.

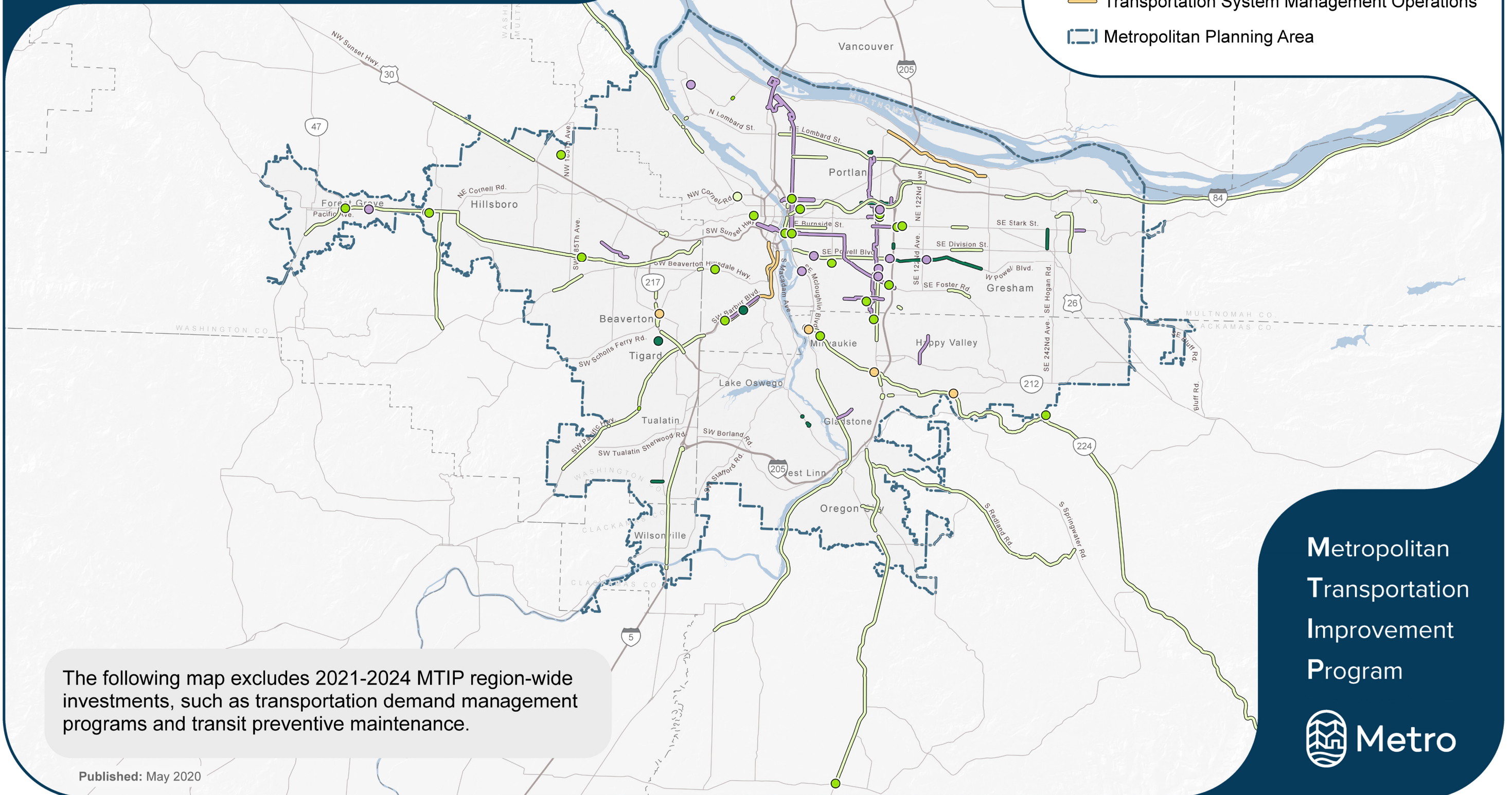


2021-2024 Metropolitan Transportation Improvement Program (MTIP)

Planned Investments

Mode

-  Active Transportation
-  Roadway & Bridge: Capital improvement
-  Roadway & Bridge: Planning
-  Roadway & Bridge: Maintenance & Preservation
-  Transportation System Management Operations
-  Metropolitan Planning Area



The following map excludes 2021-2024 MTIP region-wide investments, such as transportation demand management programs and transit preventive maintenance.

Published: May 2020

Metropolitan
Transportation
Improvement
Program



Schedule

Committee recommendations and approvals:

- Transportation Policy Alternatives Committee (TPAC) – **June 5, 2020**
- Joint Policy Advisory Committee on Transportation (JPACT) – **July 16, 2020**

Adoption of the 2021-2024 MTIP by the Metro Council – **July 23, 2020**

Submit the 2021-2024 MTIP to the Governor for inclusion in the 2021-2024 STIP – **Late July-August 2020**

Submit the 2021-2024 MTIP and STIP to federal partners requesting approval – **Late summer 2020**

Federal partner approval of the 2021-2024 MTIP – **Fall 2020**

2021-2024 MTIP becomes effective – **October 1, 2020**



Where to find the MTIP

Head to the webpage to find out more about the 2021-2024 MTIP. Find the results of the 2021-2024 MTIP performance evaluation, find the list of projects and their year-by-year planned spending, and more.

