

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, May 18, 2023

7:30 AM

**<https://zoom.us/j/91720995437> (Webinar
ID: 917 2099 5437) or 877-853-5257 (Toll
Free)**

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

This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/91720995437> or by calling +1 917 2099 5437 or 888 475 4499 (toll free).

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2. Public Communication on Agenda Items (7:35 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 (7:40 AM)

4. Consent Agenda (7:45 AM)

- 4.1 Resolution No. 23-5338 For the Purpose of Adding Six Projects, Authorized by Congress Through Congressionally Directed Spending, to the 2021-24 MTIP and Allowing the Start of Preliminary Engineering Activities [COM](#)
[23-0692](#)

Attachments: [JPACT Worksheet](#)
[Resolution No. 23-5338](#)
[Exhibit A](#)
[Staff Report](#)

- 4.2 Consideration of the April 20, 2023 JPACT Minutes [COM](#)
[23-0702](#)

Attachments: [042023 JPACT Minutes](#)

5. Action Items (7:50 AM)

- 5.1 Resolution No. 23-5317 For the Purpose of Adopting the Fiscal Year 2023-24 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements [COM](#)
[23-0693](#)

Presenter(s): John Mermin (he/him), Metro

Attachments: [JPACT Worksheet](#)
[Resolution 23-5317](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)

- 5.2 Resolution No. 23-5337 For the Purpose of Allocating \$18.8 Million of Carbon Reduction Program Funds for the Years 2022-2026, Pending Inclusion in the 2024-2027 MTIP [COM](#)
[23-0694](#)

Presenter(s): Ted Leybold (he/him), Metro

Attachments: [JPACT Worksheet](#)
[Resolution 23-5337](#)
[Memo](#)
[Staff Report](#)

6. Information/Discussion Items (8:20 AM)

- 6.1 High Capacity Transit Strategy Update: Draft Report [COM](#)
[23-0695](#)

Presenter(s): Ally Holmqvist (she/her), Metro

Attachments: [JPACT Worksheet](#)
[Milestones and Meeting Schedule](#)
[Executive Summary](#)
[Draft High Capacity Transit Strategy Update](#)
[Engagement Summary](#)

- 6.2 2023 RTP: Project List Input and Draft System Analysis [COM](#)
[23-0696](#)

Presenter(s): Kim Ellis (she/her), Metro
Eliot Rose (he/him), Metro

Attachments: [JPACT Worksheet](#)
[RTP Briefing Book](#)
[RTP Schedule](#)

7. Update from JPACT Members (9:20 AM)

8. Adjourn (9:30 AM)

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2023 JPACT Work Program

As of 4/24/2023

Items in italics are tentative

<p><u>May 18, 2023</u></p> <ul style="list-style-type: none"> Resolution No. 23-5338 For the Purpose of Adding Six Projects, Authorized by Congress Through Congressionally Directed Spending, to the 2021-24 MTIP and Allowing the Start of Preliminary Engineering Activities (consent) Resolution No. 23-5317 For the Purpose of Adopting the Fiscal Year 2023-24 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements (action) Resolution No. 23-5337 For the Purpose of Allocating \$18.8 Million of Carbon Reduction Program Funds for the Years 2022-2026, Pending Inclusion in the 2024-2027 MTIP (Ted Leybold (he/him), Metro) (action) High Capacity Transit Strategy Update: Draft Report (Ally Holmqvist (she/her), Metro) 2023 RTP: Project List Input and Draft System Analysis 	<p><u>June 15, 2023</u> - Hybrid</p> <ul style="list-style-type: none"> 2023 RTP: Consideration of TPAC recommendation (action) 2024-27 MTIP Adoption draft I-5 Interstate Bridge Replacement Project (IBR) - Financial Plan + Legislative Session Update Public Transportation Strategy to Complement Regional Pricing
<p><u>July 20, 2023</u></p> <ul style="list-style-type: none"> 2024-27 MTIP adoption (action) (consent) 2023 RTP Draft Implementation Plan (Kim Ellis (she/her), Metro) Freight Commodity Study: Draft Findings (Tim Collins (he/him), Metro) 82nd Avenue Transit Plan 	<p><u>August 17, 2023</u></p> <ul style="list-style-type: none"> Better Bus Program update TV Highway Corridor Plan WMIS Update
<p><u>September 21, 2023</u></p> <ul style="list-style-type: none"> WMIS Approval (action) I-5 Interstate Bridge Replacement Program (IBR) SDEIS Construction Careers Pathways Program (C2P2) update 	<p><u>October 19, 2023</u></p> <ul style="list-style-type: none"> 82nd avenue transit plan TV highway corridor plan Public Transportation Strategy to Complement Regional Pricing: Final Strategy
<p><u>November 16, 2023</u> - Hybrid</p> <ul style="list-style-type: none"> 82nd avenue transit plan (action) TV highway corridor plan (action) 2023 RTP (action) 	<p><u>December 21, 2023</u></p> <ul style="list-style-type: none"> Safety Update (Lake McTighe (she/they), Metro)

**4.1 Resolution No. 23-5338 For the Purpose of Adding Six Projects,
Authorized by Congress Through Congressionally Directed Spending, to the
2021-24 MTIP and Allowing the Start of Preliminary Engineering Activities
(7:45 AM)**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, May 18, 2023

JPACT Worksheet

Agenda Item Title:

May; FFY 2023 MTIP Formal Amendment & Resolution 23-5338 Approval Request

Presenters: N/A (Ken Lobeck or Ted Leybold if a presentation is required). However, the item is proposed to proceed as a Consent item on the JPACT May 18, 2023 agenda which will negate the need for a presentation

Contact for this worksheet/presentation: Ken Lobeck, Funding Programs Lead

Purpose/Objective:

FOR THE PURPOSE OF ADDING SIX PROJECTS, AUTHORIZED BY CONGRESS THROUGH CONGRESSIONALLY DIRECTED SPENDING, TO THE 2021-24 MTIP AND ALLOWING THE START OF PRELIMINARY ENGINEERING ACTIVITIES

Outcome:

JPACT to approve and provide an approval recommendation to Metro Council which upon final approval will enable the six new Congressional Directed Spending projects (earmarks) to be added to the MTIP and STIP. TPAC approval recommendation occurred on 5-5-2023.

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

Not applicable. This is the first time JPACT has considered the May Formal Amendment.

The April FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle contains three projects.

The Consolidated Appropriations Act of 2023 (CAA2023) included numerous Congressional Directed Spending (CDS) project awards which also are referred to as earmarks. Out of the identified CDS awards, six are now ready to move forward and be programmed in the 2021-24 MTIP and STIP. This will enable fund obligations for the Preliminary Engineering (PE) phases to be approved before the end of FFY 2023 (9/30/2023). Obligating the PE phases for the projects before the end of FFY 2023 will foster a timely delivery of the projects and avoid any possible obligation or expenditure financial lapses.

The six new earmarks being added to the 2021-24 MTIP include the following:

1. I-84/Jordan Rd – Sandy River Delta Multi-use Path
 - a. \$2.3 million earmark
 - b. The project will design and construct a recreational trail from I-84 along Jordan Rd into the Sandy River Delta park.
 - c. ODOT is lead agency.
2. OR141 (SW Hall Blvd) – SW Spruce St and SW Hemlock St
 - a. \$3.2 million earmark
 - b. The project will provide two enhanced pedestrian crossing for increased pedestrian safety
 - c. ODOT is lead agency.

3. TriMet Merlo Bus Garage Zero Emission Retrofit
 - a. \$5 million earmark.
 - b. Complete design sitework, garage and utility upgrades and installation of charging stations for articulated buses at the Merlo garage.
 - c. TriMet is lead agency.
4. TriMet 82nd Ave MAX Station Improvement project
 - a. \$3 million earmark
 - b. The project will complete design, permitting, and construction for the refurbishment of the light rail platform, existing shelters, lighting, and new safety upgrades at the 82nd Ave MAX station for added passenger safety.
 - c. TriMet is lead agency.
5. TriMet Oregon City Transit Center
 - a. \$5 million earmark.
 - b. The project will complete acquisition of property, design and planning. Sitework, construction and renovation of the facilities for improved transit operations
 - c. TriMet is lead agency.
6. Willamette Shoreline Rail & Trestle Repair
 - a. \$2 million earmark.
 - b. The project continues previous rail and trestle maintenance and upgrades to the Willamette Shore Trolley.

What packet material do you plan to include?

Included materials:

- Draft Resolution 23-5338
- Exhibit A to Resolution 23-5338
- Staff Report – no attachments

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF ADDING SIX
PROJECTS, AUTHORIZED BY CONGRESS
THROUGH CONGRESSIONALLY
DIRECTED SPENDING, TO THE 2021-24
MTIP AND ALLOWING THE START OF
PRELIMINARY ENGINEERING
ACTIVITIES**

) RESOLUTION NO. 23-5338
)
) 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 requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2020, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5110 to adopt the 2021-24 MTIP; and

WHEREAS, pursuant to the U.S. Department of Transportation's 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, approval by Congress of the Consolidated Appropriations Act, 2023 (CAA2023) includes multiple Congressional Directed Spending (CDS) project authorizations for Oregon which six are now moving forward to complete MTIP and STIP programming requirements; and

WHEREAS, approved funding for two CDS projects originate from the Allocation of Highway Infrastructure Programs Projects designated in Division L of the CAA2023 Act with the remaining four originating from Table 20 of the Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending section; and

WHEREAS, the six approved CDS funding awards include \$3,200,000 for the ODOT OR141- Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce, \$2,332,000 for the ODOT Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area, \$3,000,000 for TriMet's 82nd Ave MAX Station Improvement Project, \$5,000,000 for TriMet's Merlo Bus Garage Zero Emission Retrofit, \$5,000,000 for TriMet's Oregon City Transit Center renovation project, and \$2,000,000 for TriMet's Willamette Shore Line Rail & Trestle Repair project; and

WHEREAS, ODOT, Metro, plus TriMet have been seeking and obtaining for over six months programming, obligation, and expenditure guidance from Federal Highways Administration and Federal Transit Administration and now believe the six CDS awards can move forward to be implemented and efficiently delivered; and

WHEREAS, the programming of the six CDS awards in the MTIP and STIP in FFY 2023 will help accelerate required obligations and overall project delivery ensuring awarded funds are obligated by the deadline of September 30, 2026 and expended by September 30, 2030; and

WHEREAS, the specific programming requirements to add the six projects to the 2021-24 MTIP are stated in Exhibit A to this resolution; and

WHEREAS, on May 5, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on May 18, 2023, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add the six Congressional Directed Spending approved projects in the May 2023 Formal MTIP Amendment to the 2021-24 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this ____ day of _____ 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 23-5338

May FFY 2023 Formal Transition Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: MY23-09-MAY
 Total Number of Projects: 6

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 23428 MTIP ID TBD New Project	ODOT	I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta	Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR211, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#2) ODOT Key # 22647 MTIP ID TBD New Project	ODOT	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR216, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.

(#3) ODOT Key # TBD MTIP ID TBD New Project	TriMet	TriMet Merlo Bus Garage Zero Emission Retrofit	This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage (ID# 2023-CMPJ-094 Earmark)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-094, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#4) ODOT Key # TBD MTIP ID TBD New Project	TriMet	TriMet 82nd Ave MAX Station Improvement Project	The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR209, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#5) ODOT Key # TBD MTIP ID TBD New Project	TriMet	TriMet Oregon City Transit Center	This project includes acquisition of property, design and planning, sitework, construction and renovation of facilities at the Oregon City Transit Center for improved transit operations (ID# 2023-CMPJ-095)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-095, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.

(#6) ODOT Key # TBD MTIP ID TBD New Project	TriMet	Willamette Shore Line Rail & Trestle Repair	The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle & track improvements along with routine maintenance (ID# 2023-CMPJ-096)	ADD NEW PROJECT: The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-096, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
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Proposed Amendment Review and Approval Steps:

- Tuesday, May 2, 2023: Post amendment & begin 30-day notification/comment period.
- Friday, May 5, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, May 18, 2023: JPACT meeting.
- Wednesday, May 31, 2023: End 30-day Public Comment period.
- Thursday, June 1, 2023: Final project amendment approvals from FHWA estimated.

2021-2026 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: Add new approved Congressional Directed Spending project to the 2021-24 MTIP



Metro 2021-26 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add the new Congressional Directed
Spending project to the MTIP

Lead Agency:	ODOT		Project Type:	Trail		ODOT Key:	23428
Project Name:		1	Fiscal Constraint Cat:	Capital		MTIP ID:	TBD
I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta			ODOT Type	Bike/Ped		Status:	0
			Performance Goal:	N/A		Comp Date:	12/31/2025
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).			Capacity Enhancing:	No		RTP ID:	N/A
			Conformity Exempt:	Yes		RTP Approval:	12/6/2018
			On CMP:	N/A		Trans Model:	12/6/2018
			30 Day Notice Begin:	5/2/2023		TCM:	No
			30 Day Notice End:	5/31/2023		TSMO Award	No
			Funding Source	CDS Earmark		TSMO Cycle	N/A
			Funding Type:	HIPCDS23		RFFA ID:	N/A
			State Highway Route	I-84		RFFA Cycle:	N/A
Short Description: Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)			Mile Post Begin:	18.33		UPWP:	No
			Mile Post End:	18.51		UPWP Cycle:	N/A
			Length:	0.18		Past Amend:	0
			Flex Transfer to FTA	No		Council Appr:	Yes
			FTA Conversion Code:	N/A		Council Date:	6/1/2023
			1st Year Program'd:	2023		OTC Approval:	No
		Years Active:	0		OTC Date	N/A	
		STIP Amend #: 21-24-3308			MTIP Amnd #: MY23-09-MAY		

Detailed Description: In NE Multnomah County on Jordan Rd off I-84 at MP 18.33 to MP 18.51 at the Sandy River Delta, design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (Consolidated Appropriations Act 2023 earmark, DEMO ID OR211)

STIP Description: Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access

Last Amendment of Modification: None. This amendment represents the project's initial programming in the mTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HIPCDS23	Y926	2023		\$ 233,200				\$ 233,200
HIPCDS23	Y926	2024			\$ 26,919			\$ 26,919
HIPCDS23	Y926	2024					\$ 2,071,881	\$ 2,071,881
Note:							Federal Totals:	\$ 2,332,000

State Funds								
HB2017	S070	2023		\$ 26,691			\$	26,691
HB2017	S070	2024			\$ 3,081		\$	3,081
HB2017	S070	2024					\$ 237,136	\$ 237,136
Note: HB2017 State funds are being used as the match to the federal earmark							State Total:	\$ 266,908

Local Funds								
							\$	-
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 259,891	\$ 30,000	\$ -	\$ 2,309,017	\$ 2,598,908
Total Project Cost Estimate (all phases):							\$	2,598,908
Year of Expenditure Cost Amount:							\$	2,598,908

Programming Summary Details

Why project is short programmed: N/A - The project is not short programmed.

Phase Change Amount:	\$ -	\$ 259,891	\$ 30,000	\$ -	\$ 2,309,017	\$ 2,598,908
Phase Change Percent:	0%	100%	100%	0%	100%	100%
Revised Match Federal:	\$ -	\$ 26,691	\$ 3,081	\$ -	\$ 237,136	\$ 266,908
Revised Match Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes Congressional Direct Spending Earmark ID - DEMO OR211
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						
MTIP Programming Consistency Check Details and Glossary						
General Areas						
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.					
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.					
3	This amendment to the MTIP completes what action: The amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR211, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.					
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, FLAP Project Summary including support letters, STIP OTC letter notifying of programming action, USDOT March 21, 2023 Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo, and Sandy Rover Delta overview, and project location maps.					
Public Notification and Comment Process:						
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes					
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 2, 2023 to May 31, 2023					
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes					
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes					
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Not expected. However, any significant comments received will be sent on to Metro's Communication staff for review plus evaluation, and response as needed.					
6	Added clarifying notes: The project will need to also add the ROW and construction phases to FFY 2024 in the new 2024-27 MTIP. It will be included as part of the 202427 Transition Amendment bundle.					

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No. The multi-use trail has a recreational use component and is not part of the Metro Pedestrian or Bicycle networks
2A	Does the amendment include fiscal updates? Yes. The authorized funding originates as a Congressional Directed Spending earmark from the Consolidated Appropriations Act of 2023.
2B	What is the funding source for the project? Congressional authorized funds programmed under fund code Y926 with a related programmatic fund code of HIPCDS23
2C	Was the Proof-of Funding requirement satisfied and how? The USDOT March 21, 2023 Memo provide the earmark funding confirmation
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: Not applicable. The project is considered a recreational trail and not part of the Metro Bicycle and Pedestrian commuter trail modeling networks.
1B	RTP Project Description: N/A. Since the project is not funded by Metro and is outside of the RTP commuter trail networks, it is not subject to the standard RTP consistency checks. The new multi-use trail will support recreational needs in the Sandy River Delta natural area.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Air Quality - Bicycle and Pedestrian Facilities
3A	Is the project considered capacity enhancing? No. The project is a multi-use pedestrian/bicycle trail exempt under 40 CFR 93.126, Table 2.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No.
4	What RTP Goal(s) does the project support? Goal #7 - Healthy People: Objective 7.1 Active Living – Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project does not exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A.

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A.
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Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? Jordan Rd is located adjacent to I-84 which is designated on the NHS as part of the Eisenhower Interstate System
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No. Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Not applicable.

Fund Type Codes References	
HIPCDS23	A federal programmatic fund code representing the approved earmarks from the Consolidated Appropriations Act of FFY 2023. The applicable fund code for these earmark is Y926. For this earmark, the federal share is set at 89.73% with a required match of 10.27%.
HB2017	State funds authorized from the Oregon approved HB2017 legislation authorized for various transportation system improvements. For this specific project, the State HB2017 funds are being used as the required match to the federal funds.

Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	S070	HB2017 Funding Package		10.27%	26,690.78	0.00%	0.00	100.00%	26,690.78	0.00%	0.00
	Y926	HIP - community project congressionally directed		89.73%	233,200.00	100.00%	233,200.00	0.00%	0.00	0.00%	0.00
	PE Totals			100.00%	259,890.78		233,200.00		26,690.78		0.00
RW	S070	HB2017 Funding Package		10.27%	3,081.00	0.00%	0.00	100.00%	3,081.00	0.00%	0.00
	Y926	HIP - community project congressionally directed		89.73%	26,919.00	100.00%	26,919.00	0.00%	0.00	0.00%	0.00
	RW Totals			100.00%	30,000.00		26,919.00		3,081.00		0.00
CN	S070	HB2017 Funding Package		10.27%	237,136.05	0.00%	0.00	100.00%	237,136.05	0.00%	0.00
	Y926	HIP - community project congressionally directed		89.73%	2,071,881.00	100.00%	2,071,881.00	0.00%	0.00	0.00%	0.00
	CN Totals			100.00%	2,309,017.05		2,071,881.00		237,136.05		0.00
Grand Totals					2,598,907.83		2,332,000.00		266,907.83		0.00



Memorandum

Subject: **ACTION:** Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 [CFDA No. 20.205]

Date: March 21, 2023

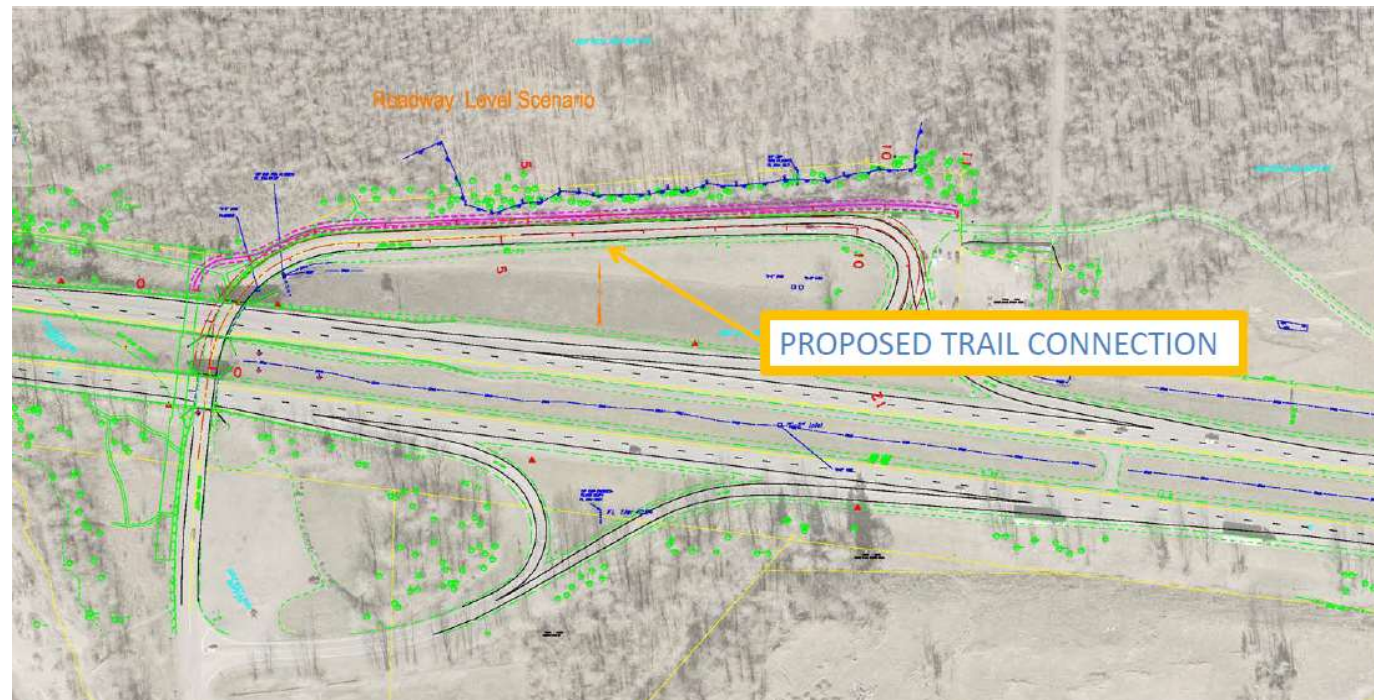
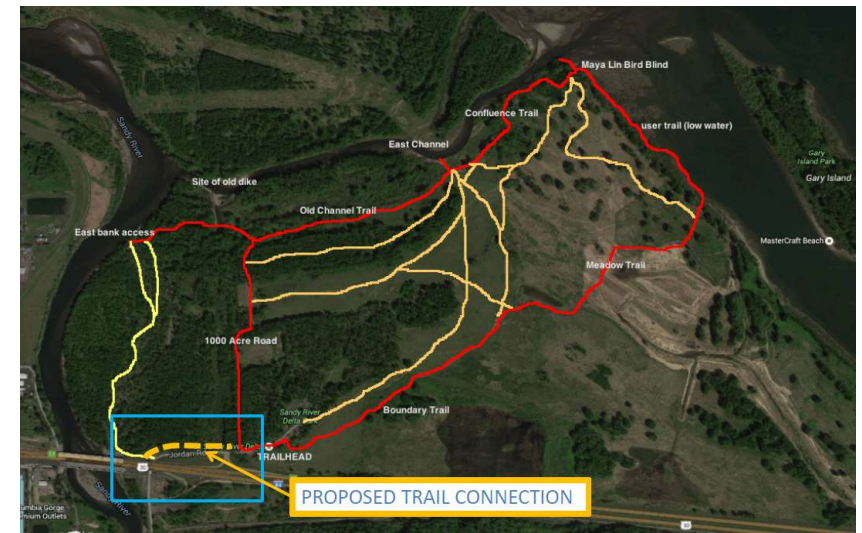
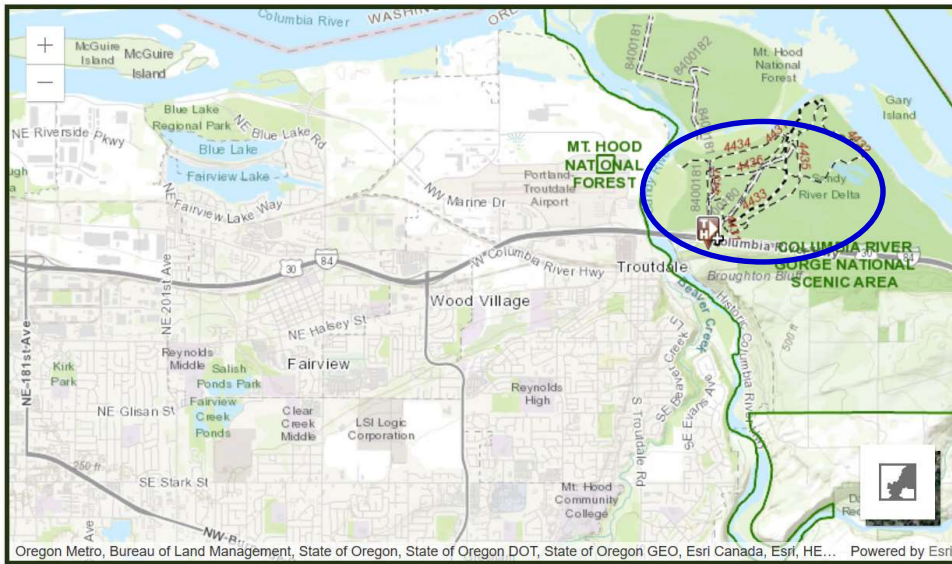
In Reply
Refer to: HISM-40