Electronic copies of 2021-2024 MTIP copies can be found at www.oregonmetro.gov/public-projects/2021-24-metropolitan-transportation-improvement-program

For more information about individual projects, please see:

www.oregon.gov/odot/Regions/Pages/Region-1-STIP.aspx

<https://trimet.org/about/accountability.htm>

<https://www.ridesmart.com/transit/page/program-projects>

The MTIP is continually updated. Check back for more information on changes – also known as amendments – in the 2021-2024 MTIP.



ADOPTION DRAFT

2021-2024 Metropolitan Transportation Improvement Program

June 2020

- Adoption Draft: <http://rim.metro-region.org/Webdrawer/RecordView/632459>
- Appendices: <http://rim.metro-region.org/Webdrawer/RecordView/632463>

FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA

Date: July 9, 2020
Department: Planning and Development
Meeting Date: July 23, 2020

Presenter(s) (if applicable): Grace Cho,
Ted Leybold
Length: TBD

Prepared by: Grace Cho, 267-909-3490
(mobile), grace.cho@oregonmetro.gov

ISSUE STATEMENT

The Metropolitan Transportation Improvement Program (MTIP) is a federally required document and is one of Metro's major responsibilities as the metropolitan planning organization for the Portland region. The MTIP serves two primary purposes: 1) to ensure the costs of delivering federally-aided transportation projects do not exceed expected revenues; and 2) to ensure the projects identified in the MTIP expenditure plan are consistent with the Regional Transportation Plan (RTP) and demonstrate expected progress in advancing the RTPs goals. The MTIP is updated on a three-year cycle with the 2021-2024 MTIP scheduled for Metro Council adoption in July 2020.

Presented before the Metro Council is the 2021-2024 MTIP as recommended by the Joint Policy Advisory Committee on Transportation (JPACT) for adoption. Upon adoption by the Metro Council, the 2021-2024 MTIP will be submitted to the Governor for inclusion in the State Transportation Improvement Program (STIP) and federal partners – the Federal Highway Administration and the Federal Transit Administration – for approval.

ACTION REQUESTED

For the Metro Council to adopt Resolution 20-5110: For the purposes of adopting the 2021-2024 MTIP for the Portland metropolitan area.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Adoption of the 2021-2024 MTIP

The 2021-2024 MTIP represents the funding allocation processes and decisions undertaken by Metro, ODOT, SMART, and TriMet between 2017 through 2020. During that time, Metro worked closely with partners to identify the types of investments that advance the region's four priorities – addressing safety, equity, climate, and managing congestion – while also verifying and ensuring federal funding eligibility.

Additional steps were undertaken by Metro staff to help ensure transparency of the content of the 2021-2024 MTIP. A formal public comment on the package of transportation investments in the 2021-2024 MTIP took place in spring 2020. A second comment opportunity was provided to address technical corrections not shown as part of the public

review draft that was available during the public comment. The 2021-2024 MTIP received the most comments any of previous cycle.

After robust discussions, the 2021-2024 MTIP was recommended by TPAC for JPACT approval on June 5, 2020. JPACT approved the 2021-2024 MTIP at the July 16, 2020 meeting and recommended Metro Council adoption.

By taking action to adopt the 2021-2024 MTIP, the Metro Council is carrying forward the coordination efforts undertaken by partners for the past three years and the recommendations from JPACT. In addition, adopting the 2021-2024 MTIP allows federally funded and regionally significant transportation projects and programs to move forward.

No Action/Delay of Adoption

If the Metro Council does not take action to adopt the 2021-2024 MTIP in July 2020, the delay in adoption can create a delay in transportation projects and programs accessing funds or receiving federal approvals in order to move forward. This includes several Metro programs which received an allocation of federal funding through the Regional Flexible Fund process.

STAFF RECOMMENDATIONS

Metro staff recommends adopting the 2021-2024 MTIP (Resolution 20-5110)

BACKGROUND

The MTIP is a federally required document which outlines the schedule of federal and regionally significant transportation expenditures. Metro staff is developing a new MTIP for the upcoming four federal fiscal years of 2021-2024, that is scheduled for JPACT and Metro Council adoption in July 2020 and subsequent submission to the Governor of Oregon for approval and incorporation into the statewide Transportation Improvement Program (STIP). U.S. Department of Transportation (USDOT) approval is then expected by fall of 2020. Once approved by USDOT, the new 2021-2024 MTIP replaces the existing 2018-2021 MTIP as the active governing program of federal transportation expenditures on projects within the Portland metropolitan area.

A current and effective MTIP is necessary for the region to access federal transportation funds as the MTIP demonstrates the region's project costs and spending does not exceed projected revenues, also known as fiscal constraint. Beyond the MTIP's financial planning and project delivery functions, the MTIP ensures projects are consistent with the RTP and demonstrates how the investments into the transportation system make progress towards the Regional Transportation Plan (RTP) goals for the transportation system.