From: Peter J. Stephanos /s/
Director, Office of Stewardship, Oversight,
and Management

To: Brian R. Bezio
Chief Financial Officer

Consolidated Appropriations Act, 2023 (Public Law 117-328) Division L, Title I, Highway Infrastructure Programs

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonguin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
OR	OR206	Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project *See Note 1	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton—West Main Street Revitalization	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000		1,000,000	
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	2,332,000	2,332,000		2,332,000	
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,178,686	3,178,686		3,178,686	
OR	OR213	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000	
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000	



2021-2026 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: Add new approved Congressional Directed Spending project to the 2021-24 MTIP



Metro 2021-26 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add the new Congressional Directed
Spending project to the MTIP

Lead Agency: ODOT		Project Type:	Trail	ODOT Key:	22647
Project Name: OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	2	Fiscal Constraint Cat:	Capital	MTIP ID:	TBD
		ODOT Type	Bike/Ped	Status:	1
		Performance Goal:	N/A	Comp Date:	12/31/2026
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No	RTP ID:	12095
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	N/A	Trans Model:	12/6/2018
		30 Day Notice Begin:	5/2/2023	TCM:	No
		30 Day Notice End:	5/31/2023	TSMO Award	No
		Funding Source	CDS Earmark	TSMO Cycle	N/A
		Funding Type:	HIPCD523	RFFA ID:	N/A
		State Highway Route	OR141	RFFA Cycle:	N/A
		Mile Post Begin:	3.84	UPWP:	No
		Mile Post End:	4.41	UPWP Cycle:	N/A
		Length:	0.57	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	6/1/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
		STIP Amend #: 21-24-3308		MTIP Amnd #: MY23-09-MAY	
Detailed Description: On OR141 in Washington County at SW Spruce St and SW Hemlock St, the signalized pedestrian crossings on Hall Blvd currently have significant distance between them. The project will provide 2 enhanced pedestrian crossings to increase the number of signals along Hall improving the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (Consolidated Appropriations Act 2023 earmark, DEMO ID OR216)					

STIP Description: Signalized pedestrian crossings on Hall Blvd currently have significant distance between them. Project will provide 2 enhanced pedestrian crossings to increase the number of signals along Hall improving the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area.

Last Amendment of Modification: None. This amendment represents the project's initial programming in the MTIP.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HIPCDS23	Y926	2023		\$ 942,165				\$ 942,165
HIPCDS23	Y926	2024			\$ 564,402			\$ 564,402
HIPCDS23	Y926	2024					\$ 1,693,433	\$ 1,693,433
Note:							Federal Totals:	\$ 3,200,000
State Funds								
HB2017	S070	2023		\$ 107,835				\$ 107,835
HB2017	S070	2024			\$ 64,598			\$ 64,598
HB2017	S070	2024					\$ 193,821	\$ 193,821
Note: HB2017 State funds are being used as the match to the federal earmark							State Total:	\$ 366,254
Local Funds								
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$	\$	\$ -	\$	\$
Phase Totals After Amend:			\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 1,887,254	\$ 3,566,254
Total Project Cost Estimate (all phases):								\$ 3,566,254
Year of Expenditure Cost Amount:								\$ 3,566,254

Programming Summary Details							
Why project is short programmed: N/A - The project is not short programmed.							
Phase Change Amount:	\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 1,887,254	\$ 3,566,254	
Phase Change Percent:	0%	100%	100%	0%	100%	100%	
Revised Match Federal:	\$ -	\$ 107,835	\$ 64,598	\$ -	\$ 193,821	\$ 366,254	
Revised Match Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%	

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes Congressional Direct Spending Earmark ID - DEMO OR216
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						
MTIP Programming Consistency Check Details and Glossary						
General Areas						
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.					
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.					
3	This amendment to the MTIP completes what action: The amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR216, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.					
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, STIP OTC letter notifying of programming action, USDOT March 21, 2023 Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo, and project location maps.					
Public Notification and Comment Process:						
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes					
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 2, 2023 to May 31, 2023					
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes					
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes					
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Not expected. However, any significant comments received will be sent on to Metro's Communication staff for review plus evaluation, and response as needed.					
6	Added clarifying notes: The project will need to also add the ROW and construction phases to FFY 2024 in the new 2024-27 MTIP. It will be included as part of the 202427 Transition Amendment bundle.					

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes - Safety
2A	Does the amendment include fiscal updates? Yes. The authorized funding originates as a Congressional Directed Spending earmark from the Consolidated Appropriations Act of 2023.
2B	What is the funding source for the project? Congressional authorized funds programmed under fund code Y926 with a related programmatic fund code of HIPCDS23
2C	Was the Proof-of Funding requirement satisfied and how? The USDOT March 21, 2023 Memo provide the earmark funding confirmation
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID: #12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Air Quality - Bicycle and Pedestrian Facilities
3A	Is the project considered capacity enhancing? No. The project is a multi-use pedestrian/bicycle trail exempt under 40 CFR 93.126, Table 2.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No.
4	What RTP Goal(s) does the project support? Goal #5 - Safety and Security Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project does not exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A.

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A.
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Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? No. OR141 is not identified as part of the NHS.
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. See below in 2B
2B	What is the Metro modeling designation? See below entries: - Motor Vehicle: Minor Arterial - Transit Network: Frequent Bus - Bicycle Network: Bicycle Parkway - Pedestrian Network: Pedestrian Parkway
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References	
HIPCDS23	A federal programmatic fund code representing the approved earmarks from the Consolidated Appropriations Act of FFY 2023. The applicable fund code for these earmark is Y926. For this earmark, the federal share is set at 89.73% with a required match of 10.27%.
HB2017	State funds authorized from the Oregon approved HB2017 legislation authorized for various transportation system improvements. For this specific project, the State HB2017 funds are being used as the required match to the federal funds.

Financial Plan -- Estimate / Actual Amounts									
Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
PE	DISCRETIONARY	2021-2024 STIP	2023		942,165.00	942,165.00	0.00	0.00	
	HB2017 Safety R1	2021-2024 STIP	2023		107,835.00	0.00	107,835.00	0.00	
	PE Totals				1,050,000.00	942,165.00	107,835.00	0.00	
RW	DISCRETIONARY	2021-2024 STIP	2024		564,401.70	564,401.70	0.00	0.00	
	HB2017 Safety R1	2021-2024 STIP	2024		64,598.30	0.00	64,598.30	0.00	
	RW Totals				629,000.00	564,401.70	64,598.30	0.00	
CN	DISCRETIONARY	2021-2024 STIP	2024		1,693,433.30	1,693,433.30	0.00	0.00	
	HB2017 Safety R1	2021-2024 STIP	2024		193,821.02	0.00	193,821.02	0.00	
	CN Totals				1,887,254.32	1,693,433.30	193,821.02	0.00	
OT	DISCRETIONARY	2021-2024 STIP	2024		0.00	0.00	0.00	0.00	
	OT Totals				0.00	0.00	0.00	0.00	
Grand Totals					3,566,254.32	3,200,000.00	366,254.32	0.00	



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **ACTION:** Allocation of Highway Infrastructure
Programs Projects designated in Division L of the
Consolidated Appropriations Act, 2023
[CFDA No. 20.205]

Date: March 21, 2023

In Reply
Refer to: HISM-40

From: Peter J. Stephanos /s/
Director, Office of Stewardship, Oversight,
and Management

To: Brian R. Bezio
Chief Financial Officer

Division Administrator

Consolidated Appropriations Act, 2023
(Public Law 117-328) Division L, Title I, Highway Infrastructure Programs

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR216	OR141: Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce	3,200,000	3,200,000		3,200,000	
OR	OR217	OR-18/OR-99W Corridor Safety and Intersection Improvements	4,000,000	4,000,000		4,000,000	
OR	OR218	River Road—Santa Clara Pedestrian and Bicycle Bridge	6,000,000	6,000,000		6,000,000	
OR	OR219	Coos County Libby Lane Paving Project (MP 3.33 to MP 5.62)	608,000	608,000		608,000	
OR	OR220	US-101 Sidewalk Infill	2,800,000	2,800,000		2,800,000	
Oregon					41,380,686		40,440,686

2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023



Metro 2021-24 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add the new approved earmark to the MTIP

Lead Agency:	TriMet		Project Type:	Transit	ODOT Key:	New - TBA
Project Name:		3	Fiscal Constraint Cat:	Capital	MTIP ID:	New - TBA
TriMet Merlo Bus Garage Zero Emission Retrofit			ODOT Type	TBD	Status:	T22
			Performance Meas:	Transit	Comp Date:	12/31/2027
			Capacity Enhancing:	No	RTP ID:	11338
Project Status:			Conformity Exempt:	Yes	CMP:	No
T22 = Programming actions in progress or programmed in current MTIP			30 Day Notice Begin:	5/2/2023	TCM:	No
			30 Day Notice End:	5/31/2023	TSMO Award	No
			Funding Source	Congress	TSMO Cycle	N/A
			Funding Type:	Dec 22 AA	RFFA ID:	No
Short Description:			State Highway Route	N/A	RFFA Cycle:	N/A
This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage (ID# 2023-CMPJ-094 Earmark)			Mile Post Begin:	NA	UPWP:	No
			Mile Post End:	N/A	UPWP Cycle:	N/A
			Length:	N/A	Past Amend:	0
			Flex Transfer to FTA	No	Council Appr:	Yes
			FTA Conversion Code:	N/A	Council Date:	6/1/2023
			1st Year Program'd:	2023	OTC Approval:	No
			Years Active:	0	OTC Date	N/A
			STIP Amend #: TBD		MTIP Amnd #: MY23-09-MAY	

Detailed Description:

This project completes the first phase of a retrofit of TriMet's Merlo bus garage maintenance building as part of broader strategy for expansion of zero emission, battery electric buses (BEBs). It also supports adding more service and future articulated (higher-capacity, 60 ft) buses on the westside of the Portland region, expands charging infrastructure and retrofitting of the maintenance facility as a first step to scaling up the Merlo garage for future charging, maintenance, and service deployment of articulated and BEBs. (approved earmark - Community Project Funding , Congressional Directed Spending December 2022 Appropriations Bill)

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Workforce)	Total
Federal Funds								
CPFCDS22	Y926	2023		\$ 1,500,000				\$ 1,500,000
CPFCDS22	Y926	2023				\$ 2,000,000		\$ 2,000,000
CPFCDS22	Y926	2023					\$ 1,500,000	\$ 1,500,000
Programming phases in FFY 2023 to support TrAMS grant application							Federal Totals:	\$ 5,000,000
State Funds								
State STIF (TriMet)	Match	2023		\$ 375,000				\$ 375,000
State STIF (TriMet)	Match	2023				\$ 500,000		\$ 500,000
State STIF (TriMet)	Match	2023					\$ 375,000	\$ 375,000
							State Total:	\$ 1,250,000
Local Funds								
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 1,875,000	\$ -	\$ 2,500,000	\$ 1,875,000	\$ 6,250,000
Total Project Cost Estimate (all phases):							\$	\$ 6,250,000
Year of Expenditure Cost Amount:							\$	\$ 6,250,000

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ 1,875,000	\$ -	\$ 2,500,000	\$ 1,875,000	\$ 6,250,000
Phase Change Percent:	0%	100%	0%	100%	100.0%	100.0%
Revised Match Federal:	\$ -	\$ 375,000	\$ -	\$ 500,000	\$ 375,000	\$ 1,250,000
Revised Match Percent:	N/A	20.0%	N/A	20.0%	20.0%	20.0%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes Obligation will be through FTA's TrAMS grant application process
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment adds the new project for TriMet to the MTIP with approved earmark for the Merlo Garage Renovation as approved in the December 2022 Appropriations Bill under the Community Project Funding/Congressional Directed Spending section.
4	MTIP Programming Submitted Supporting Documentation: Approved FFY 2022 Appropriations Bill, Congressional Directed Spending earmark list, December 20, 2022 Senate Congressional Record, Vol 168, Number 198, Book III, draft MTIP Worksheet, plus prior programming discussions between TriMet and FTA.

Public Notification and Comment Process:

5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 2, 2023 to June 1, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes

5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Not anticipated. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: The project title being added as stated for the earmark. The project is considered a capital improvement type project which requires individual phase programming reflecting the estimated required funding needed in each applicable phase. However, TriMet will obligate the entire award through the FTA TrAMS system all at the same time. This results in the phase programming being shown all in FFY 2023.

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, transit
2A	Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project.
2B	What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award.
2C	Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas	
1A	RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2
1B	RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
3A	Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #10 - Fiscal Stewardship Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

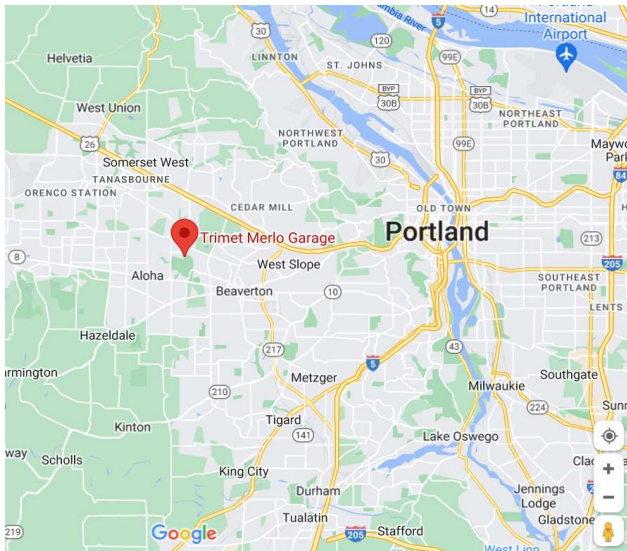
1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of the approved UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

CPFCD22	A programmatic fund type code used to identify federal earmarks approved within the December 2022 Appropriations Bill. CPFCD22 = Community Project Funding/Congressionally Directed Spending 2022 approval year. The Community Project Funding is the specific funding section within the appropriations bill that contains the transit approved earmarks. The federal share is 80% with a minimum match requirement of 20%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds





United States
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Congressional Record

PROCEEDINGS AND DEBATES OF THE 117th CONGRESS, SECOND SESSION

Vol. 168

WASHINGTON, TUESDAY, DECEMBER 20, 2022

No. 198—Book III

Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION I—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-402 carries the same weight as language included in this joint explanatory statement and should be complied with unless specifically addressed to the contrary in

grammatical duplication identified by the annual Government Accountability Office [GAO] reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense, with exceptions for certain cases.

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's [FTA] 5307 program and the Federal Aviation Administration's [FAA] airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

DEPARTMENT OF TRANSPORTATION—Continued (Community Project Funding/Congressionally Directed Spending)

Agency	Account	Project	Recipient	State	Amount	Requestor(s)		Origination
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road Hunterspoint Station Rehabilitation Project	Metropolitan Transportation Authority	NY	5,000,000	Maloney, Carolyn B.		H
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road (LIRR) Forest Hills Platform Extensions & Elevators Project	Metropolitan Transportation Authority	NY	7,000,000	Meng		H
Department of Transportation	Transit Infrastructure Grants	EZConnect One-Call Center	Stark Area Regional Transit Authority	OH	1,250,000		Brown	S
Department of Transportation	Transit Infrastructure Grants	Rickenbacker Area Mobility Center	Central Ohio Transit Authority	OH	3,000,000	Beatty	Brown	H
Department of Transportation	Transit Infrastructure Grants	Rail Car Replacement Program	Greater Cleveland Regional Transit Authority	OH	5,000,000	Brown (OH)	Brown	H
Department of Transportation	Transit Infrastructure Grants	Lawrence County Transit Multimodal Parking Facility Construction	Lawrence County Port Authority	OH	2,500,000	Johnson (OH)		H
Department of Transportation	Transit Infrastructure Grants	Willamette Shore Line Improvements Phase II — Portland	Tri-County Metropolitan Transportation District of Oregon	OR	2,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Merlo Bus Garage Zero Emission Retrofit	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Bonamici		H
Department of Transportation	Transit Infrastructure Grants	Fleet Fall Protection & Crane Project	Lane Transit District	OR	800,000	DeFazio	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Benton Area Transit Fleet Replacement	Oregon Department of Transportation	OR	1,512,000	DeFazio	Merkley, Wyden	H

2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023



Metro 2021-24 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add new approved earmark to
the MTIP

Lead Agency:	TriMet		Project Type:	Transit	ODOT Key:	New - TBA
Project Name:		4	Fiscal Constraint Cat:	Capital	MTIP ID:	New - TBA
TriMet 82nd Ave MAX Station Improvement Project			ODOT Type	TBD	Status:	T22
			Performance Meas:	Transit	Comp Date:	12/31/2027
			Capacity Enhancing:	No	RTP ID:	11338
Project Status:			Conformity Exempt:	Yes	CMP:	No
T22 = Programming actions in progress or programmed in current MTIP			30 Day Notice Begin:	5/2/2023	TCM:	No
			30 Day Notice End:	5/31/2023	TSMO Award	No
			Funding Source	Congress	TSMO Cycle	N/A
			Funding Type:	Dec 22 AA	RFFA ID:	No
Short Description:			State Highway Route	N/A	RFFA Cycle:	N/A
The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023)			Mile Post Begin:	NA	UPWP:	No
			Mile Post End:	N/A	UPWP Cycle:	N/A
			Length:	N/A	Past Amend:	0
			Flex Transfer to FTA	No	Council Appr:	Yes
			FTA Conversion Code:	N/A	Council Date:	6/1/2023
			1st Year Program'd:	2023	OTC Approval:	No
			Years Active:	0	OTC Date	N/A
			STIP Amend #:	TBD	MTIP Amnd #:	MY23-09-MAY

Detailed Description: This project implements phase 1 of the rehabilitation recommended in TriMet's Blue Line Station Rehabilitation (BLSR) project. This project will make critical station improvements to TriMet's 82nd Ave. MAX Station to support ridership recovery, improve urban design and user experience, and improve safety and access to transit. These investments to update the light rail platform, refurbish the existing shelter and improve the safety and comfort for riders through Crime Prevention Through Environmental Design (CPTED) improvements and updated Design Criteria. (FY23 Community Project Funding/Congressionally Directed Spending, DEMOID OR 209, CAA2023)

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Workforce)	Total
Federal Funds								
HIPCPC23	Y926	2023	\$ -	\$ 532,924	\$ -			\$ 532,924
HIPCPC23	Y926	2023				\$ 2,467,076		\$ 2,467,076
Programming phases in FFY 2023 to support TrAMS grant application.							Federal Totals:	\$ 3,000,000

State Funds

								\$ -
							State Total:	\$ -

Local Funds

Local	Match	2023	\$ -	\$ 133,231	\$ -			\$ 133,231
Other	OTH0	2023		\$ 185,509				\$ 185,509
Local	Match	2023				\$ 616,769		\$ 616,769
Other	OTH0	2023				\$ 858,793		\$ 858,793
Note: FTA allows deviation from phase minimum match requirements as long as the overall minimum match is met.							Local Total	\$ 1,794,302

Phase Totals Before Amend:	\$ -	\$ 851,664	\$ -	\$ 3,942,638	\$ -	\$ 4,794,302
Phase Totals After Amend:	\$ -	\$ 851,664	\$ -	\$ 3,942,638	\$ -	\$ 4,794,302
Total Project Cost Estimate (all phases):					\$	\$ 4,794,302
Year of Expenditure Cost Amount:					\$	\$ 4,794,302

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ 851,664	\$ -	\$ 3,942,638	\$ -	\$ 4,794,302
Phase Change Percent:	0%	100%	0%	100%	0.0%	100.0%
Revised Match Federal:	\$ -	\$ 133,231	\$ -	\$ 616,769	\$ -	\$ 750,000
Revised Match Percent:	N/A	20.0%	N/A	20.0%	N/A	20.0%

Note: The total project match is \$1,794,302 which equals a total TriMet match of 37.4% to the project.

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary	
General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment adds the new project for TriMet to the MTIP with approved earmark for the 82nd Ave MAX Station Improvement project as approved in the Consolidated Appropriations Act of 2023 under the Community Project Funding/Congressional Directed Spending section. The DEMO identification for the earmark is OR209.
4	MTIP Programming Submitted Supporting Documentation: Approved Consolidated Appropriations Act of 2023 March 21, 2023 Highway Infrastructure Allocation memo, draft MTIP Worksheet, plus prior programming discussions between TriMet and FTA.

Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 2, 2023 to June 1, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Not anticipated. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: The project title being added as stated for the earmark. The project is considered a capital improvement type project which requires individual phase programming reflecting the estimated required funding needed in each applicable phase. However, TriMet will obligate the entire award through the FTA TrAMS system all at the same time. This results in the phase programming being shown all in FFY 2023.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, transit
2A	Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project.
2B	What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award.
2C	Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2
1B	RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
3A	Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #10 - Fiscal Stewardship Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of the approved UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

HIPCPC23	A programmatic fund type code used to identify federal earmarks approved within the December 2022 Appropriations Bill and contained in the Consolidated Appropriations Act, 2023.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Additional agency local funds contributing to the project phase above the minimum match requirement. Often referred to as "Overmatch" funds.



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No. 198—Book III

Senate

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grammatic duplication identified by the annual Government Accountability Office [GAO] reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense, with exceptions for safety or security

FEDERALLY FUNDED RESEARCH

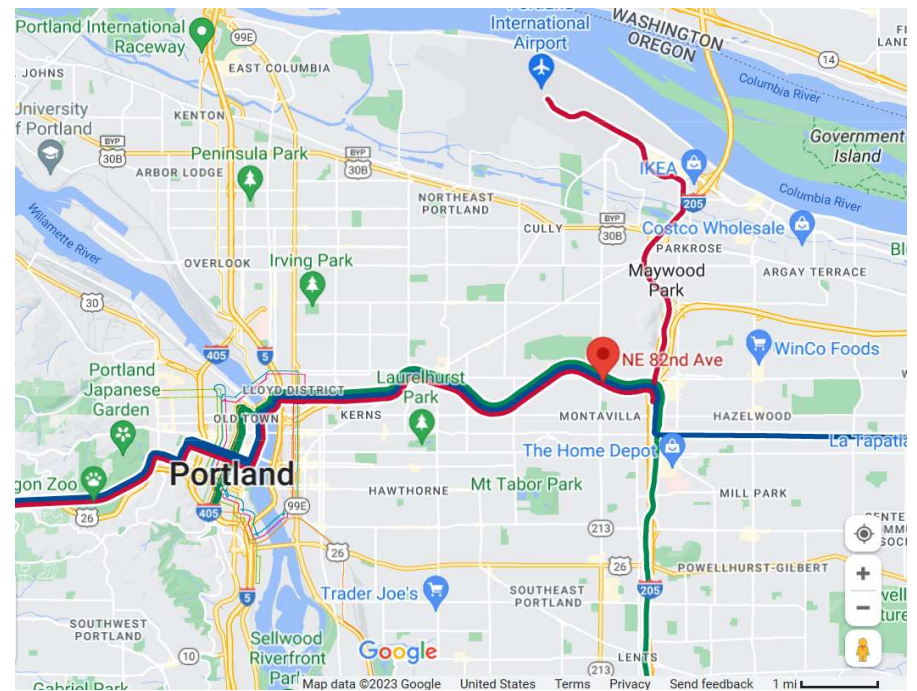
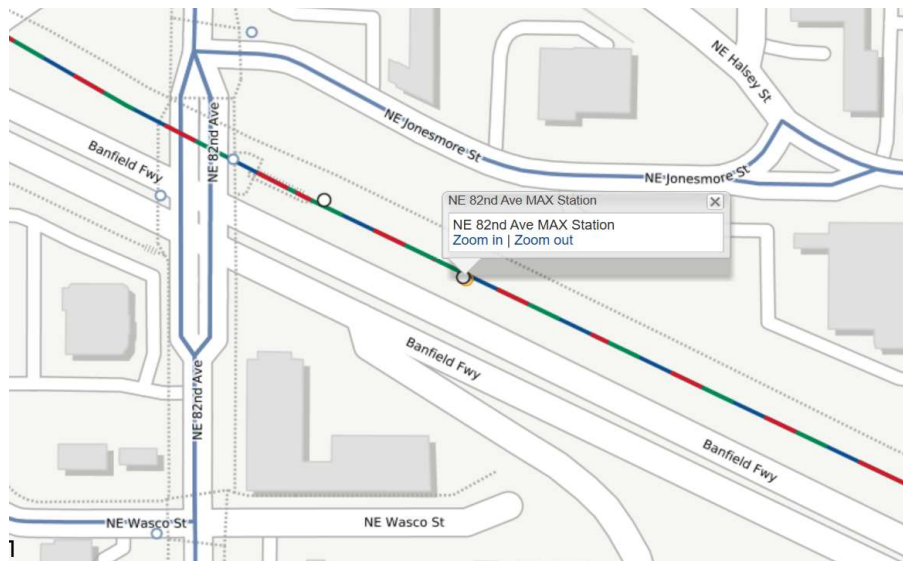
The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

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DEPARTMENT OF TRANSPORTATION—Continued
[Community Project Funding/Congressionally Directed Spending]

Agency	Account	Project	State	Amount	Requestor(s)		Origination
					House	Senate	
Department of Transportation	Highway Infrastructure Programs	Construction of Arterial Road between Highway 11 and Highway 30	OR	1,500,000		Merkley, Wyden	S
Department of Transportation	Highway Infrastructure Programs	City of Carlton—West Main Street Revitalization	OR	1,500,000		Merkley, Wyden	S
Department of Transportation	Highway Infrastructure Programs	82nd Ave MAX Station Improvement Project — Portland, OR	OR	3,000,000	Blumenauer		H
Department of Transportation	Highway Infrastructure Programs	NE Halsey Safety and Access to Transit Project — Portland, OR	OR	1,000,000	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	OR	2,332,000	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	181st Ave Safety Improvements Project — Gresham, OR	OR	3,178,686	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	OR	2,000,000	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	Main Avenue/OR 104 Pedestrian Route	OR	1,360,000	Bonamici		H
Department of Transportation	Highway Infrastructure Programs	Beaverton Downtown Loop	OR	4,000,000	Bonamici	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	OR141: Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce	OR	3,200,000	Bonamici	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	OR-18/OR-99W Corridor Safety and Intersection Improvements	OR	4,000,000	Bonamici	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	River Road—Santa Clara Pedestrian and Bicycle Bridge	OR	6,000,000	DeFazio		H



2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023



Metro 2021-24 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add new approved earmark to
the MTIP

Lead Agency:	TriMet		Project Type:	Transit	ODOT Key:	New - TBA
Project Name:		5	Fiscal Constraint Cat:	Capital	MTIP ID:	New - TBA
TriMet Oregon City Transit Center			ODOT Type	TBD	Status:	T22
			Performance Meas:	Transit	Comp Date:	12/31/2027
Project Status:			Capacity Enhancing:	No	RTP ID:	11338
T22 = Programming actions in progress or programmed in current MTIP			Conformity Exempt:	Yes	CMP:	No
			30 Day Notice Begin:	5/2/2023	TCM:	No
			30 Day Notice End:	5/31/2023	TSMO Award	No
			Funding Source	Congress	TSMO Cycle	N/A
			Funding Type:	Dec 22 AA	RFFA ID:	No
			State Highway Route	N/A	RFFA Cycle:	N/A
			Mile Post Begin:	NA	UPWP:	No
			Mile Post End:	N/A	UPWP Cycle:	N/A
			Length:	N/A	Past Amend:	0
			Flex Transfer to FTA	No	Council Appr:	Yes
			FTA Conversion Code:	N/A	Council Date:	6/1/2023
			1st Year Program'd:	2023	OTC Approval:	No
			Years Active:	0	OTC Date	N/A
			STIP Amend #: TBD		MTIP Amnd #: MY23-09-MAY	
Short Description:						
This project includes acquisition of property, design and planning, sitework, construction and renovation of facilities at the Oregon City Transit Center for improved transit operations (ID# 2023-CMPJ-095)						

Detailed Description: The project will expand and retrofit the existing transit center to add bus layover facilities, improved amenities for bus operators to address the bus operator shortage, and make lighting and stop improvements to address transit rider needs. These improvements are necessary to expand bus service in Clackamas County. (FY23 Community Project Funding/Congressionally Directed Spending, CAA2023, Table 20, December 20, 2022)

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Workforce)	Total
Federal Funds								
CPFCDS22	Y926	2023		\$ 387,568	\$ -			\$ 387,568
CPFCDS22	Y926	2023			\$ 1,478,957			\$ 1,478,957
CPFCDS22	Y926	2023				\$ 2,951,247		\$ 2,951,247
CPFCDS22	Y926	2023					\$ 182,228	\$ 182,228
Programming phases in FFY 2023 to support TrAMS grant application.							Federal Totals:	\$ 5,000,000

State Funds								
TriMet STIF	Match	2023		\$ 96,892				\$ 96,892
STIF Overmatch	OTH0	2023		\$ 170,530				\$ 170,530
TriMet STIF	Match	2023			\$ 369,739			\$ 369,739
STIF Overmatch	OTH0	2023			\$ 650,741			\$ 650,741
TriMet STIF	Match	2023				\$ 737,812		\$ 737,812
STIF Overmatch	OTH0	2023				\$ 1,298,548		\$ 1,298,548
TriMet STIF	Match	2023					\$ 45,557	\$ 45,557
STIF Overmatch	OTH0	2023					\$ 80,181	\$ 80,181
							State Total:	\$ 3,450,000

Local Funds								
								\$ -
							Local Total	\$ -

Phase Totals Before Amend:	\$	-	\$	\$	\$	\$	\$	
Phase Totals After Amend:	\$	-	\$ 654,990	\$ 2,499,437	\$ 4,987,607	\$ 307,966	\$	8,450,000
Total Project Cost Estimate (all phases):							\$	8,450,000
Year of Expenditure Cost Amount:							\$	8,450,000

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ 654,990	\$ 2,499,437	\$ 4,987,607	\$ 307,966	\$ 8,450,000
Phase Change Percent:	0%	100%	100%	100%	100.0%	100.0%
Revised Match Federal:	\$ -	\$ 96,892	\$ 369,739	\$ 737,812	\$ 45,557	\$ 1,250,000
Revised Match Percent:	N/A	20.0%	20.0%	20.0%	20.0%	20.0%

Note:

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes Fund obligation process will be through FTA TrAMS grant approval process
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment adds the new project for TriMet to the MTIP with approved earmark for the Oregon Coty Transit Center redesign project as approved in the Consolidated Appropriations Act of 2023 under the Community Project Funding/Congressional Directed Spending section.
4	MTIP Programming Submitted Supporting Documentation: Approved Consolidated Appropriations Act of 2023 December 22, 2022, December 22, 2022 Congressional Record, draft MTIP Worksheet, plus prior programming discussions between TriMet and FTA.

Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 2, 2023 to June 1, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Not anticipated. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: The project title being added as stated for the earmark. The project is considered a capital improvement type project which requires individual phase programming reflecting the estimated required funding needed in each applicable phase. However, TriMet will obligate the entire award through the FTA TrAMS system all at the same time. This results in the phase programming being shown all in FFY 2023.

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, transit
2A	Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project.
2B	What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award.
2C	Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation.
2D	Was overall fiscal constraint demonstrated? Yes.

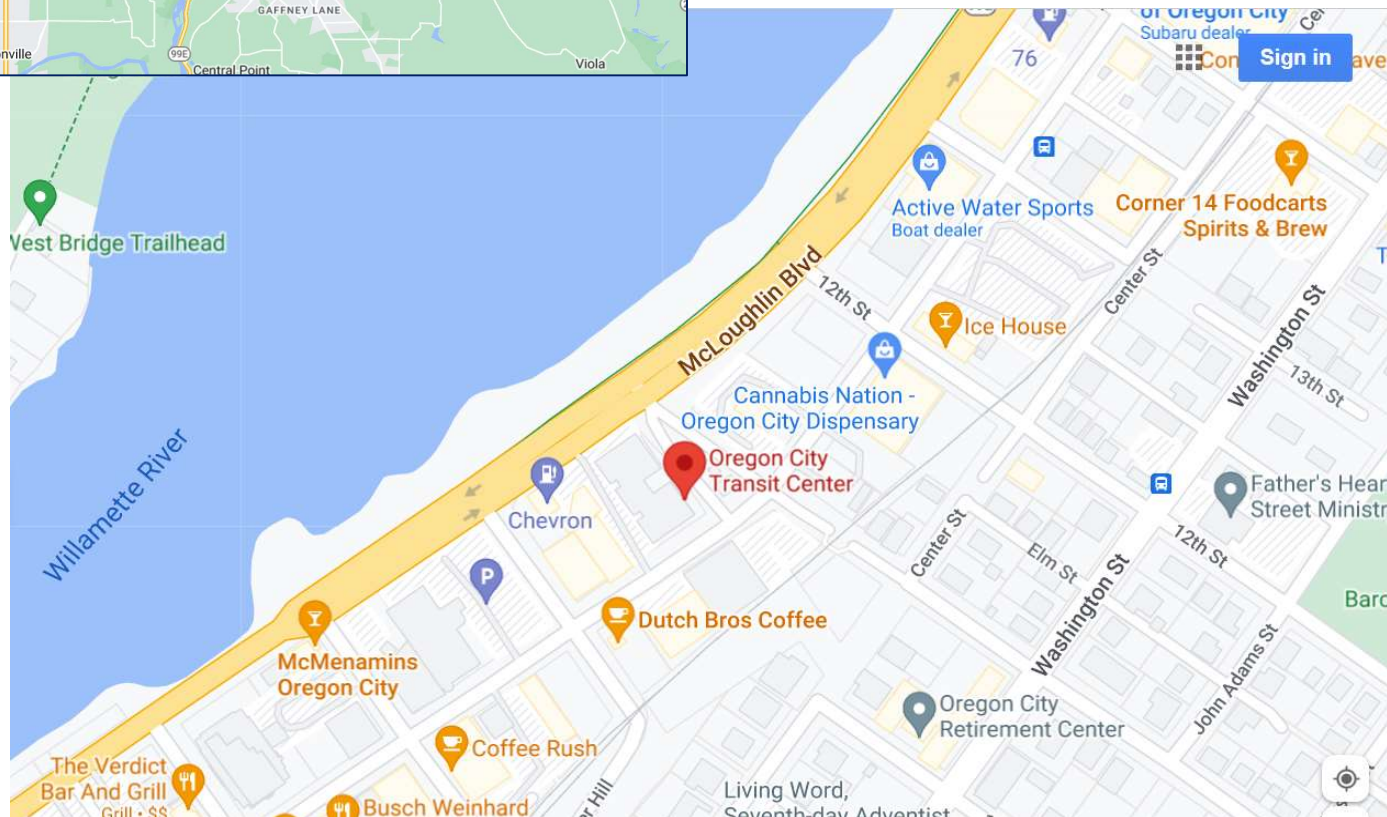
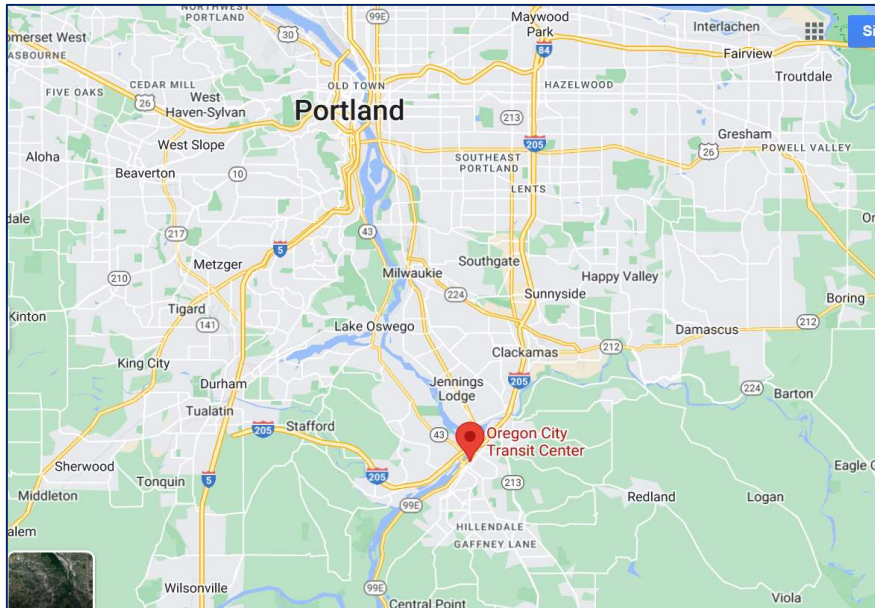
RTP Consistency Check Areas	
1A	RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2
1B	RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
3A	Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.

4	What RTP Goal(s) does the project support? Goal #10 - Fiscal Stewardship Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of the approved UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable

Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References	
CPFCD22	A programmatic fund type code used to identify federal earmarks approved within the December 2022 Appropriations Bill. CPFCD22 = Community Project Funding/Congressionally Directed Spending 2022 approval year. The Community Project Funding is the specific funding section within the appropriations bill that contains the transit approved earmarks. The federal share is 80% with a minimum match requirement of 20%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds



FEDERAL TRANSIT ADMINISTRATION				
TABLE 20				
FY2023 Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending				
<i>The amounts allocated in this notice are made available for the purposes, and in the amounts, specified in the explanatory statement accompanying the Consolidated Appropriations Act, 2023 (Pub. L. 117-402, Dec. 30, 2022).</i>				
State	Recipient	Project ID	Project Description	Amount
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-094	Merlo Bus Garage Zero Emission Retrofit	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-095	Oregon City Transit Center	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-096	Willamette Shore line Improvements Phase II - Portland	\$2,000,000



United States
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Congressional Record

PROCEEDINGS AND DEBATES OF THE 117th CONGRESS, SECOND SESSION

Vol. 168

WASHINGTON, TUESDAY, DECEMBER 20, 2022

No. 198—Book III

Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION L—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES' APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-402 carries the same weight as language included in this joint explanatory statement and should be complied with unless specifically addressed to the contrary in

grammatical duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense, with exceptions for certain non-

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's [FTA] 5307 program and the Federal Aviation Administration's [FAA] airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

December 20, 2022

CONGRESSIONAL RECORD — SENATE

Department of Transportation	Transit Infrastructure Grants	Oregon City Transit Center	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Schrader		H
Department of Transportation	Transit Infrastructure Grants	South Salem Mobility as a Service (MaaS) Transit Facility	Salem Area Mass Transit District	OR	2,560,000	Schrader	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Station Square Station Improvement Project	Port Authority of Allegheny County	PA	5,000,000	Doyle, Michael F.	Casey	H
Department of Transportation	Transit Infrastructure Grants	Bus Replacement	Amtran	PA	900,000	Joyce (PA)		H
Department of Transportation	Transit Infrastructure Grants	Bus Replacement	Cambria County Transit Authority (CamTran)	PA	2,284,000	Joyce (PA)		H
Department of Transportation	Transit Infrastructure Grants	RIPTA—Bus Replacement	Rhode Island Public Transit Authority	RI	2,500,000		Reed	S
Department of Transportation	Transit Infrastructure Grants	Intermodal Transit Hub at UT Dallas Station for DART Silver Line	Dallas Area Rapid Transit (DART)	TX	2,500,000	Allred		H
Department of Transportation	Transit Infrastructure Grants	Supervisory Control and Data Acquisition System Upgrade Project	Dallas Area Rapid Transit (DART)	TX	2,820,800	Allred		H
Department of Transportation	Transit Infrastructure Grants	Charging Infrastructure for the Transition to a Zero-Emissions Public Transportation Fleet	Capital Metropolitan Transportation Authority	TX	4,169,920	Doggett		H
Department of Transportation	Transit Infrastructure Grants	Westheimer BOOST Bus Stop Improvements	Metropolitan Transit Authority of Harris County (METRO)	TX	5,000,000	Fletcher		H
Department of Transportation	Transit Infrastructure Grants	Missouri City Park & Ride	Metropolitan Transit Authority of Harris County (METRO)	TX	5,000,000	Green (TX)		H
Department of Transportation	Transit Infrastructure Grants	East Dallas Bus & Maintenance Facility Renovation	Dallas Area Rapid Transit (DART)	TX	2,927,000	Johnson (TX)		H

2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023



Metro 2021-24 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add new approved earmark to
the MTIP

Lead Agency: TriMet			Project Type:	Transit		ODOT Key:	New - TBA
Project Name:		6	Fiscal Constraint Cat:	Capital		MTIP ID:	New - TBA
Willamette Shore Line Rail & Trestle Repair			ODOT Type	TBD		Status:	T22
			Performance Meas:	Transit		Comp Date:	12/31/2027
			Capacity Enhancing:	No		RTP ID:	11338
Project Status:			Conformity Exempt:	Yes		CMP:	No
T22 = Programming actions in progress or programmed in current MTIP			30 Day Notice Begin:	5/2/2023		TCM:	No
			30 Day Notice End:	6/1/2023		TSMO Award	No
			Funding Source	Congress		TSMO Cycle	N/A
			Funding Type:	Dec 22 AA		RFFA ID:	No
			State Highway Route	N/A		RFFA Cycle:	N/A
Short Description:			Mile Post Begin:	NA		UPWP:	No
The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle and track improvements along with routine maintenance (ID# 2023-CMPJ-096)			Mile Post End:	N/A		UPWP Cycle:	N/A
			Length:	N/A		Past Amend:	0
			Flex Transfer to FTA	No		Council Appr:	Yes
			FTA Conversion Code:	N/A		Council Date:	6/1/2023
			1st Year Program'd:	2023		OTC Approval:	No
			Years Active:	0		OTC Date	N/A
			STIP Amend #: TBD			MTIP Amnd #: MY23-09-MAY	

Detailed Description: The WSL is a 5.5 mile railroad corridor that supports continued rail operations from Lake Oswego to Portland South Waterfront by trolleys. The project consists of two phases. Phase II will upgrade the S Miles St. crossing, replace Jones trestle, conduct mitigation associated with geotech exploration, and miscellaneous trestle and track improvements and routine maintenance. (FY23 Community Project Funding/Congressionally Directed Spending, CAA2023, Table 20, December 20, 2022) (Follow-on earmark to Key 22666)

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Workforce)	Total
Federal Funds								
CPFCDS22	Y926	2023		\$ 539,238				\$ 539,238
CPFCDS22	Y926	2023				\$ 1,460,762		\$ 1,460,762
Programming phases in FFY 2023 to support TrAMS grant application.							Federal Totals:	\$ 2,000,000
State Funds								
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	\$ -	\$ 134,810				\$ 134,810
Local	Match	2023				\$ 365,191		\$ 365,191
Note: Local funds are TriMet General Funds							Local Total	\$ 500,001
Phase Totals Before Amend:			\$ -	\$	\$ -	\$	\$ -	\$
Phase Totals After Amend:			\$ -	\$ 674,048	\$ -	\$ 1,825,953	\$ -	\$ 2,500,001
Total Project Cost Estimate (all phases):							\$	2,500,001
Year of Expenditure Cost Amount:							\$	2,500,001

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ 674,048	\$ -	\$ 1,825,953	\$ -	\$ 2,500,001
Phase Change Percent:	0%	100%	0%	100%	0.0%	100.0%
Revised Match Federal:	\$ -	\$ 134,810	\$ -	\$ 365,191	\$ -	\$ 500,001
Revised Match Percent:	N/A	20.0%	N/A	20.0%	N/A	20.0%

Note:

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						Fund obligation process will
EA Start Date:						be through FTA TrAMS
EA End Date:						grant approval process
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment adds the new project for TriMet to the MTIP with approved earmark for the Willamette Shore Line Improvements - Phase II earmark project as approved in the Consolidated Appropriations Act of 2023 under the Community Project Funding/Congressional Directed Spending section.
4	MTIP Programming Submitted Supporting Documentation: Approved Consolidated Appropriations Act of 2023 December 22, 2022, December 22, 2022 Congressional Record, draft MTIP Worksheet, plus prior programming discussions between TriMet and FTA.

Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 2, 2023 to June 1, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Not anticipated. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: The project title being added as stated for the earmark. The project is considered a capital improvement type project which requires individual phase programming reflecting the estimated required funding needed in each applicable phase. However, TriMet will obligate the entire award through the FTA TrAMS system all at the same time. This results in the phase programming being shown all in FFY 2023.

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, transit
2A	Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project.
2B	What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award.
2C	Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas	
1A	RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2
1B	RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
3A	Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.

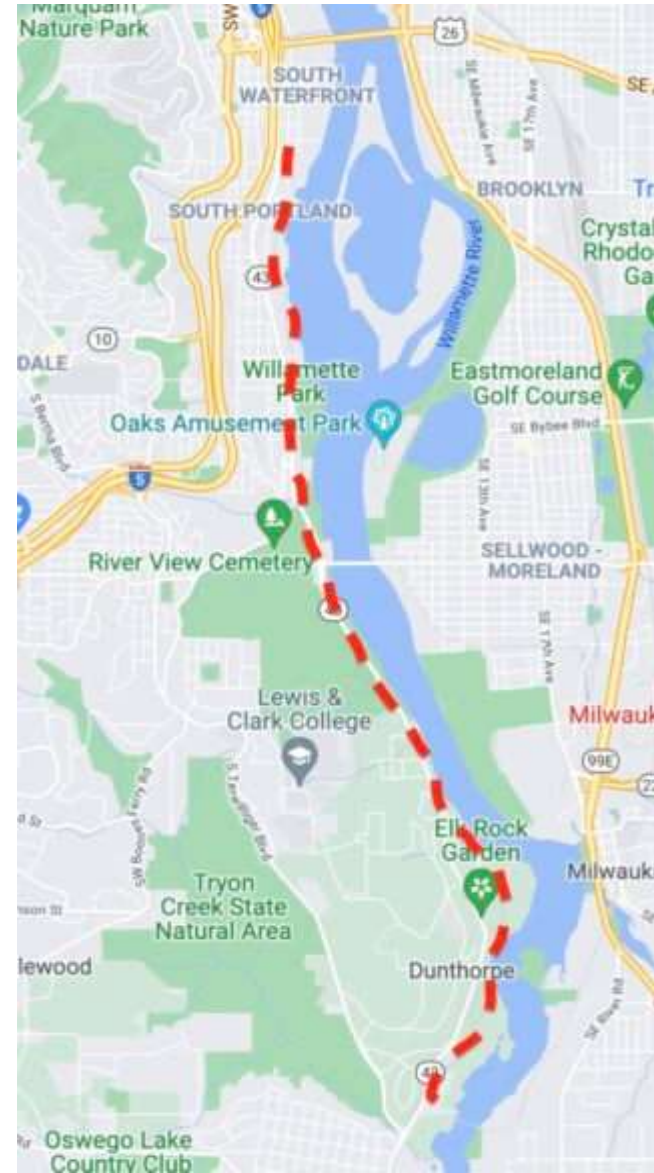
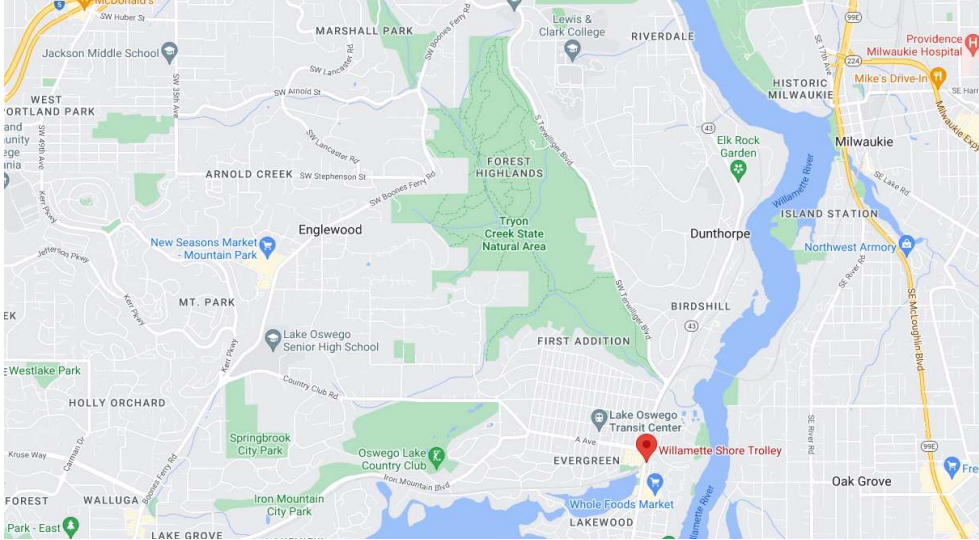
4	What RTP Goal(s) does the project support? Goal #10 - Fiscal Stewardship Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of the approved UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable

Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References	
CPFCD22	A programmatic fund type code used to identify federal earmarks approved within the December 2022 Appropriations Bill. CPFCD22 = Community Project Funding/Congressionally Directed Spending 2022 approval year. The Community Project Funding is the specific funding section within the appropriations bill that contains the transit approved earmarks. The federal share is 80% with a minimum match requirement of 20%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds

FEDERAL TRANSIT ADMINISTRATION				
TABLE 20				
FY2023 Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending				
<i>The amounts allocated in this notice are made available for the purposes, and in the amounts, specified in the explanatory statement accompanying the Consolidated Appropriations Act, 2023 (Pub. L. 117-402, Dec. 30, 2022).</i>				
State	Recipient	Project ID	Project Description	Amount
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-094	Merlo Bus Garage Zero Emission Retrofit	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-095	Oregon City Transit Center	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-096	Willamette Shore line Improvements Phase II - Portland	\$2,000,000





home	admin	RTP	RFFA	MTIP	FUND		search
details	costs	programming	map	amendments	obligations	earmarks	comments

ODOT Key: 22666 | MTIP ID: 71275

Willamette Shore Line Rail & Trestle Repair-Phase I (TriMet) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2022		\$599,976	\$0	\$120,024	\$720,000	<input type="checkbox"/>
	2019	5339(b) Bus & Bus Facilities	\$599,976	\$0	\$120,024	\$720,000	
Construction	2023		\$1,400,024	\$0	\$279,976	\$1,680,000	<input type="checkbox"/>
	2019	5339(b) Bus & Bus Facilities	\$1,400,024	\$0	\$279,976	\$1,680,000	
Totals >>			\$2,000,000	\$0	\$400,000	\$2,400,000	

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Congressional Record

PROCEEDINGS AND DEBATES OF THE 117th CONGRESS, SECOND SESSION

Vol. 168

WASHINGTON, TUESDAY, DECEMBER 20, 2022

No. 198—Book III

Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION L—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-402 carries the same weight as language included in this joint explanatory statement and should be complied with unless specifically addressed to the contrary in the explanatory statement.

grammatical duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense with no obligation to refer to any

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's [FTA] 5307 program and the Federal Aviation Administration's [FAA] airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

DEPARTMENT OF TRANSPORTATION—Continued
 [Community Project Funding/Congressionally Directed Spending]

Agency	Account	Project	Recipient	State	Amount	Requestor(s)		Origination
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road Hunterspoint Station Rehabilitation Project	Metropolitan Transportation Authority	NY	5,000,000	Maloney, Carolyn B.		H
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road (LIRR) Forest Hills Platform Extensions & Elevators Project	Metropolitan Transportation Authority	NY	7,000,000	Meng		H
Department of Transportation	Transit Infrastructure Grants	EZConnect One-Call Center	Stark Area Regional Transit Authority	OH	1,250,000		Brown	S
Department of Transportation	Transit Infrastructure Grants	Rickenbacker Area Mobility Center	Central Ohio Transit Authority	OH	3,000,000	Beatty	Brown	H
Department of Transportation	Transit Infrastructure Grants	Rail Car Replacement Program	Greater Cleveland Regional Transit Authority	OH	5,000,000	Brown (OH)	Brown	H
Department of Transportation	Transit Infrastructure Grants	Lawrence County Transit Multimodal Parking Facility Construction	Lawrence County Port Authority	OH	2,500,000	Johnson (OH)		H
Department of Transportation	Transit Infrastructure Grants	Willamette Shore Line Improvements Phase II — Portland	Tri-County Metropolitan Transportation District of Oregon	OR	2,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Merlo Bus Garage Zero Emission Retrofit	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Bonamici		H
Department of Transportation	Transit Infrastructure Grants	Fleet Fall Protection & Crane Project	Lane Transit District	OR	800,000	DeFazio	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Benton Area Transit Fleet Replacement	Oregon Department of Transportation	OR	1,512,000	DeFazio	Merkley, Wyden	H

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: May 11, 2023
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: May FFY 2023 MTIP Formal Amendment & Resolution 23-5338 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING SIX PROJECTS, AUTHORIZED BY CONGRESS THROUGH CONGRESSIONALLY DIRECTED SPENDING, TO THE 2021-24 MTIP AND ALLOWING THE START OF PRELIMINARY ENGINEERING ACTIVITIES
BACKGROUND

What This Is:

The May FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle contains six new projects. All six projects are Congressional Directed Spending projects, or otherwise referred to as Congressional Earmarks. Two are ODOT managed earmarks with the remaining four belonging to TriMet. They are being added now to the 2021-24 MTIP to enable Federal Highway Administration (FHWA) Financial Management Information System (FMIS) and Federal Transit Administration Transit Awards Management System (TrAMS) obligations to occur before the end of FFY 2023 (September 30, 2023). This will enable ODOT and TriMet to initiate Preliminary Engineering activities for their projects this federal fiscal year, and help accelerate overall project delivery.

What is the requested action?

TPAC approved received their official notification on May 5, 2023 and now is providing their approval recommendation to JPACT for Resolution 23-5338 to add the six new projects to the 2021-24 MTIP.

A summary of the project and amendment actions are shown on the next pages.

May FFY 2023 Formal Transition Amendment Bundle Contents Amendment Type: Formal/Full Amendment #: MY23-09-MAY Total Number of Projects: 6				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 23428 MTIP ID TBD <i>(New Project)</i>	ODOT	I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta	Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR211, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#2) ODOT Key # 22647 MTIP ID TBD <i>(New Project)</i>	ODOT	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR216, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#3) ODOT Key # TBD MTIP ID TBD <i>(New Project)</i>	TriMet	TriMet Merlo Bus Garage Zero Emission Retrofit	This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage (ID# 2023-CMPJ-094 Earmark)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-094, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.

(#4) ODOT Key # TBD MTIP ID TBD <i>(New Project)</i>	TriMet	TriMet 82nd Ave MAX Station Improvement Project	The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR209, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#5) ODOT Key # TBD MTIP ID TBD <i>(New Project)</i>	TriMet	TriMet Oregon City Transit Center	This project includes acquisition of property, design and planning, sitework, construction and renovation of facilities at the Oregon City Transit Center for improved transit operations (ID# 2023-CMPJ-095)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-095, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#6) ODOT Key # TBD MTIP ID TBD <i>(New Project)</i>	TriMet	Willamette Shore Line Rail & Trestle Repair	The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle & track improvements along with routine maintenance (ID# 2023-CMPJ-096)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-096, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.

TPAC May 5, 2023 Meeting Summary:

TPAC met on May 5, 2023 and received their official notification about the May 2023 Formal MTIP Amendment bundle. Ken Lobeck, Metro staff provided an overview of the six new Congressional Directed Spending projects awarded under the Consolidated Appropriations Act of 2023. Ken explained that these six projects had now passed all required pre-programming reviews and RTP consistency checks to inclusion in the MTIP. He also added that the four projects belonging to TriMet are completing a formal re-review with FTA to allow the project phases to be programmed in FFY 2023. Ken stated that FTA's preview was supportive of the programming deviation request allowing Metro to continue processing the four projects as part of the May Formal Amendment bundle.

A couple of questions were raised about the RTP consistency check and the requirement that the earmark must be included in the current constrained RTP. Ted Leybold, Metro Resource Development Department Manager, explained that if the project is not included in the current constrained RTP, then an RTP amendment would be required to add the project. Both Ken and Ted stated the importance that the submitting agency discuss their earmark submission with Metro to verify the project is part of the constrained RTP. Chris Ford, ODOT added that the use of project grouping buckets can satisfy the RTP consistency check as long as the project is not capacity enhancing. Ken Lobeck concurred with Chris stating that this was how the OR141 earmark met RTP consistency by grouping it into the ODOT Operations and Safety bucket in the RTP.

A final question raised was if the earmark is covered conceptually in the RTP and meets the RTP's goals and strategies, then is this sufficient to meet RTP consistency, or if a larger discussion is required? Ken Lobeck replied that this has occurred twice in the past and required FHWA review and direction to resolve the issue. The short answer from FHWA was that the project must be included the current constrained RTP. FHWA's guidance covered the need for the implementation phases (ROW, UR, construction) as part of demonstrating the funding plan in the RTP. The problem that still exists and has not been clarified is if only the PE phase is being added to the MTIP. Then, if discussion of the project in conceptual terms is included in the RTP, is this sufficient to satisfy the RTP consistency check and the project (PE phase) can be added to the MTIP? Ken agreed with Chris that a larger off-line discussion is still required to work on this area.

With no further questions or discussion about the MTIP May Formal Amendment, TPAC voted to provide JPACT with an approval recommendation to add the six new projects to the MTIP. There were no objections, two abstentions with the vote.

AMENDMENT SUMMARY

Project #1 Key 23428	I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta (Add new project) Lead Agency: ODOT
<u>Project Description:</u> Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)	
Identifications/Key Consistency Check Areas: <ul style="list-style-type: none"> • Lead Agency: ODOT • Project Administrator: ODOT • ODOT Key Number: 23428 	

- MTIP ID#: TBD (new entry not yet assigned in the MTIP)
- RTP ID: Not applicable. The project is recreational trail outside of the RTP pedestrian/bicycle modeling networks involving commuter trails. RTP consistency check areas do not apply for this project.
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through USDOT March 21, 2023, Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo.
- Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Air Quality, Bicycle and Pedestrian Facilities
- OTC approval No.
- Performance Measurements applicable: No – Not applicable.
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- Additional information: The Congressional earmark award is \$2,332,000. Also, see US Forestry Service information about the Sandy River Delta Park at <https://www.fs.usda.gov/recarea/crgnsa/recarea/?recid=29976>

Description of Changes

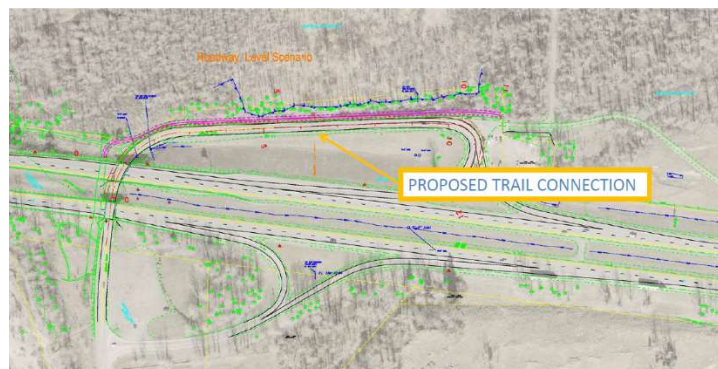
The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.



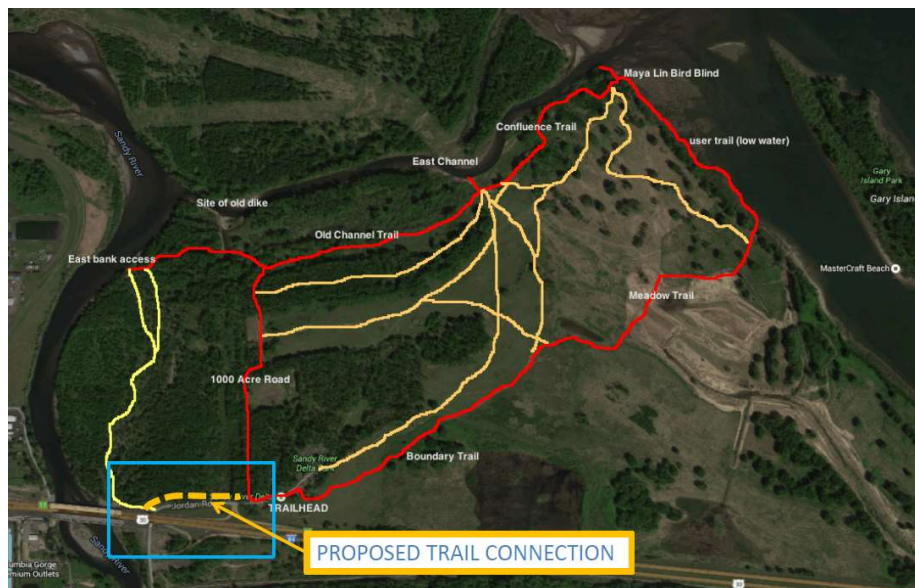
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Sandy River Delta

The project will complete a connecting trail along-side Jordan Rd parallel to I-84 and eastbound into the Sandy River Delta Park. Construction of the Jordan Road Trail Connection will enhance access for pedestrians, cyclists and equestrians to the Sandy River Delta.



The Sandy River Delta is a 1,500-acre natural area is a gateway from Portland to the Columbia River Gorge National Scenic Area that offers horseback riding, hiking, biking, wading, and fishing. Acquired by the Forest Service in 1991, the delta is managed to restore and protect scenic, cultural, recreational, and natural resources in the river bottomlands where the Sandy River meets the Columbia River. The delta's forests and



Support Item(s):**Proof of Funding/Fiscal Constraint Verification**

Consolidated Appropriations Act, 2023
(Public Law 117-328) Division L, Title I, Highway Infrastructure Programs

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonquin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
OR	OR206	Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project *See Note 1	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton—West Main Street Revitalization	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000		1,000,000	
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	2,332,000	2,332,000		2,332,000	
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,176,666	3,176,666		3,176,666	
OR	OR213	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000	
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000	

Project #2
Key
22647

OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St
(Add new project)
Lead Agency: ODOT

Project Description:

The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)

Identifications/Key Consistency Check Areas:

- Lead Agency: ODOT
- Project Administrator: ODOT
- ODOT Key Number: **22647**
- MTIP ID#: TBD (new entry not yet assigned in the MTIP)
- RTP ID: 12095 - Safety & Operations Projects
- Proof-of-Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through USDOT March 21, 2023, Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo.
- Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Air Quality, Bicycle and Pedestrian Facilities
- OTC approval No.
- Performance Measurements applicable: Yes - Safety.
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.

- Additional information: The earmark award is \$3,200,000. Also, see the ODOT website for additional project details at:
<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=22647>

Description of Changes

The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.

New enhanced pedestrian crossings on SW Hall Boulevard

In partnership with the City of Tigard and Washington County, we are working on a project to enhance safety on Hall Boulevard (Oregon Hwy 141).

This project will install two new enhanced pedestrian crossings, or Rectangular Rapid Flashing Beacons, across SW Hall Boulevard at the intersections of SW Hemlock Street in unincorporated Washington County and SW Spruce Street within the City of Tigard. Additional related work includes constructing new sidewalk, new lighting and improving sidewalk curb ramps to meet ADA requirements.

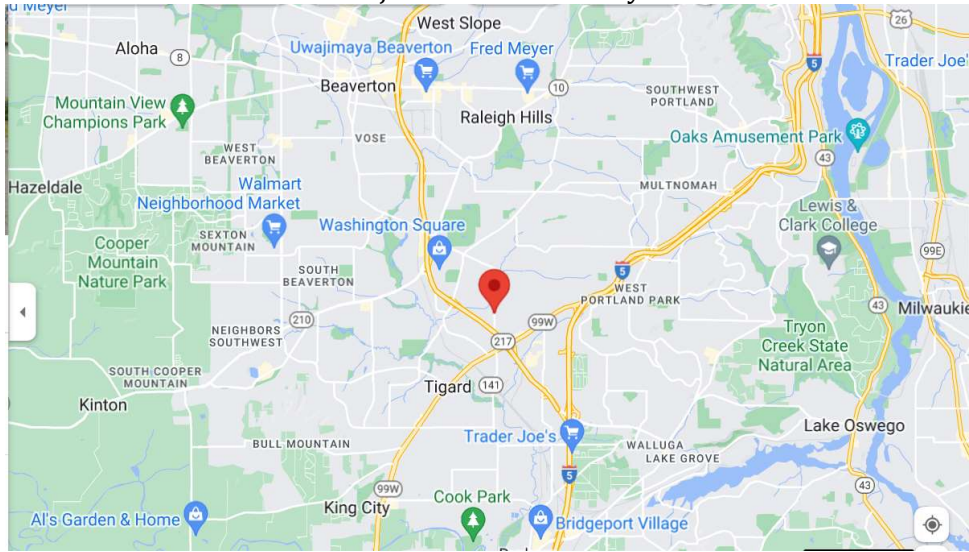
SW Hall Boulevard is a busy, 40 mile-per-hour corridor and people walk over ¼ mile out of direction to the nearest signalized intersection. New, enhanced pedestrian crossings make it safer for people to cross a busy corridor of SW Hall Boulevard.