The 2021-2024 MTIP was developed over three-years and includes the near-term federally funded and regionally significant transportation projects and programs by ODOT, SMART, TriMet, and Metro. Some examples of projects and programs included in the 2021-2024 MTIP include: Metro's Regional Travel Options Program, TriMet's bus purchases and replacements, SMART's elderly and disabled transit operations, Washington County's Basalt Creek Parkway, and ODOT's Powell Boulevard widening and complete street project.

RELATIONSHIP TO METRO'S CORE MISSION & STRATEGIC PLAN

The development and administration of the 2021-2024 MTIP is one of Metro's responsibilities as the metropolitan planning organization (MPO) for the Portland region. As a federally required schedule of planned federal transportation expenditures, an effective MTIP is an obligatory activity for Metro and the Portland region to remain eligible to receive and expend federal transportation funding or allow regionally significant transportation projects to move forward in the project delivery process.

RELATIONSHIP TO METRO'S RACIAL EQUITY AND CLIMATE ACTION GOALS

The 2021-2024 MTIP is the implementation mechanism for the 2018 Regional Transportation Plan (RTP). The 2018 RTP identified four goals to make prioritize and make further near-term progress. These include:

- Addressing safety by reducing serious injury crashes and getting to zero roadway deaths
- Addressing equity by reducing disparities with the transportation system experienced by people of color, people with low-income, and people with limited English language proficiency
- Addressing climate change by reducing greenhouse gas emissions from transportation sources
- Managing traffic congestion

A performance analysis of the 2021-2024 MTIP illustrates how the package of investments are progressing towards the four goal areas. The performance evaluation shows the region is making progress towards all four goals. However faster progress is being made towards region's climate goals while more work is necessary to make faster gains towards the region's equity goals.

STAKEHOLDERS

The 2021-2024 MTIP public review draft was cooperatively developed with key partners – ODOT, SMART, and TriMet. As these agencies carry responsibilities to administer federal surface transportation funds, the development of the federal aid and regionally significant package of investment is primarily developed and coordinated among these four agencies.

In addition, TPAC and JPACT have been active in the development of the 2021-2024 MTIP over the three-year process.

Each of the key partners provided opportunities for public comment during their funding allocation processes. These comment opportunities took place between 2017 through spring 2020. The 2021-2024 MTIP, once brought together as a package of investments reflecting the funding decisions of Metro, ODOT, SMART, and TriMet also held a public comment opportunity between mid-April through mid-May 2020. The public comment opportunity included a virtual public hearing opportunity at the Metro Council meeting on April 23, 2020. Lastly, an opportunity to comment on technical corrections was also provided from late May through late June 2020.

The public comment report is included as part of the 2021-2024 MTIP appendices in Exhibit A.

LEGAL ANTECEDENTS

The 2021-2024 MTIP programs transportation funds in accordance with the federal transportation authorizing legislation (currently known as the FAST ACT). The 2021-2024 MTIP is intended to implement the Regional Flexible Fund Allocation (RFFA) process for years 2022 through 2024 as defined by Resolution Nos. 20-5063 and 19-4959. The 2021-2024 MTIP must be consistent with the 2018 Regional Transportation Plan, adopted by Metro Ordinance No. 18-1421.

ANTICIPATED EFFECTS

Adopting the 2021-2024 MTIP will allow for those transportation projects and programs in the region to spend federal funding between federal fiscal year 2021 through 2024. Upon approval by federal partners on the adopted 2021-2024 MTIP, the transportation projects and programs which receive federal funding may access those funds. This is particularly significant for projects which anticipate spending federal funding in federal fiscal year 2021, which begins on October 1, 2020.

FINANCIAL IMPLICATIONS

A delay in getting to the adoption of the 2021-2024 MTIP can create a delay in transportation projects and programs accessing funds or receiving federal approvals in order to move forward. This includes several Metro programs which received an allocation of federal funding through the Regional Flexible Fund process.

More specifically, adoption of this resolution is a necessary step in making eligible federal surface transportation program funds for planning activities performed at Metro. These impacts have been previously described as a part of the actions on Metro Resolution Nos. 19-4959, 19-4963, and 20-5063. This includes \$47,133,715 of federal funds to be used for planning activities at Metro between fiscal years 2021 through 2024. Grant funds allocated to Metro planning require a match totaling 10.27% of project costs. This would include \$11,417,923 through the course of the 2021-2024 time period. An additional \$23,779,667 of planning and project activities are scheduled and funded to take place in the 2021-2024 MTIP. These funds are subject to being sub-allocated to transportation agencies, including Metro, through regional programs, although Metro would only be responsible for matching the portion of funds sub-allocated to Metro. Further action through the annual Unified Planning Work Program (UPWP) and individual Intergovernmental Agreements (IGA) will be needed to execute these planning and project activities.

ATTACHMENTS

2021-2024 MTIP and appendices.

[For work session:]

- Is legislation required for Council action? X Yes No
- If yes, is draft legislation attached? X Yes No

- What other materials are you presenting today? 2021-2024 MTIP and appendices