About Rectangular Rapid Flashing Beacons

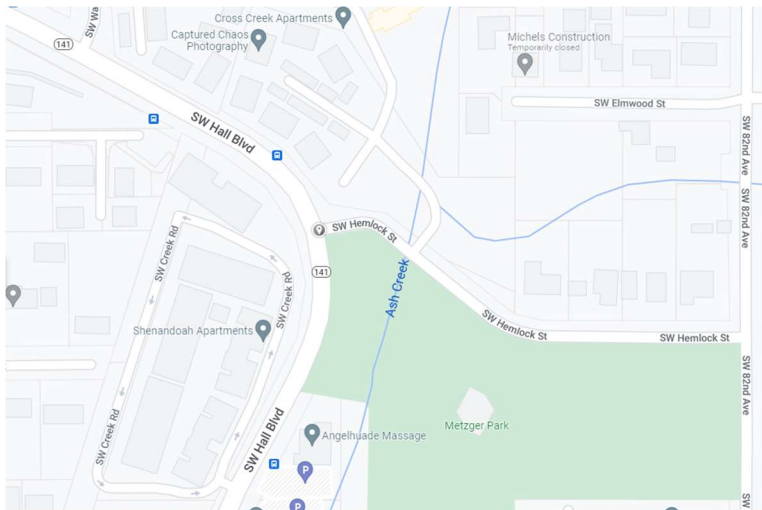
The rectangular rapid flash beacon (RRFB), is a traffic control device designed to increase driver awareness of pedestrians crossing roadways at marked midblock crossings or uncontrolled intersections. The beacons consist of rectangular shaped amber light emitting diodes (LEDs) installed below pedestrian warning signs. The beacons remain “dark” until a pedestrian desiring to cross the street pushes the call button to activate the flashing lights. The lights flash in an irregular flash pattern that is similar to emergency flashers on police vehicles. The flashing lights are intended to attract the driver’s attention and reinforce the driver’s duty to yield to pedestrians in the marked crosswalk.



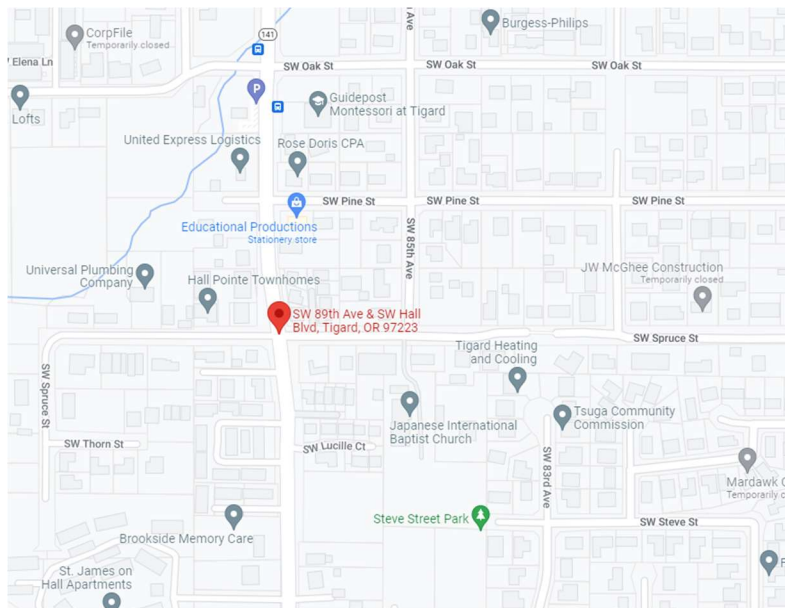
Project Location Vicinity



OR141 (SW Hall Blvd) at Hemlock St



OR 141 (SW Hall Blvd) at SW Spruce St



Support Item(s):

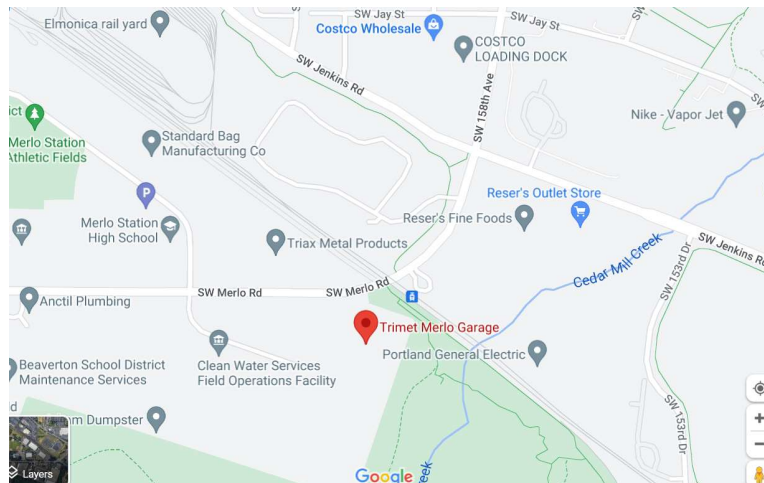
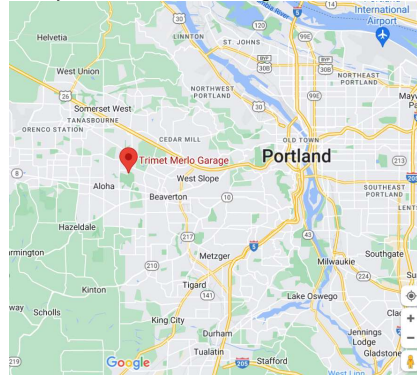
Proof of Funding/Fiscal Constraint Verification

Consolidated Appropriations Act, 2023 (Public Law 117-328) Division L, Title I, Highway Infrastructure Programs							
State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR216	OR141: Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce	3,200,000	3,200,000		3,200,000	
OR	OR217	OR-18/OR-99W Corridor Safety and Intersection Improvements	4,000,000	4,000,000		4,000,000	
OR	OR218	River Road—Santa Clara Pedestrian and Bicycle Bridge	6,000,000	6,000,000		6,000,000	
OR	OR219	Coos County Libby Lane Paving Project (MP 3.33 to MP 5.62)	608,000	608,000		608,000	
OR	OR220	US-101 Sidewalk Infill	2,800,000	2,800,000		2,800,000	
Oregon					41,380,686		40,440,686

Project #3 Key TBD	TriMet Merlo Bus Garage Zero Emission Retrofit (Add new project) Lead Agency: TriMet
<u>Project Description:</u>	
This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage (ID# 2023-CMPJ-094 Earmark)	
Identifications/Key Consistency Check Areas:	
<ul style="list-style-type: none"> • Lead Agency: TriMet • Project Administrator: TriMet • ODOT Key Number: TBD – New Project • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through the 12/20/2022 Senate Congressional Record – Community Project Funding/Congressional Directed Spending project list. • Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures). • OTC approval No. • Performance Measurements applicable: Yes - Transit. • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes. • Can the required changes be made without issues: Yes. • Additional information: The Congressional earmark is \$5 million. 	
<u>Description of Changes</u>	
<p>The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.</p>	
<p>The Merlo Bus Garage Zero Emission Retrofit project funds the first phase of a retrofit of TriMet's Merlo bus garage maintenance building as part of broader strategy for expansion of zero emission, battery electric buses (BEBs). This request would support adding more service and future articulated (higher-capacity, 60 ft) buses on the westside of the Portland region.</p>	
<p>The improvements to the Merlo maintenance facility are a critical investment to be able to implement dedicated, articulated, zero emission bus service on Tualatin Valley Highway in the short term. This expanded charging infrastructure and retrofitting of the maintenance facility are a first step to scaling up the Merlo garage for future charging, maintenance, and service deployment of articulated and BEBs.</p>	

This investment will provide the funding to increase transit capacity in areas with growing ridership, increase access to transit and improve air quality in the surrounding area by facilitating the transition from diesel to zero emissions buses.

Project Location Map References



Support Item(s):

Proof of Funding/Fiscal Constraint Verification



DEPARTMENT OF TRANSPORTATION—Continued (Community Project Funding/Congressionally Directed Spending)								
Agency	Account	Project	Recipient	State	Amount	Requestor(s)		Origination
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road Hunterspoint Station Rehabilitation Project	Metropolitan Transportation Authority	NY	5,000,000	Maloney, Carolyn B.		H
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road (LIRR) Forest Hills Platform Extensions & Elevators Project	Metropolitan Transportation Authority	NY	7,000,000	Meng		H
Department of Transportation	Transit Infrastructure Grants	EZConnect One-Call Center	Stark Area Regional Transit Authority	OH	1,250,000		Brown	S
Department of Transportation	Transit Infrastructure Grants	Rickenbacker Area Mobility Center	Central Ohio Transit Authority	OH	3,000,000	Beatty	Brown	H
Department of Transportation	Transit Infrastructure Grants	Rail Car Replacement Program	Greater Cleveland Regional Transit Authority	OH	5,000,000	Brown (OH)	Brown	H
Department of Transportation	Transit Infrastructure Grants	Lawrence County Transit Multimodal Parking Facility Construction	Lawrence County Port Authority	OH	2,500,000	Johnson (OH)		H
Department of Transportation	Transit Infrastructure Grants	Willamette Shore Line Improvements Phase II — Portland	Tri-County Metropolitan Transportation District of Oregon	OR	2,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Merlo Bus Garage Zero Emission Retrofit	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Bonamici		H
Department of Transportation	Transit Infrastructure Grants	Fleet Fall Protection & Crane Project	Lane Transit District	OR	800,000	DeFazio	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Benton Area Transit Fleet Replacement	Oregon Department of Transportation	OR	1,512,000	DeFazio	Merkley, Wyden	H

Project #4	TriMet 82nd Ave MAX Station Improvement Project
Key	(Add new project)
TBD	Lead Agency: TriMet
<p><u>Project Description:</u> The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023)</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: TriMet • Project Administrator: TriMet • ODOT Key Number: TBD – New Project • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2 • Proof-of-Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through USDOT March 21, 2023, Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo. • Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures). • OTC approval No. • Performance Measurements applicable: Yes - Transit. • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes. • Can the required changes be made without issues: Yes. • Additional information: The Congressional earmark is \$3 million. 	

Description of Changes

The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.

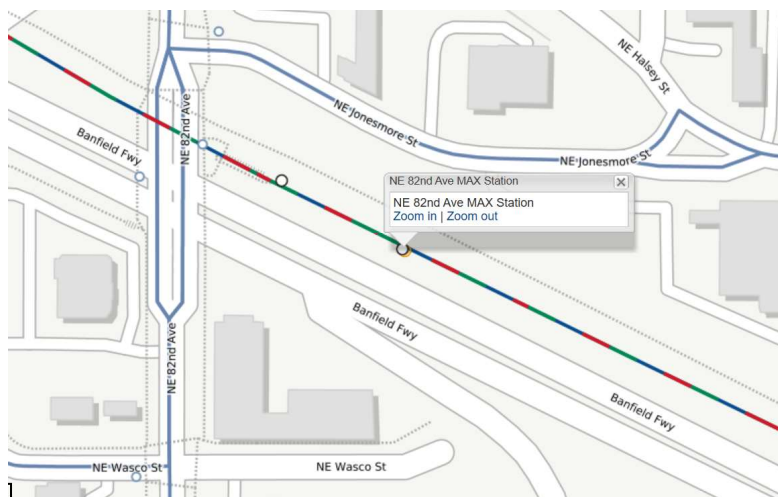
The project will make critical station improvements to TriMet's 82nd Ave. MAX Station to support ridership recovery, improve urban design and user experience, and improve safety and access to transit. These investments to update the light rail platform, refurbish the existing shelter and improve the safety and comfort for our riders through Crime Prevention Through Environmental Design (CPTED) improvements and updated Design Criteria.

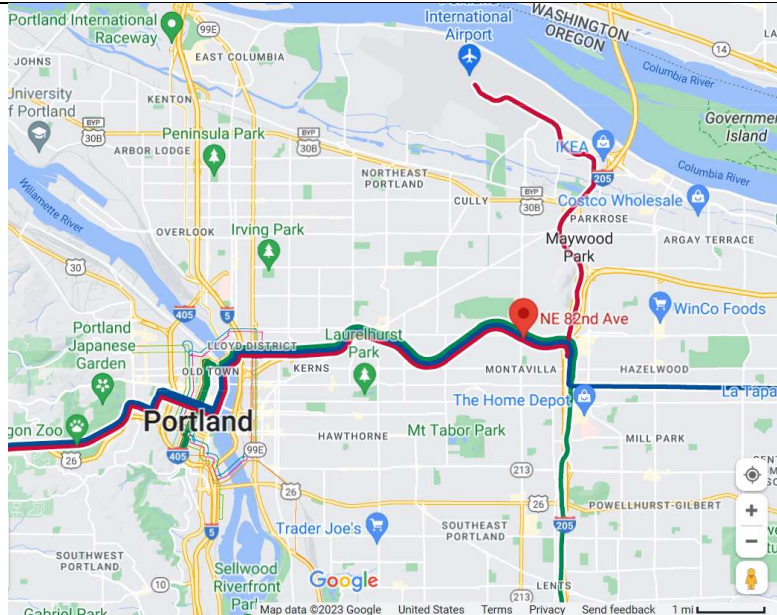


The 82nd Avenue MAX station was designed and constructed as part of the original Banfield Light Rail Project (1986) with one shelter. Though some additional amenities have been added to support increased ridership at the station over time, it is critical that this station be updated and include appropriate shelters and safety/security improvements in line with more current design criteria, especially with improvements to Line 72 that may increase transfers between bus rapid transit.

This Station is in a 2040 Metro Center, serves 3 MAX lines and is a transfer to the Line 72, the bus line that has been the most utilized throughout the pandemic and serves riders that are proportionally lower income and a higher percentage of people of color than almost any other line.

Project Location Map References



**Support Item(s):****Proof of Funding/Fiscal Constraint Verification**

Consolidated Appropriations Act, 2023 (Public Law 117-328) Division L, Title I, Highway Infrastructure Programs							
State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonguin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
OR	OR206	Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project *See Note 1	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton - West Main Street Revitalization	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000		1,000,000	
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	2,332,000	2,332,000		2,332,000	
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,178,686	3,178,686		3,178,686	
OR	OR213	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000	
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000	

Project #5
Key
TBD

TriMet Oregon City Transit Center
(Add new project)
Lead Agency: TriMet

Project Description:

This project includes acquisition of property, design and planning, sitework, construction and renovation of facilities at the Oregon City Transit Center for improved transit operations (ID# 2023-CMPJ-095)

Identifications/Key Consistency Check Areas:

- Lead Agency: TriMet
- Project Administrator: TriMet
- ODOT Key Number: **TBD – New Project**

- MTIP ID#: TBD (new entry not yet assigned in the MTIP)
- RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through the 12/20/2022 Senate Congressional Record – Community Project Funding/Congressional Directed Spending project list.
- Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- OTC approval No.
- Performance Measurements applicable: Yes - Transit.
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- Additional information: The Congressional earmark is \$5 million.

Description of Changes

The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.

From:


JEFF MERKLEY

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FEDS GIVE \$5M TO TRIMET FOR OREGON CITY TRANSIT CENTER'S EXPANDED CAPACITY

Tuesday, January 10, 2023

By: Raymond Rendleman

[Oregon City News](#)

The redesign will double the bus capacity, provide reliable transit schedule information, and add additional bus shelters, lighting and security cameras," said outgoing Congressman Kurt Schrader, who represented Clackamas County from 2009-22.

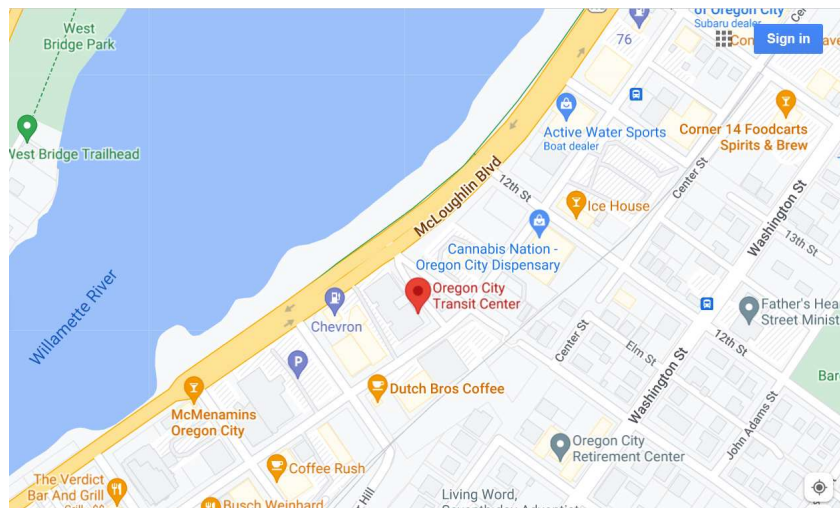
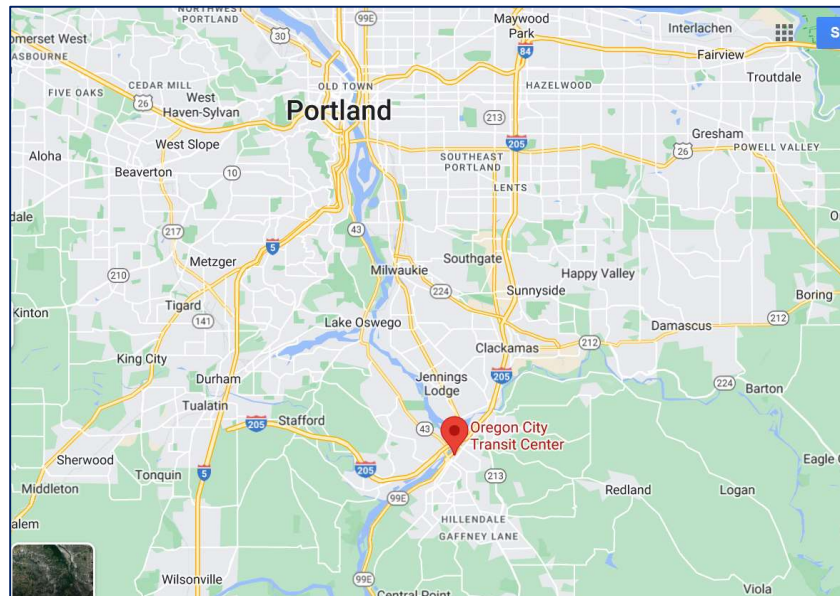


TriMet spokesperson Tia York said that the Oregon City Transit Center redesign project still needs an architect to create renderings, so it's unknown when construction would take place at the corner of 11th and Main streets. York said that the project will support TriMet and partner transit agencies' long-term goals to increase ridership through new and improved bus service in Clackamas County.

"The project will expand and retrofit the existing transit center to add bus layover facilities, including space for non-TriMet bus service partners," York said. "Riders can expect new lighting, bus stop shelters and other improvements that will make the transit center safer and easier to use, including sidewalk improvements along McLoughlin Boulevard.



Project Location Map References



Support Item(s):**Proof of Funding/Fiscal Constraint Verification**

FEDERAL TRANSIT ADMINISTRATION				
TABLE 20				
FY2023 Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending				
<i>The amounts allocated in this notice are made available for the purposes, and in the amounts, specified in the explanatory statement accompanying the Consolidated Appropriations Act, 2023 (Pub. L. 117-402, Dec. 30, 2022).</i>				
State	Recipient	Project ID	Project Description	Amount
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-094	Merlo Bus Garage Zero Emission Retrofit	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-095	Oregon City Transit Center	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-096	Willamette Shore line Improvements Phase II - Portland	\$2,000,000



Congressional Record

PROCEEDINGS AND DEBATES OF THE 117th CONGRESS, SECOND SESSION

Vol. 168

WASHINGTON, TUESDAY, DECEMBER 20, 2022

No. 198—Book III

Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION I—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES' APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-402 carries the same weight as language included in this joint explanatory statement and should be complied with unless specifically addressed to the contrary in the explanatory statement.

grammatic duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense, with exceptions for certain cases.

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's (FTA) 5307 program and the Federal Aviation Administration's (FAA) airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

Department of Transportation	Transit Infrastructure Grants	Oregon City Transit Center	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Schrader		H
Department of Transportation	Transit Infrastructure Grants	South Salem Mobility as a Service (MaaS) Transit Facility	Salem Area Mass Transit District	OR	2,560,000	Schrader	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Station Square Station Improvement Project	Port Authority of Allegheny County	PA	5,000,000	Doyle, Michael F.	Casey	H
Department of Transportation	Transit Infrastructure Grants	Bus Replacement	Amtran	PA	900,000	Joyce (PA)		H

December 20, 2022

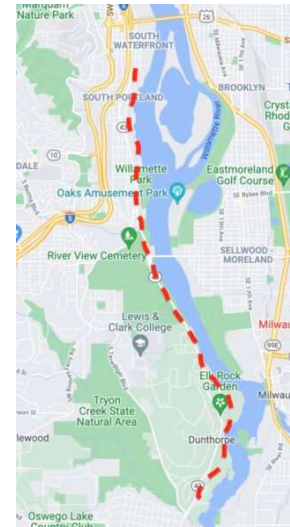
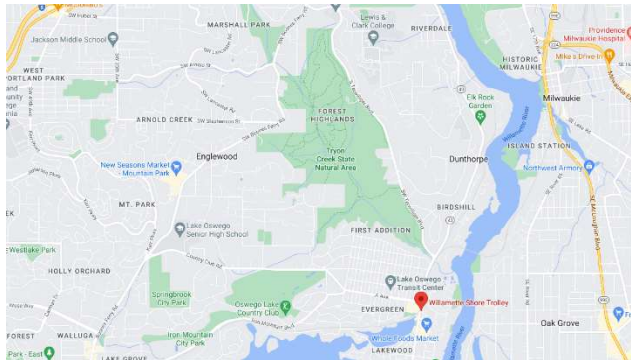
Project #6 Key TBD	Willamette Shore Line Rail & Trestle Repair (Add new project) Lead Agency: TriMet
<p><u>Project Description:</u> The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle and track improvements along with routine maintenance (ID# 2023-CMPJ-096)</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: TriMet • Project Administrator: TriMet • ODOT Key Number: TBD – New Project • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2 • Proof-of-Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through the 12/20/2022 Senate Congressional Record – Community Project Funding/Congressional Directed Spending project list. • Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures). • OTC approval No. • Performance Measurements applicable: Yes - Transit. • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes. • Can the required changes be made without issues: Yes. • Additional information: The Congressional earmark is \$2 million. 	
<p><u>Description of Changes</u></p> <p>The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.</p> <p>The Willamette Shore Line Rail & Trestle Repair project continues the maintenance and repair work initiated in the early project programmed in Key 22666. The earmark represents follow-on funding in support of the rail and trestle repair activities.</p> <p>The Willamette Shore Trolley is a heritage railroad or heritage streetcar that operates along the west bank of the Willamette River between Portland and. The right-of-way is owned by a group of local-area governments who purchased it in 1988 in order to preserve it for potential future rail transit. Streetcar excursion service began operating on a trial basis in 1987,</p>	



lasting about three months, and regular operation on a long-term basis began in 1990. The Oregon Electric Railway Historical Society has been the line's operator since 1995.

The railroad offers passenger excursions using a historic or replica-historic trolley on a former Southern Pacific line previously known as the Jefferson Street Branch Line. The line runs for 5.5 miles (9 km), including a passage through the 0.25-mile-long (0.4 km) Elk Rock Tunnel.

Project Location Map References



Support Item(s):

Proof of Funding/Fiscal Constraint Verification

FEDERAL TRANSIT ADMINISTRATION				
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OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-095	Oregon City Transit Center	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-096	Willamette Shore line Improvements Phase II - Portland	\$2,000,000



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Vol. 168

WASHINGTON, TUESDAY, DECEMBER 20, 2022

No. 198—Book III

Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 207, CONSOLIDATED APPROPRIATIONS ACT, 2023.

THE FOLLOWING IS AN EXPLANATION OF THE CONSOLIDATED APPROPRIATIONS ACT, 2023.

DIVISION L—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES' APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-402 carries the same weight as language included in this joint explanatory statement and should be complied with un-

grammatic duplication identified by the annual Government Accountability Office (GAO) reports along with local barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPORTATION

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video and for new advertising purposes, including advertising posted on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer

FEDERALLY FUNDED RESEARCH
The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the Blue Lightning Initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's (FTA) SGP program and the Federal Aviation Administration's (FAA) airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

DEPARTMENT OF TRANSPORTATION—Continued (Community Project Funding/Congressionally Directed Spending)								
Agency	Account	Project	Recipient	State	Amount	Requester(s)		Origination
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road Hunterspoint Station Rehabilitation Project	Metropolitan Transportation Authority	NY	5,000,000	Maloney, Carolyn B.		H
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road (LIRR) Forest Hills Platform Extensions & Elevators Project	Metropolitan Transportation Authority	NY	7,000,000	Meng		H
Department of Transportation	Transit Infrastructure Grants	EZConnect One-Call Center	Stark Area Regional Transit Authority	OH	1,250,000		Brown	S
Department of Transportation	Transit Infrastructure Grants	Rickenbacker Area Mobility Center	Central Ohio Transit Authority	OH	3,000,000	Beatty	Brown	H
Department of Transportation	Transit Infrastructure Grants	Rail Car Replacement Program	Greater Cleveland Regional Transit Authority	OH	5,000,000	Brown (OH)	Brown	H
Department of Transportation	Transit Infrastructure Grants	Lawrence County Transit Multimodal Parking Facility Construction	Lawrence County Port Authority	OH	2,500,000	Johnson (OH)		H
Department of Transportation	Transit Infrastructure Grants	Willamette Shore Line Improvements Phase II — Portland	Tn-County Metropolitan Transportation District of Oregon	OR	2,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Metro bus garage Zero Emission Retrofit	Tn-County Metropolitan Transportation District of Oregon	OR	5,000,000	Boromachi		H
Department of Transportation	Transit Infrastructure Grants	Fleet Fall Protection & Crane Project	Lane Transit District	OR	800,000	Defazio	Merkey, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Benton Area Transit Fleet Replacement	Oregon Department of Transportation	OR	1,512,000	Defazio	Merkey, Wyden	H

S9402

CONGRESSIONAL RECORD — SENATE

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. The programming factors include ensuring that the project amendments:

- Complete eligibility verification to be programmed in the MTIP.
- Pass proof of funding and fiscal constraint verification.
- 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 has completed required air conformity analysis and transportation demand modeling.
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP or can be legally amended as required without violating provisions of 23 CFR 450.300-338 either as a formal Amendment or administrative modification:
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and determined that Performance Measurements will or will not apply.
- Completion of the required 30-day Public Notification/Opportunity to Comment period.
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the May FFY 2023 Formal MTIP amendment (MY23-09-MAY) will include the following:

<u>Action</u>	<u>Target Date*</u>
• TPAC Agenda mail-out.....	April 28, 2023
• Initiate the required 30-day public notification process.....	May 2, 2023**
• TPAC notification and approval recommendation.....	May 5, 2023
• JPACT approval and recommendation to Council.....	May 18, 2023
• Completion of public notification process.....	May 31, 2023
• Metro Council approval.....	May 31/June 1, 2023***

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.

*** The Council date for the May Formal MTIP amendment has not been assigned as of 5/5/2023. Staff expects a final Council date confirmation to occur in early June.

USDOT Approval Steps (The below timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	June 7, 2023
• USDOT clarification and final amendment approval.....	Mid-July 2023

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None. None of the included project amendments impact the Metro current annual budget.

RECOMMENDED ACTION:

TPAC approved received their official notification on May 5, 2023 and now is providing their approval recommendation to JPACT for Resolution 23-5338 to add the six new projects to the 2021-24 MTIP.

No Attachments.

4.2 Consideration of the April 20, 2023 JPACT Minutes (7:45 AM)

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, May 18, 2023



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

April 20, 2023

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Christine Lewis
Travis Stovall
Paul Savas
Nafisa Fai
Carley Francis
Anne McEnerny-Ogle
Mingus Mapps
Ali Mirzakhali
Joe Buck
Susheela Jayapal
Shawn Donaghy

AFFILIATION

Metro Council
Cities of Multnomah County
Clackamas County
Washington County
Washington State Department of Transportation
City of Vancouver
City of Portland
Oregon Department of Environmental Quality
Cities of Clackamas County
Multnomah County
C-Tran

MEMBERS EXCUSED

Juan Carlos González
Sam Desue
Steve Callaway
Curtis Robinhold
Rian Windsheimer
Ashton Simpson

AFFILIATION

Metro Council
TriMet
Cities of Washington County
Port of Portland
Oregon Department of Transportation
Metro Council

ALTERNATES PRESENT

Emerald Bogue
Jef Dalin
Brett Sherman
Duncan Hwang
JC Vannatta
Ty Stober
John Miner
Brendan Finn
Chris Ford

AFFILIATION

Port of Portland
Cities of Washington County
Cities of Clackamas County
Metro Council
TriMet
City of Vancouver
Cities of Multnomah County
Oregon Department of Transportation
Oregon Department of Transportation

OTHERS PRESENT: Christina Deffebach, Katherine Kelly, Michelle Bellia, Mike Bezner, Scott Langer, Nick Gross, Tom Markgraf, Jean Senechal Biggs, Alan Lehto, Leilani Garcia, Mike McCarthy, Steve Witter, Mark Ottenad, Matt Ransom, Mark Dorn, Gerik Kransky, Eric Hesse, Dyami Valentine, Jeff Gudman, John Serra, Sara Paulus, Karen Buehrig, Matchu Williams, Stephen Roberts, Tara O'Brien, Jess Zdeb, Brenda Bartlett, Laurie Lebowsky-Young, Allison Boyd, Jamie Stasny, Matthew Grumm, Matthew Hall, Shoshana Cohen, Will Farley, Sarah Iannarone, Jeff Owen, Katie Selin, Glen Bolen, Jessica Pelz, Vanessa Vissar, Jonathan Maus, Dave Roth, Sara Ryan, Cody Field, Casey Gillespie

STAFF: Kim Ellis, Grace Cho, Ted Leybold, Margi Bradway, Carrie MacLaren, John Mermin, Eliot Rose, Jeff Kain, Ally Holmqvist, Marielle Bossio, Ken Lobeck, Kate Hawkins, Andy Shaw, Eryn Kehe, Matthew Hampton, Ramona Perrault, Monica Krueger, Lisa Hunrichs, Lake McTighe, Malu Wilkinson, Victor Sin, Tom Kloster, Anneliese Koehler, Cindy Peterson, Matt Bihn, Anne Buzzini, Dan Kaempff, Caleb Winter, Jaye Cromwell

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Vice Chair Christine Lewis (she/her) called the meeting to order at 7:30 am.

Vice Chair Lewis called the role and declared a quorum.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

No members of the public chose to provide testimony.

3. UPDATES FROM THE VICE CHAIR

Metro staff Margi Bradway (she/her) shared the names and ages of traffic victims during the month of March:

Christopher Niiranen, 55, Tawnya Fawn Gavin, 38, Gorgonio Reyes Barrera, 31, Jason Clark, and four unidentified victims.

Vice Chair Lewis stated that the 2024 MTIP draft is completed and entering the public comment period. She then announced that there will be a joint Regional Transportation Plan (RTP) workshop between the Metro Council and the JPACT Committee occurring on May 11th. Lastly, Vice Chair Lewis discussed the JPACT trip to Washington D.C., occurring from June 5th to June 8th.

4. CONSENT AGENDA

Vice Chair Lewis noted that there are two items on the consent agenda, Resolution No. 23-5325 For the Purpose of Amending the 2021-24 MTIP to Add Three New Projects to the MTIP Allowing Them to Initiate Preliminary Engineering and Meet Future Federal Delivery Requirements, and Consideration of the March 16, 2023 JPACT Minutes.

MOTION: City of Vancouver Mayor Anne McEnerny-Ogle moved to approve the consent agenda seconded by City of Gresham Mayor Travis Stovall.

ACTION: With all in favor, consent agenda passed.

Oregon Department of Transportation Urban Mobility Office Director Brendan Finn noted a change in the minutes, correcting that the March Regional Tolling Advisory Committee (RTAC) meeting was not cancelled, but rather never scheduled.

5. INFORMATION/DISCUSSION ITEMS

4/20/2023 JPACT

Minutes 2

5.1 Unified Planning Work Program (UPWP) Discussion

Vice Chair Lewis introduced Metro Staff John Mermin (he/him).

Staff provided a high-level overview of the Unified Planning Work Program (UPWP), an annual federally-required document that ensures efficient use of federal planning funds. The document describes transportation planning tasks, relationship to other planning activities in the region, and budget summaries.

Clackamas County Commissioner Paul Savas questioned how the UPWP documents are guided by results and outcomes.

Bradway clarified that the plans included in the UPWP are derived from the RTP. Therefore, the guiding outcomes of this document are the same as those in the 2018 RTP.

Commissioner Savas acknowledged Bradway's statement, suggesting that he would like to see more direct metrics guiding this planning and more systems to hold municipalities accountable.

Bradway highlighted that the UPWP solely discusses the work being done to reach the region's target outcomes, not the outcomes themselves.

Oregon Department of Environmental Quality Air Quality Administrator Ali Mirzakhilili noted that the plan requires consultation with other agencies, asking if this is done through the Transportation Planning Advisory Committee (TPAC).

Bradway stated that Metro does consultation with federal, state, tribes, and other recognized agencies through the RTP process.

5.2 Carbon Reduction Program

Vice Chair Lewis introduced Metro Staff Ted Leybold (he/him) and Grace Cho (she/her).

The presentation overviewed the Carbon Reduction Program, a federal program with the objective to reduce emissions through the development of State carbon reduction strategies and fund projects designed to reduce transportation emissions. Staff remarked that this program opens up funding opportunities to implement projects in Metro's Climate Smart Strategy. Transit, active transportation, and system management and operations were identified as the three Climate Smart Strategy areas in which this funding could be most efficiently invested.

City of Portland Commissioner Mingus Mapps questioned if there are estimates on the amount of carbon that would be reduced by each of the three proposed funding packages.

Leybold stated they are relying on the analysis from the Climate Smart Strategy as a guide for the relative impact of each package, noting that this analysis is at a much higher scale.

Multnomah County Commissioner Jayapal asked for clarification on what a systems management investment would look like.

Leybold remarked that system management and operations investments serve to get more efficiency out of the existing transportation network.

Commissioner Savas, referencing the question posed by Commissioner Mapps, highlighted the importance of using an outcome-based approach. He suggested that if the federal funding does not actually result in reduced carbon emissions, then steps should be taken to increase the flexibility of the funding dollars so that change may actually occur. He asked if other options that would reduce carbon emissions were evaluated, even if they would be longer term investments.

Leybold noted that strengthening the speed and reliability of the transit system would result in larger ridership numbers for transit, and therefore lower emissions.

Commissioner Savas asked if transit signal priority would result in the slowing of traffic for fossil fuel based vehicles, in effect negating the effect of transit.

Leybold responded that the transit signal priority system would be intelligent in regards to when to hold signals.

City of Lake Oswego Mayor Joe Buck questioned how Metro plans on funding the charging infrastructure required for electric vehicles.

Bradway noted that electrification is a valid use of these funds, however, ODOT has already committed to improving the charging infrastructure of the region, and therefore these funds could be more optimally used elsewhere.

City of Cornelius Mayor Jef Dalin reported on behalf of the Washington County Coordinating Committee in suggested that the project move forward with Option E.

Mirzakhali questioned the development of bus rapid transit (BRT), asking if this system will be able to be implemented. He then asked if staff have a recommendation in regards to the options provided in the materials.

Bradway stated that several BRT lines are in the deep planning phase, particularly 82nd Avenue and TV Highway.

TriMet Executive Director of Public Affairs JC Vannatta confirmed that TriMet will match Metro's \$5 million dollar budget for the 82nd Avenue and TV Highway budgets.

Mirzakhilili asked if the project will be ready for implementation after the project moves through the National Income and Product Accounts (NIPA) process.

Bradway remarked that after moving through the NIPA process that additional federal funding will be sought. Vannatta followed up Bradway's statement by noting that it is essential to have a strong developmental framework prepared in the advent of more opportunities for federal funding.

Washington County Commissioner Nafisa Fai asked if active transportation projects, being climate smart priorities, will receive any significant upgrades given the relatively small funding pool of \$3 million dollars.

Leybold noted that an attempt to defederalize this pool of money would result in a slightly smaller investment.

Vice Chair Lewis noted that Commissioner Savas used the chat function to request the NIPA documents from TriMet.

5.3 2023 RTP: High Level Assessment of Draft Project List

Vice Chair Lewis introduced Metro Staff Kim Ellis (she/her) and Eliot Rose (he/him).

Ellis began the presentation by providing context on this stage of the RTP process, noting that the purpose of this presentation is to share information, as well as discuss and receive initial feedback about the draft project list submitted by agency partners. She shared that a public survey has been launched gauging public opinion on the direction of the RTP. Rose gave context for what information this presentation shares, stating that it gives project list summaries, high-level assessment on each project's alignment with RTP goals, and a system analysis that quantifies how the RTP performs with respect to specific measures and targets. A brief quantitative analysis was provided for each key RTP goal area, displaying what percentage of RTP projects align with each goal. A timeline of the project's next steps was provided.

Finn cautioned against relying on a "bucket" approach to categorizing RTP projects, noting that most projects will serve a wide range of purposes and goals. He briefly spoke on ODOT's investments in several of the projects.

Mirzakhilili asked if separating climate goals from earthquake resiliency goals would result in a different takeaway from the analysis.

Rose responded, remarking that this suggestion has been made previously and will be incorporated into future analysis. Bradway clarified that resiliency is not being tracked as a performance measure. Ellis provided more information about efforts to improve resiliency across RTP projects.

Commissioner Jayapal expressed concerns that the equity category uses project location as a key

criteria, citing that looking at this variable alone may lead to misleading results.

Rose explained that they don't solely examine a project's location when determining its equity impact, but rather the intersection between location and investment in transit and other transportation options.

Commissioner Jayapal again cautioned about conflating investments in high equity impact areas with a positive equity impact.

Mayor Buck questioned how staff is ensuring that low-opportunity areas that are positioned near higher income areas are not overlooked in the equity analysis.

Ellis noted that the equity focused areas are granular and census based. Additionally, community engagement played a large role in the planning process, ensuring that the highest priority projects are advanced.

Mayor Buck then asked how and when will staff measures how outcomes align with the stated goals.

Ellis stated that as projects are implemented they undergo a public engagement checklist that assures that the project remains in-line with the community vision. Speaking to measuring outcomes on all goal areas, Ellis noted that this analysis will continue and be reported to leaders in the RTP updates. Rose remarked that the MTIP process provides an extra layer of accountability for projects.

Commissioner Fai shared the same concerns and Brendan Finn, cautioning that the analysis does not capture all the project's elements.

Vice Chair Lewis thanked staff for their continued efforts on the RTP.

Commissioner Fai questioned how estimated investments in the Interstate Bridge project are considered in context of conversations happening at the state level.

Bradway noted that because this is a bi-state project, high levels of coordination on the budget is required. Because the RTP is a federal process, work will continue despite wherever the Oregon State Legislature conversation lands.

Commissioner Savas expressed that we need to be careful in ensuring that RTP investments are actually resulting in the targeted outcomes laid out in the RTP's goals to assure efficient usage of funds.

Washington State Department of Transportation (WSDOT) Southwest Region Administrator Carly Francis responded to Commissioner Fai's question regarding the Interstate Bridge project, noting that bicycle and pedestrian lanes are an essential component of improvement.

6 UPDATES FROM JPACT MEMBERS

Vannatta thanked Bradway for her continued work at Metro and wished her luck in her new position.

Francis shared findings from operations on ramp metering and ATMS project on I-5 Southbound to the Interstate Bridge.

Finn noted that an ODOT employee was hit by a car while working the previous week. He then discussed the comment period for the I-205 Tolling project's environmental assessment.

Mayor Dalin discussed a Washington County project surrounding idling vehicles.

Commissioner Savas remarked that the JPACT committee should receive Clackamas County's comment to ODOT regarding the I-205 Tolling project's environmental assessment.

7 ADJORN

Vice Chair Lewis adjourned the meeting at 9:30 AM.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Jeff Kain".

Jeffrey Kain
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF April 20, 2023

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Presentation	4/20/2023	Fatal Crash Slide	042023-01
5.1	Presentation	4/20/2023	Unified Planning Work Program Presentation	042023-02
5.2	Presentation	4/20/2023	Carbon Reduction Program Presentation	042023-03
5.3	Presentation	4/20/2023	2023 RTP: High Level Assessment of Draft Project List Presentation	042023-04
	Testimony	4/20/2023	Jan Verrinder Testimony	042023-05
	Testimony	4/20/2023	Paul Edgar Testimony	042023-06
	Comment Letter	4/20/2023	Clackamas County Comments on I-205 Environmental Assessment	042023-07
	Comment Letter	4/20/2023	Wilsonville Comment Letter on I-205 Environmental Assessment	042023-08

5.1 Resolution No. 23-5317 For the Purpose of Adopting the Fiscal Year 2023-24 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements (7:50 AM)

Action Items

Joint Policy Advisory Committee on Transportation
Thursday, May 18, 2023

JPACT Worksheet

Agenda Item Title: Unified Planning Work Program (UPWP) action

Presenters: John Mermin, Metro

Contact for this worksheet/presentation: john.mermin@oregonmetro.gov

Purpose/Objective

Ask for JPACT action to approve FY 2023-24 Draft Unified Planning Work Program (UPWP) included in Resolution 23-5317

Outcome

JPACT approves Resolution 23-5317

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

JPACT received an informational briefing on April 20. Nothing has changed since then.

What packet material do you plan to include?

- UPWP legislation
 - o Resolution 23-5317
 - o Exhibit A (UPWP document)
 - o Exhibit B (Annual Self-Certification demonstrating Metro's compliance with federal planning regulations)
 - o Staff Report

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)	RESOLUTION NO. 23-5317
FISCAL YEAR 2023-24 UNIFIED PLANNING)	Introduced by Chief Operating Officer
WORK PROGRAM AND CERTIFYING THAT)	Marissa Madrigal with the concurrence
THE PORTLAND METROPOLITAN AREA IS IN)	of Council President Lynn Peterson
COMPLIANCE WITH FEDERAL)	
TRANSPORTATION PLANNING REQUIREMENTS)	

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area for the Fiscal Year (FY) 2023-24; and

WHEREAS, the UPWP is developed in consultation with federal and state agencies, local governments, and transit operators; and

WHEREAS, the FY 2023-24 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, Metro Council approval of the FY 2023-24 UPWP is required to receive federal transportation planning funds; and

WHEREAS, the FY 2023-24 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and has been reviewed through formal consultation with state and federal partners; and

WHEREAS, the FY 2023-24 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, on April 7, 2023, TPAC recommended approval of the FY 2023-24 UPWP and forwarded their recommended action to JPACT; and

WHEREAS, on May 18, 2023, JPACT recommended approval of the FY 2023-24 UPWP; and

WHEREAS, the federal self-certification findings in Exhibit B demonstrate Metro's compliance with federal planning regulations as required to receive federal transportation planning funds; now therefore

BE IT RESOLVED that:

1. The Metro Council adopts JPACT's May 18, 2023 recommendation to adopt the FY 2023-24 UPWP.
2. The Metro Council finds that the FY 2023-24 UPWP is consistent with the continuing, cooperative, and comprehensive planning process.
3. The Metro Council authorizes Metro's Chief Operating Officer to apply for, accept, and execute grants and agreements specified in the UPWP and to submit the final UPWP and self-

certification findings to the Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

ADOPTED by the Metro Council this 18th day of May 2023.

Lynn Peterson, Council President

Juan Carlos Gonzalez, Chair of JPACT

Approved as to Form:

Carrie MacLaren, Metro Attorney



Metro

DISCUSSION DRAFT

2023-2024 Unified Planning Work Program

Transportation planning in the
Portland/Vancouver metropolitan area

April 2023

oregonmetro.gov

Metro respects civil rights

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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for 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 to make recommendations to the Metro Council. The established decision-making process strives for 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. JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions.

Unified Planning Work Program website: oregonmetro.gov/unified-planning-work-program

The preparation of this strategy was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this strategy are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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Unified Planning Work Program (UPWP) overview

PORTLAND METROPOLITAN AREA UNIFIED PLANNING WORK PROGRAM (UPWP) OVERVIEW

Introduction

The Unified Planning Work Program (UPWP) is developed annually, and documents metropolitan transportation planning activities performed with federal transportation funds and other planning activities that are regionally significant. The UPWP is developed by Metropolitan Planning Organizations (MPOs) in cooperation with Federal and State agencies, local governments and transit operators.

This UPWP documents the metropolitan planning requirements, planning priorities facing the Portland metropolitan area and transportation planning activities and related tasks to be accomplished during Fiscal Year 2023-2024 (from July 1, 2023 to June 30, 2024).

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon, for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet federal laws and regulations, the Oregon Transportation Planning Rule (which implements Statewide Planning Goal 12), and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with the region's land use plans, and meets Federal and state planning requirements.

The UPWP is developed by Metro, as the MPO for the Portland metropolitan area. It is a federally required document that serves as a tool for coordinating federally - funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. Included in the UPWP are detailed descriptions of the transportation planning projects and programs, listings of draft activities for each project, and a summary of the amount and source of state and federal funds to be used for planning activities. Estimated costs for project staff include budget salary and benefits as well as overhead costs for project administrative and technical support.

Transportation planning and project development activities

Metro, as the greater Portland area MPO, administers funds to both plan and develop projects for the region's transportation system. Transportation planning activities are coordinated and administered through the Unified Planning Work Program (UPWP). Project development is coordinated and administered through the Metropolitan Transportation Improvement Program (MTIP).

Following is a description and guidance of what activities will be defined as transportation planning activities to be included in the UPWP and activities that will be defined as

transportation project development activities and included in the MTIP.¹ The descriptions are consistent with the Oregon planning process and definitions.

Agencies using federal transportation funds or working on regionally significant planning and/or project development activities, should coordinate with Metro on their description of work activities and budgets for how to include a description of those activities in the appropriate UPWP or TIP process and documents.

Transportation planning activities to be administered or tracked through the UPWP process

Work activities that are intended to define or develop the need, function, mode and/or general location of one or more regional or state transportation facilities is planning work and administered through the UPWP process. A state agency may declare an activity as planning if that activity does not include tasks defined as project development.

Examples of UPWP type of planning activities include: transportation systems planning, corridor or area planning, Alternatives Analysis, Type, Size and Location (TSL) studies, and facilities planning.

UPWP Definitions

"System Planning" occurs at the regional, community or corridor scale and involves a comprehensive analysis of the transportation system to identify long-term needs and proposed project solutions that are formally adopted in a transportation system plan, corridor plan, or facility plan.

"Project Planning" occurs when a transportation project from an adopted plan (e.g. system, corridor, etc.) is further developed for environmental clearance and design. Often referred to as scoping, project planning can include:

- Problem identification
- Project purpose and need
- Geometric concepts (such as more detailed alignment alternatives)
- Environmental clearance analysis
- Agency coordination
- Local public engagement strategy

"Transportation Needs" means estimates of the movement of people and goods consistent with acknowledged comprehensive plan and the requirements of the state transportation planning rule. Needs are typically based on projections of future travel demand resulting from a

¹ If federal transportation funds are used for a transportation planning activity, in addition to its UPWP project entry, those funds will have an entry in the MTIP for the purpose of tracking the obligation of those funds only. The coordination and administration of the planning work will be completed within the UPWP process.

continuation of current trends as modified by policy objectives, including those expressed in Oregon Planning Goal 12 and the State Transportation Planning rule, especially those for avoiding principal reliance on any one mode of transportation.

"Transportation Needs, Local" means needs for movement of people and goods within communities and portions of counties and the need to provide access to local destinations.

"Transportation Needs, Regional" means needs for movement of people and goods between and through communities and accessibility to regional destinations within a metropolitan area, county or associated group of counties.

"Transportation Needs, State" means needs for movement of people and goods between and through regions of the state and between the state and other states.

"Function" means the travel function (e.g. principle arterial or regional bikeway) of a particular facility for each mode of transportation as defined in a Transportation System Plan by its functional classification.

"Mode" means a specific form of travel, defined in the Regional Transportation Plan (RTP) as motor vehicle, freight, public transit, bicycle and pedestrian modes.

"General location" is a generalized alignment for a needed transportation project that includes specific termini and an approximate route between the termini.

Transportation project development and/or preliminary engineering activities to be administered or tracked through the Transportation Improvement Program process

Transportation project development work occurs on a specific project or a small bundle of aligned and/or similar projects. Transportation project development activities implement a project that emerges from a local transportation system plan (TSP), corridor plan, or facility plan by determining the precise location, alignment, and preliminary design of improvements based on site-specific engineering and environmental studies. Project development addresses how a transportation facility or improvement authorized in a TSP, corridor plan, or facility plan is designed and constructed. This may require a land use decision under Oregon's statewide planning program. *See Table 1 for a description of how Metro's various Federal, State, Regional and local planning documents interrelate.*

MPO staff will work with agency staff when determining whether work activities to define the location of a facility is more about determining a general location (planning activity) or precise location (project development activity).

For large transit or throughway projects, this work typically begins when the project is ready to enter its Final Environmental Impact Statement and Engineering phase.

Table 1. Role of Metro’s Federal, State and Regional Planning Documents

Regional Transportation Plan (RTP)	Serves as both our Metropolitan Transportation Plan for federal purposes and our Regional Transportation System Plan (TSP) for Oregon statewide planning purposes. Establishes regional policy, performance measures and targets and a rolling 20-year system of transportation investments for the region. Updated every five years. Local cities and counties are also required by the State to complete their own TSP which, must be consistent with the RTP. The local TSPs and the RTP have an iterative relationship – both influence and inform each other.
Regional Transportation Functional Plan (RTFP)	Establishes transportation planning requirements for cities and counties in the Metro region that build upon state and federal requirements. Updated periodically, usually in tandem with an RTP update.
Metropolitan Transportation Improvement Program (MTIP)	Four-year program of regionally significant transportation investments in the Metro region. Updated every three years and amended monthly.
Unified Planning Work Program (UPWP)	Annual program of federally funded transportation planning activities in the Metro region (including ODOT planning projects). Includes Metro's annual self-certification with federal planning requirements.

Organization of UPWP

The UPWP is organized into three sections: the UPWP Overview, a listing of planning activities by category, and other planning related information including the UPWP for the Southwest Washington Regional Transportation Council.

Planning activities for the Portland metropolitan area are listed in the UPWP by categories to reflect:

- Metro led regionwide planning
- Metro led Corridor/area planning
- Metro Administrative and support

- State led transportation planning of regional significance, and
- Locally led planning of regional significance

Development of UPWP

When developing the annual UPWP, Metro follows protocols established by ODOT in cooperation with the United States Department of Transportation in 2016. These protocols govern the general timeline for initiating the UPWP process, consultation with state and federal agencies and adoption by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

The UPWP is developed by Metro with input from local governments, Tri-County Metropolitan Transportation District (TriMet), South Metro Area Rapid Transit (SMART), Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Additionally, Metro must undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with the adoption of the MTIP.

This UPWP includes the transportation planning activities of Metro and other area governments using Federal funds for transportation planning activities for the fiscal year of July 1, 2023 through June 30, 2024. During the consultation, public review and adoption process for the 2023-2024 UPWP, draft versions of the document were made available to the public through Metro's website and distributed to Metro's advisory committees and the Metro Council.

Amending the UPWP

The UPWP is a living document and must be amended periodically to reflect significant changes in project scope or budget of planning activities (as defined in the previous section of the UPWP) to ensure continued, effective coordination among our federally funded planning activities. This section describes the management process for amending the UPWP, identifying project changes that require an amendment to the UPWP, and which of these amendments can be accomplished as administrative actions by staff versus legislative action by JPACT and the Metro Council.

Legislative amendments (including a staff report and resolution) to the UPWP are required when any of the following occur:

- A new planning study or project is identified and is scheduled to begin within the current fiscal year
- There is a \$500,000 or more increase in the total cost of an existing UPWP project. This does not cover carryover funds for a project/program extending multiple fiscal years that is determined upon fiscal year closeout.

Legislative amendments must be submitted by the end of the 2nd quarter of the fiscal year for the current UPWP.

Administrative amendments to the UPWP can occur for the following:

- Changes to total UPWP project costs that do not exceed the thresholds for legislative amendments above.
- Revisions to a UPWP narrative's scope of work
- Addition of carryover funds from previous fiscal year once closeout has been completed to projects or programs that extend into multiple fiscal years.

Administrative amendments can be submitted at any time during the fiscal year for the current UPWP.

Federal Requirements for Transportation Planning

The \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA), approved in 2021, includes \$550 billion for new programs and \$650 billion for the continuation of core programs, which have been previously authorized under the [Fixing America's Surface Transportation \(FAST\) Act](#) and other authorizations. This approval represents a significant amount of new funding and programs and largely protects the priorities of the Biden administration through and beyond his initial term of office (the transportation funding incorporated in this bill extends through federal FY 2026). While the bill covers a 10-year period, much of the funding is spread over five years.

Regulations implementing IIJA require state Departments of Transportations and Metropolitan Planning Organizations to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The national goal areas are:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduce project delivery delays

IIJA greatly expands the amount of federal funding that will be allocated to states and metropolitan areas, and this increase in funding is accompanied by new federal guidance on outcomes that will eventually be promulgated in federal regulations. These new regulations are expected to address climate change, resiliency, safety, and other concerns broadly identified in the legislation. The new regulations are expected in the next 2-3 years and will be incorporated into Metro's planning processes as part of future updates to the RTP and MTIP.

A. Planning Emphasis Areas (PEAs)

The USDOT encourages MPOs to incorporate planning emphasis areas (PEAs) into the metropolitan transportation planning process.

<https://www.transit.dot.gov/regulations-and-programs/transportation-planning/2021-planning-emphasis-areas>. The following is an excerpt from the new PEAs:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future: *Ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change.*

Equity and Justice in Transportation Planning: *Advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. Encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.*

[Executive Order 13985](#) (Advancing Racial Equity and Support for Underserved Communities) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities.

Complete Streets: *Review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients*

plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists.

The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement: *Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. Increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.*

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination:

Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots.

The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities.

Federal Land Management Agency (FLMA) Coordination: Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Focus on integration of transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands 5 Highway's developed transportation plans and programs. Explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).

Planning and Environment Linkages (PEL): Implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

Data in Transportation Planning: *To address the emerging topic areas of data sharing, needs, and analytics, incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making.”*

B. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved in the planning process, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in meaningful opportunities for public participation in the planning process.

C. Regional Transportation Plan

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.
- Recognition of the Coordinated Transportation Plan for Seniors and People with Disabilities
- Addressing required federal planning factors: improving safety, supporting economic vitality, increasing security, increasing accessibility and mobility, protecting the environment and promoting consistency between transportation investments and state and local growth plans, enhancing connectivity for people and goods movement, promoting efficient system management and operations, emphasizing preservation of existing transportation infrastructure, improving resiliency and reliability and enhancing travel and tourism.
- A performance-based planning process, including performance measures and targets.

D. Metropolitan Transportation Improvement Program (MTIP)

The short-range metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the MTIP period.
- A financial plan that demonstrates how the MTIP can be implemented.
- Descriptions of each project in the MTIP.
- A performance-based planning process, including performance measures and targets.

E. Transportation Management Area (TMA)

Metropolitan areas designated TMAs (urbanized areas with a population of over 200,000) such as Metro must also address the following requirements:

- Transportation plans must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and public transportation operators.
- A Congestion Management Process (CMP) must be developed and implemented that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities, through use of travel demand reduction and operational management strategies.
- A federal certification of the metropolitan planning process must be conducted at least every 4 years. At least every 4 years, the MPO must also self-certify concurrent with submittal of an adopted TIP.

F. Air Quality Conformity Process

As of October 2017, the region has successfully completed its second 10-year maintenance plan and has not been re-designated as non-attainment for any other criteria pollutants. As a result, the region is no longer subject to demonstrating transportation plans, programs, and projects are in conformance, but will continue to be subject to meeting federal air quality standard and provisions within the State Implementation Plan.

Table 2. Status of Metro's federally required planning documents

Plan Name	Last Update	Next Update
Unified Planning Work Program (UPWP)	Adopted in May 2023	Scheduled for adoption in May 2024
Regional Transportation Plan (RTP)	Adopted in December 2018	Scheduled for adoption in November 2023
Metropolitan Transportation Improvement Program (MTIP)	Adopted in July 2020	Scheduled for adoption in July, 2023

Annual Listing of Obligated Projects Report	Completed at the end of each calendar year	Scheduled for December 31, 2023
Title VI/ Environmental Justice Plan	Updated in December 2022	Scheduled for August 2025
Public Participation Plan	Updated in June 2023	TBD
ADA Self-Evaluation & Facilities Update Plan	Updated in December 2022	TBD

Metro Overview

Metro was established in 1979 as the MPO for the Portland metropolitan area. Under the requirements of FAST Act, Metro serves as the regional forum for cooperative transportation decision-making as the federally designated Metropolitan Planning Organization (MPO) for Oregon portion of the Portland-Vancouver urbanized area.

Federal and state law requires several metropolitan planning boundaries be defined in the region for different purposes, see map on the following page. The multiple boundaries for which Metro has a transportation and growth management planning role are:

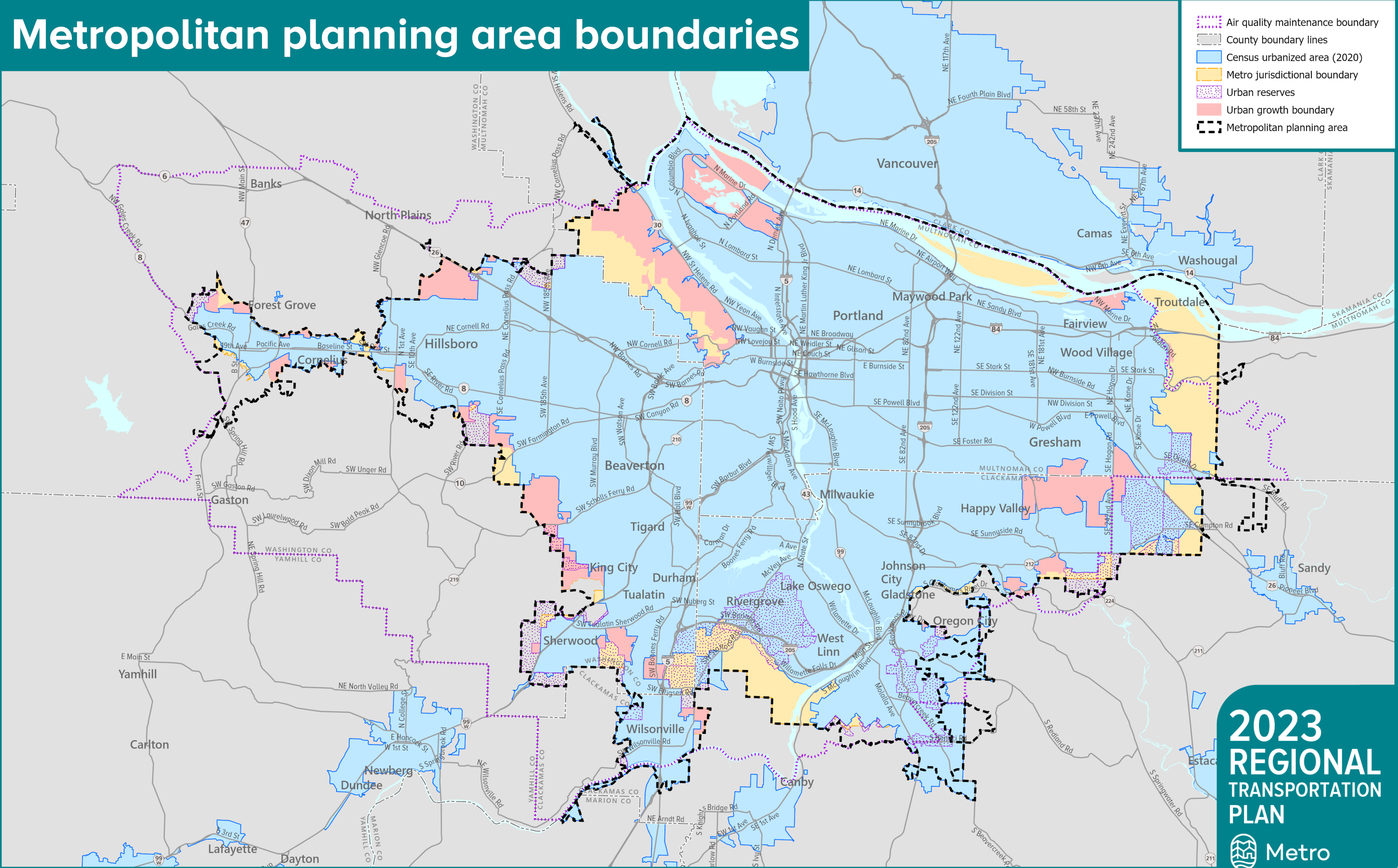
- Metro Jurisdictional Boundary
- Urban Growth Boundary (UGB)
- Urbanized Area Boundary (UAB)
- Metropolitan Planning Area Boundary (MPA)
- Air Quality Maintenance Area Boundary (AQMA)

First, Metro’s jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. This boundary represents the Metro district as established by the voters in the region.

Second, under Oregon law, each city or metropolitan area in the state has an urban growth boundary that separates urban land from rural land. Metro is responsible for managing the Portland metropolitan region urban growth boundary that encompasses 23 cities and portions of the 3 counties that make up our region.

Third, the Urbanized Area Boundary (UAB) is defined by the U.S Census Bureau and is distinct from the Metro UGB. This boundary is shown in the map below and described in the legend as “Census Urbanized Area (2020).”

Metropolitan planning area boundaries



2023
REGIONAL
TRANSPORTATION
PLAN

 Metro

Fourth, MPO's are required to establish a Metropolitan Planning Area (MPA) Boundary, which marks the geographic area to be covered by MPO transportation planning activities, including development of the UPWP, updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and allocation of federal transportation funding through the Regional Flexible Fund Allocation (RFFA) process. At a minimum, the MPA boundary must include the urbanized area, areas expected to be urbanized within the next twenty years and areas within the Air Quality Maintenance Area Boundary (AQMA).

A fifth boundary is the federally designated AQMA, which includes former non-attainment areas in the metropolitan region that are subject to federal air quality regulations. As a former carbon monoxide and ozone non-attainment region, the Portland metropolitan region had been subject to a number of transportation conformity requirements. As of October 2017, the region has completed and is no longer required to perform transportation conformity requirements for carbon monoxide. Transportation conformity requirements related to ozone were lifted in the late 2000's due to the revocation of the 1-hour ozone standard, which was the standard the region had been in non-attainment. However, Metro continues to comply with the State Implementation Plan for air quality, including Transportation Conformity Measures.

Regional Policy Framework

The 2018 RTP plays an important role in implementing the 2040 Growth Concept, the region's adopted blueprint for growth. To carry out this function, the RTP is guided by six desired regional outcomes adopted by the Metro Council, which in turn are implemented through the goals and objectives that make up the policy framework of the plan. These are the six desired outcomes:

- Equity
- Vibrant Communities
- Economic Prosperity
- Safe and Reliable Transportation
- Clean Air and Water
- Climate Leadership

While these broad outcomes establish a long-term direction for the plan, the near-term investment strategy contained in the 2018 Regional Transportation Plan focuses on key priorities within this broader vision for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities described in this UPWP were prioritized and guided by these focus areas as a way to make progress toward the desired outcomes, and each project narrative includes a discussion of one or more of these planning priorities. Regional planning projects included in the UPWP are also described in detail within the 2018 RTP, itself, in terms of their connection to the broader outcomes envisioned in the plan. These descriptions are included in Chapter 8 of the 2018 RTP, which serves as the starting point for Metro's annual work plan for transportation planning.

Metro Governance and Committees

Metro is governed by an elected regional Council, in accordance with a voter-approved charter. The Metro Council is comprised of representatives from six districts and a Council President elected region-wide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro. Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

Joint Policy Advisory Committee on Transportation (JPACT)

JPACT is a 17-member policy committee that serves as the MPO Board for the region. JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation, (WSDOT). All MPO transportation-related actions are approved by JPACT and recommended to the Metro Council. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

Metro Policy Advisory Committee (MPAC)

MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management
- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the transportation plan is developed to meet not only the FAST Act, but also the Oregon Transportation Planning Rule and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

Transportation Policy Alternatives Committee (TPAC)

TPAC is comprised of technical staff from the same jurisdictions as JPACT, plus a representative from the Southwest Washington Regional Transportation Council, and six community members. In addition, the Federal Highway Administration and C-TRAN have each appointed an associate non-voting member to the committee. TPAC makes recommendations to JPACT.

Metro Technical Advisory Committee (MTAC)

MTAC is comprised of technical staff from the same jurisdictions as MPAC plus community and business members representing different interests, including public utilities, school districts, economic development, parks providers, housing affordability, environmental protection, urban design and development. MTAC makes recommendations to MPAC on land use related matters.

Metro Public Engagement Review Committee (PERC), Committee on Racial Equity (CORE), and Housing Oversight Committee

The [Metro Public Engagement Review Committee \(PERC\)](#) advises the Metro Council on engagement priorities and ways to engage community members in regional planning activities consistent with adopted public engagement policies, guidelines and best practices. The [Committee on Racial Equity \(CORE\)](#) provides community oversight and advises the Metro Council on implementation of Metro's [Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#).

Adopted by the Metro Council in June 2016 with the support of MPAC, the strategic plan leads with race, committing to concentrate on eliminating the disparities that people of color experience, especially in those areas related to Metro's policies, programs, services and destinations.

On November 6, 2018, voters in greater Portland approved the nation's first regional housing bond. The bond will create affordable homes for 12,000 people across our region, including

seniors, veterans, people with disabilities, and working families. Housing affordability is a key component of Metro's 2040 growth concept.

The regional affordable housing bond framework included these core values:

- Lead with racial equity to ensure access to affordable housing opportunities for historically marginalized communities.
- Prioritize people least well-served by the market.
- Create opportunity throughout the region by increasing access to transportation, jobs, schools, and parks, and prevent displacement in changing neighborhoods.
- Ensure long-term benefits and good use of public dollars with fiscally sound investments and transparent community oversight.

Metro Council adopted a [framework](#) to guide implementation and appointed an [Oversight Committee](#) to provide independent and transparent oversight of the housing bond implementation.

Planning Priorities in the Greater Portland Region

FAST Act, the Clean Air Act Amendments of 1990 (CAAA), the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Planning Rule, the Oregon Transportation Plan and modal/topic plans, the Metro Charter, the Regional 2040 Growth Concept and Regional Framework Plan together have created a comprehensive policy direction for the region to update land use and transportation plans on an integrated basis and to define, adopt, and implement a multi-modal transportation system. Metro has a unique role in state land use planning and transportation. In 1995, the greater Portland region adopted the 2040 Growth Concept, the long-range strategy for managing growth that integrates land use and transportation system planning to preserve the region's economic health and livability in an equitable, environmentally sound and fiscally responsible manner. A primary mission of the RTP is implementing the 2040 Growth Concept and supporting local aspirations for growth.

These Federal, state and regional policy directives also emphasize development of a multi-modal transportation system. Major efforts in this area include:

- Update of the Regional Transportation Plan (RTP)
- Update to the Metropolitan Transportation Improvement Program (MTIP)
- Implementation of projects selected through the STIP/MTIP updates
- Completing multi-modal refinement studies in the Southwest Corridor Plan

Among the policy directives in the RTP and state and federal requirements are the region's six desired outcomes:

- Equity – The benefits and burdens of growth and change are distributed equally
- Vibrant communities – People live, work and play in vibrant communities where their everyday needs are easily accessible

- Economic prosperity – Current and future residents benefit from the region’s sustained economic competitiveness and prosperity
- Safe and reliable transportation – People have safe and reliable transportation choices that enhance the quality of their life
- Clean air and water – Current and future generations enjoy clean air, clean water and healthy ecosystems
- Climate leadership – The region is a leader in minimizing contributions to global warming

Metro's regional priorities not only meet the most critical planning needs identified within our region, but also closely match federal planning priorities, as well:

- The 2018 RTP update refined our outcomes-based policy framework that not only allows our decision makers that base regulatory and investment decisions on desired outcomes, but will also allow us to meet new federal requirements for performance base planning.
- The 2018 Regional Freight Strategy addresses rapidly changing port conditions in our region, including a gap in container cargo service, while also addressing FAST Act goals for implementing a national freight system.
- The 2018 Regional Safety Strategy responds to strong public demand for immediate action to improve multimodal safety on our major streets while also helping establish measures to help track safety to meet state and federal performance monitoring.
- The 2018 Regional Transit Strategy not only expands on our vision for a strong transit system to help shape growth in our region, but will also help ensure that we continue to meet state and federal clean air requirements through the transition to a Zero Emissions transit fleet and goals for ridership growth.
- The 2018 Emerging Technology Strategy identifies steps that Metro and its partners can take to harness new developments in transportation technology; and the increasing amount of data available to both travelers and planners - to support the regions goals.

A Climate Smart Strategy was adopted in December 2014, as required by the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, and is currently being implemented through the 2018 RTP. The Congestion Management Process (CMP) was adopted as part of 2018 RTP in December 2018. Many of the elements of the CMP are included as part of the Transportation System Management and Operations (TSMO) program, consisting of both the Regional Mobility and Regional Travel Options work programs. Metro staff revised the Regional Mobility Atlas as part of the 2018 RTP update.

Metro’s annual development of the UPWP and self-certification of compliance with federal transportation planning regulations are part of the core MPO function. The core MPO functions are contained within the MPO Management and Services section of the work program. Other MPO activities that fall under this work program are air quality compliance, quarterly reports for FHWA, FTA and other funding agencies, management of Metro’s advisory committees, management of grants, contracts and agreements and development of the Metro budget.

Quadrennial certification review took place in December 2020 and is covered under this work program.

Glossary of Resource Funding Types

PL – Federal FHWA transportation planning funds allocated to Metropolitan Planning Organizations (MPOs)

STBG– Federal Surface Transportation Program transportation funds allocated to urban areas with populations larger than 200,000. Part of Metro’s regional flexible fund allocation (RFFA) to Metro Planning, or to specific projects as noted

5303 – Federal FTA transportation planning funds allocated to MPOs and transit agencies

FTA / FHWA / ODOT – Regional Travel Option grants from FTA, FHWA and ODOT

Metro Direct Contribution – Direct Metro support from Metro general fund or other sources.

Metro Required Match – Local required match support from Metro general fund or other sources.

Local Partner Support – Funding support from local agencies including ODOT and TriMet



Metro-Led Regionwide Planning

Transportation Planning

Staff Contact: Tom Kloster (tom.kloster@oregonmetro.gov)

Description

As the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region, Metro is responsible for meeting all federal planning mandates for MPOs. These include major mandates described elsewhere in this Unified Planning Work Program (UPWP), such as the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Plan (MTIP) that follow this section. In addition to these major mandates, Metro also provides a series of ongoing transportation planning services that support other transportation planning in the region, including:

- Periodic amendments to the RTP and UPWP
- Periodic updates to the regional growth forecast
- Periodic updates to the regional revenue forecasts
- Policy support for regional corridor and investment area planning
- Ongoing transportation model updates and enhancements
- Policy support for regional Mobility and CMP programs
- Compliance with federal performance measures

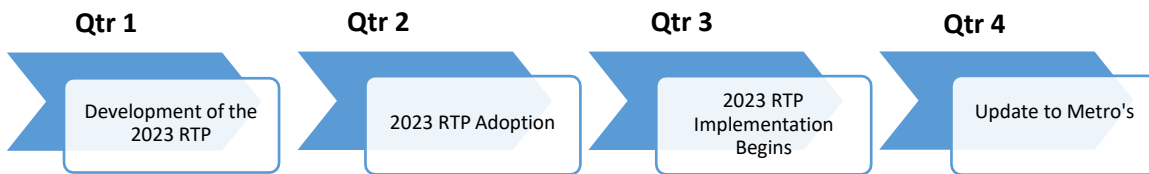
Metro also brings supplementary federal funds and regional funds to this program to provide general planning support to the following regional and state-oriented transportation planning efforts:

- Policy and technical planning support for the Metro Council
- Administration of Metro's regional framework and functional plans
- Ongoing compliance with statewide planning goals and greenhouse gas emission targets
- Policy and technical support for periodic urban growth report support
- Coordination with local government Transportation System Planning
- Collaboration in statewide transportation policy, planning and rulemaking
- Collaboration with Oregon's MPOs through the Oregon MPO Consortium (OMPOC)

In addition to supporting local governments on transportation planning efforts, Metro's transportation planning program involved ongoing, close coordination with the Oregon Department of Transportation (ODOT), SMART, and TriMet who are Metro's major partners in regional transportation planning.

In 2023-24, a major effort within this program includes implementation of the recently adopted statewide Climate Friendly and Equitable Communities (CFEC) rulemaking on transportation and greenhouse gas reduction. A second major effort includes implementation of the 2023 Regional Transportation Plan (RTP), scheduled for adoption in fall 2023. Staff will update the Regional Transportation Functional Plan to implement CFEC and the RTP. Ongoing transportation policy support for major planning projects at Metro and our cities and counties will also continue in 2023-24.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 553,810
Materials & Services	\$ 30,150
Indirect Costs	\$ 226,508

Resources:

PL	\$ 426,832
PL Match (ODOT)	\$ 48,853
5303	\$ 176,838
5303 Match (Metro)	\$ 20,240
STBG	\$ 123,563
STBG Match (Metro)	\$ 14,142

TOTAL 810,468

TOTAL \$ 810,468

Climate Smart Implementation

Staff Contact: Kim Ellis, kim.ellis@oregonmetro.gov

Description

The Climate Smart Strategy Implementation program is an ongoing activity to support regional climate mitigation and local and regional implementation of the region's Climate Smart Strategy (first adopted in 2014) to meet state-mandated carbon pollution reduction targets. This includes monitoring and reporting on the region's progress in achieving the policies and actions adopted in the strategy through scheduled updates to the Regional Transportation Plan (RTP), and ensuring implementation activities and updates to the strategy meet the Oregon Metropolitan Greenhouse Gas Emissions Reduction Target Rule and the Oregon Transportation Planning Rule. The program also includes technical and policy support to ensure MPO activities, including implementation of the RTP and the Metropolitan Transportation Improvement Program (MTIP), support regional and state greenhouse gas emissions reduction goals and implementation of climate-friendly and equitable communities rules and the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions from Transportation. This program supports RTP policy goals: climate action and resilience, equitable transportation, safe system, mobility options, and thriving economy.

Typical program activities include maintaining a public webpage; providing technical support; and working with state, regional and local partners and Metro's regional policy and technical advisory committees to support local and regional implementation and monitoring activities. Metro staff will complete an update the region's Climate Smart Strategy as part of the update of the RTP in Fall 2023. The program will then transition to focus on supporting local and regional implementation of the updated strategy and climate-friendly and equitable communities rules.

New this year, Metro will be using the Climate Smart Strategy as a policy framework to implement the new federal Climate Reduction Program funding that was allocated to TMAs in Oregon in the Bistate Infrastructure Law (BIL). Metro will do this work in close coordination with ODOT and alignment with the statewide Sustainable Transportation Strategy (STS). Metro facilitated a regional process in the Spring of 2023 with the intent of programming the funds at the end of 2023.

Key FY 22-23 deliverables and milestones included:

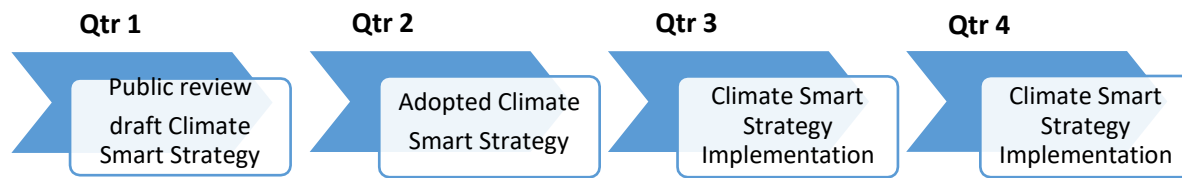
- Provided technical and policy support for implementation and monitoring at the regional and state level, including coordinating the implementation of Climate-Friendly and Equitable Communities rulemaking by the Land Conservation and Development Commission.
- Updated the Climate Smart Strategy as part of the 2023 Regional Transportation Plan update;
- Planning work and coordination with Metro's modeling team and state agencies to advance the region's climate modeling and analysis tools for the 2023 RTP.
- Allocate Metro's share of the federal Climate Reduction Program (CRP) funding, using Climate Smart Strategy as a policy framework
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to climate change.

Consultant services will support climate communications and completing an update to the Climate Smart Strategy. Other UPWP projects that will inform updating and implementation of the Climate Smart Strategy include: Regional Transportation Plan Update (2023), Regional Transit Program and

High Capacity Transit Strategy update, Complete Streets Program, Regional Travel Options and Safe Routes to School Program, Transportation System Management and Operations (TSMO) Program, Better Bus Program, Regional Emergency Transportation Routes, TriMet Comprehensive Fleet and Service Planning, local and regional TOD and Station Area Planning, ODOT Region 1 Active Transportation Strategy, and the ODOT Region 1 Urban Arterials Assessment Strategy.

More information can be found at oregonmetro.gov/climatesmart and the Regional Transportation Plan at oregonmetro.gov/rtp.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 36,338	STBG	\$ 45,942
Materials & Services ¹	\$ 313,000	STBG Match (Metro)	\$ 5,258
Indirect Costs	\$ 14,862	Metro Direct Contribution	\$ 313,000
TOTAL	\$ 364,200	TOTAL	\$ 364,200

¹The budgeted amount for Materials & Services includes potential costs for consultant activities.

Regional Transportation Plan Update (2023)

Staff Contact: Kim Ellis, kim.ellis@oregonmetro.gov

Description

The [Regional Transportation Plan](#) (RTP) is a blueprint to guide local and regional planning and investments for all forms of travel – driving, using transit, bicycle and walking – and the movement of goods and services throughout the Portland metropolitan region. The plan is updated every five years to ensure continued compliance with federal and state requirements and to address growth and changes in land use, demographics, financial, travel, technology and economic trends. The plan identifies current and future transportation needs and priority investments to meet those needs. The plan also identifies what funds the region expects to have available during the planning horizon to build priority investments as well as maintain and operate the transportation system. Because of its comprehensive scope, most region transportation planning projects inform the RTP in some way, and therefore most projects described in this UPWP will inform the 2023 RTP update.

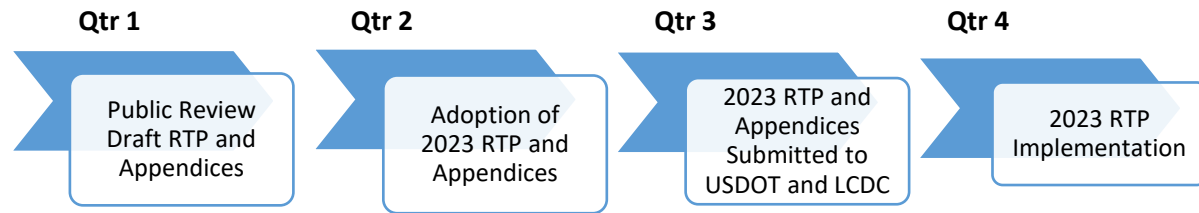
In addition to meeting federal requirements, the plan serves as the regional transportation system plan (TSP), consistent with Statewide Planning Goals, the [Oregon Transportation Planning Rule](#) (TPR), the [Metropolitan Greenhouse Gas Reduction Targets Rule](#) and the [Oregon Transportation Plan](#) and its modal and topical plans. The plan also addresses a broad range of regional planning objectives, including implementing the [2040 Growth Concept](#) – the region’s adopted land use plan – and the [Climate Smart Strategy](#) – the region’s adopted strategy for reducing greenhouse gas emissions from cars and small trucks.

The last update to the plan was adopted in December 2018. The 2023 RTP update will continue to use an outcomes-driven, performance-based planning approach and apply a racial equity framework to advance RTP goals for equity, safety, climate, mobility and a thriving economy. The update also provides an opportunity to incorporate information and recommendations from relevant local, regional and state planning efforts and policy updates completed since 2018. The 2023 RTP update will be completed by December 6, 2023, when the current plan expires.

Key FY 22-23 activities include stakeholder and public engagement, policy updates, a needs assessment, a constrained revenue forecast, a call for projects and a system analysis. FY 23-24 activities include conducting a public comment period, finalizing an Implementation chapter and adopting the final 2023 RTP.

Consultant services will support communications and engagement activities identified in the adopted engagement plan and policy and technical analysis to support updating key policies identified in the adopted work plan, conducting the transportation needs analysis, and development of the revenue forecast. More information and the adopted work plan and engagement plan can be found at www.oregonmetro.gov/rtp

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 1,040,702
Materials & Services ^{1 2}	\$ 117,300
Indirect Costs	\$ 425,647

Resources:

PL	\$ 570,951
PL Match (ODOT)	\$ 65,348
5303	\$ 308,621
5303 Match (Metro)	\$ 35,323
STBG	\$ 446,951
STBG Match (Metro)	\$ 51,156
Metro Direct Contribution	\$ 105,300

TOTAL \$ 1,583,649

TOTAL \$ 1,583,649

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

² As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

Metropolitan Transportation Improvement Program (MTIP)

Staff Contact: Ted Leybold, Ted.Leybold@oregonmetro.gov

Description

The Metropolitan Transportation Improvement Program (MTIP) represents the first four-year program of projects from the approved long range RTP identified to receive funding for implementation. It ensures that program of projects meet federal program requirements and informs the region on the expected performance of the package of projects relative to adopted performance goals.

The following types of projects are included in the MTIP:

- Transportation projects awarded federal funding.
- Projects located in the State Highway System and awarded ODOT administered funding.
- Transportation projects that are state or locally funded but require any form of federal approvals to be implemented.
- Transportation projects that help the region meet its requirements to reduce vehicle emissions (documented as Transportation Control Measures in the State Implementation Plan for Air Quality).
- Transportation projects that are state or locally funded, but regionally significant (for informational and system performance analysis purposes).

A significant element of the MTIP is the programming of funds to transportation projects and program activities. Programming is the practice of budgeting available transportation revenues to the costs of transportation projects or programs by project phase (e.g. preliminary engineering, right-of-way acquisition, construction) in the fiscal year the project or program is anticipated to spend funds on those phases. The revenue forecasts, cost-estimates and project schedules needed for programming ensures the USDOT that federal funding sources will not be over-promised and can be spent in a timely manner. Programming also ensures that the package of projects identified for spending is realistic and that the performance analysis can reasonably rely on these new investments being implemented. To enhance the accuracy of programming of projects in the MTIP, Metro includes a fifth and sixth programming year, though the fifth and sixth years are informational only and programming in those years are not considered approved for purposes of contractually obligating funds to projects.

Through its major update, the MTIP verifies the region's compliance with federal requirements, demonstrates fiscal constraint over the MTIP's first four-year period and informs the region on progress in implementation of the RTP investment priorities and performance targets. Between major MTIP updates, the MPO manages and amends the MTIP projects as needed to ensure project funding can be obligated based on the project's implementation schedule.

The MTIP program also administers the allocation of the urban Surface Transportation Block Grant (STBG)/Transportation Alternatives (TA) federal funding program and the Congestion Mitigation Air Quality (CMAQ) federal funding program. These federal funding programs are awarded to local projects and transportation programs through the Metro Regional Flexible Fund Allocation (RFFA) process. MTIP program staff work with local agencies to coordinate the implementation of projects

selected to receive these funds. The process to select projects and programs for funding followed federal guidelines, including consideration of the Congestion Management Process. Projects were evaluated and rated relative to their performance in implementing the RTP investment priority outcomes of Safety, Equity, Climate, and Congestion Relief to inform their prioritization for funding.

In the 2023-24 State Fiscal Year, the MTIP is expected to implement the following work program elements:

Adoption of the 2024-27 MTIP. Metro is actively working with federal transportation funding administrative agencies (ODOT, TriMet and SMART) and the region's transportation stakeholders on the cooperative development of the next TIP. The 2024-27 MTIP is scheduled for adoption in the first quarter of FY 2023-24.

Implementation of transportation projects and programs from the regional flexible fund allocation. The transportation projects and programs awarded regional flexible funds in the 2022-23 fiscal year will be supported for implementation this fiscal year. Metro staff will work with ODOT Region 1 staff and lead local agency staff to ensure the selected projects complete the steps necessary to obligate their funds and proceed to implementation.

Publish the Federal Fiscal Year (FFY) 2023 Obligation report. All project obligations for federal fiscal year 2022 will be confirmed and documented in the annual obligation report. The obligation report is expected to be published in the second quarter of the fiscal year.

Report on FFY 2023 Funding Obligation Targets, Adjust Programming. Metro is monitoring and actively managing an obligation target for MPO allocated funds (STBG/TAP and CMAQ) each fiscal year. This is a cooperative effort with the Oregon DOT and the other Oregon TMA MPOs. If the region meets its obligation targets for the year, it will be eligible for additional funding from the Oregon portion of federal redistribution of transportation funds. If the region does not meet obligation targets for the year, it is subject to funds being re-allocated to other projects. MTIP staff will report on the region's performance in obligating funds in FFY 2023 relative to the schedule of project funds scheduled to obligate and work with ODOT to adjust revenue projections and project programming.

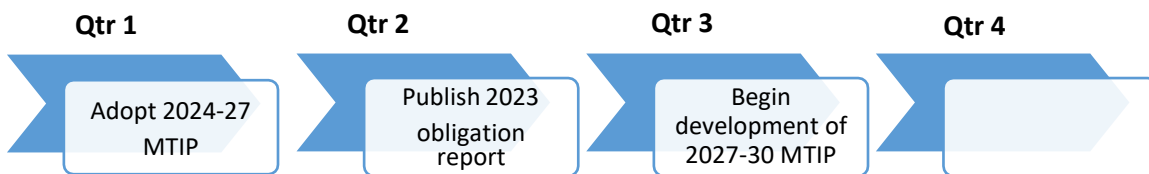
Implement a new data management system. As a part of a broad transportation project tracking system, MTIP staff are working in cooperation with other MPOs in the state, ODOT and transit agencies to develop and implement a new data management system to improve MTIP administrative capabilities. Metro expects to be actively utilizing the MTIP module of the new database, populating it with project and programming data and utilizing its reporting capabilities. Metro also expects to be considering development of additional modules of the database, such as a long-range planning project module during this fiscal year. Once the new database is functionally operational, Metro staff will consider retiring and archiving the existing transportation project database known as TransTracker.

Begin implementation of 2027-30 MTIP. Work on development of the 2027-30 MTIP will begin in the 3rd quarter of the 2023-24 UPWP. The first task will be scoping and budgeting of the work to be completed and begin the financial forecast.

There are several MTIP work program elements that are on-going throughout the year without scheduled milestones. These include:

- Amendments to project programming for changes to the scope, schedule or cost of projects selected for funding or for updated revenue projections
- Administration of projects selected to be delivered under a fund-exchange of federal RFFA funding to local funding
- Coordination with ODOT, transit agencies, and local lead agencies for project delivery of MTIP projects.
- Coordination with financial agreements and UPWP budget for purposes of MTIP programming.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 865,661	PL	\$ 1,105,802
Materials & Services ¹	\$ 112,650	PL Match (ODOT)	\$ 126,564
Indirect Costs	\$ 354,055	Metro Direct Contribution	\$ 100,000
TOTAL	\$ 1,332,366	TOTAL	\$ 1,332,366

¹The budgeted amount for Materials & Services includes potential costs for consultant activities.

Air Quality Program

Staff Contact: Grace Cho, grace.cho@oregonmetro.gov

Description

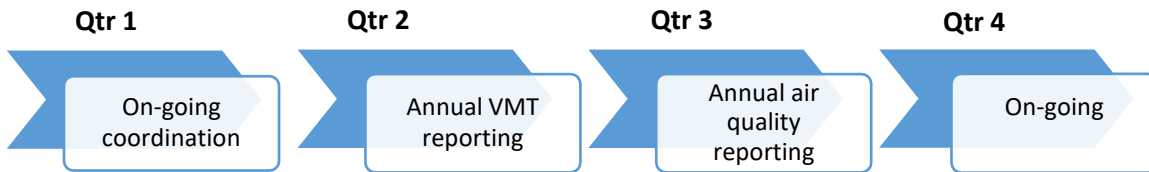
Metro's Air Quality Monitoring program ensures activities undertaken as part of the Metropolitan Planning Organization (MPO), such as the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP), carry out the commitments and rules set forth as part of Portland Area State Implementation Plan (SIP) and state and federal regulations pertaining to air quality and air pollution. The implementation of the SIP is overseen by the Oregon Department of Environmental Quality (DEQ) and the Environmental Quality Commission (EQC). In addition to carrying out provisions of the SIP, the program coordinates with other air quality initiatives in the Portland metropolitan area. The most recent approved SIP for the Portland area is the active SIP for the region.

This is an ongoing program. Typical program activities include:

- Track the region's air pollution levels, in coordination with DEQ, with an emphasis on regulated criteria pollutants (carbon monoxide, ground level ozone (as represented by nitrogen dioxide and volatile organic compounds), nitrogen dioxide, fine particulate matter (PM_{2.5}), coarse particulate matter (PM₁₀), sulfur dioxide, and lead), and particularly ozone
- Monitor vehicle miles traveled (VMT) per capita and if key thresholds are triggered (as outlined in the SIP) then undertake the contingency provisions outlined in the SIP
- Facilitate interagency consultation with federal, state, regional, and local partners
- Continue to implement the Transportation Control Measures as outlined, unless a specific date or completion point has been identified in the SIP
- Continue to participate in U.S. Environmental Protection Agency (EPA) transportation conformity and air quality meetings; continue to participate in the statewide transportation conformity annual meetings
- Collaborate with DEQ as issues emerge related to federal air quality standards, mobile source pollution, and transportation
- Collaborate and coordinate with regional partners on other air quality, air pollution reduction related efforts, including the implementation of legislative mandates or voluntary initiatives

As part of Metro's on-going responsibilities to the State Implementation Plan (SIP), Metro continues to work closely with DEQ on monitoring the national ambient air quality standard (NAAQS) update, the region's ozone pollution levels as well as other criteria pollutant levels, and report on vehicle miles traveled. Air quality monitoring and implementation activities are consistent with 2018 RTP policy direction pertaining to reducing vehicle miles traveled to address congestion and climate change.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 17,770
Indirect Costs	\$ 7,268

TOTAL 25,038

Resources:

STBG	\$ 22,467
STBG Match (Metro)	\$ 2,571

TOTAL \$ 25,038

Regional Transit Program

Staff Contact: Ally Holmqvist, ally.holmqvist@oregonmetro.gov

Description

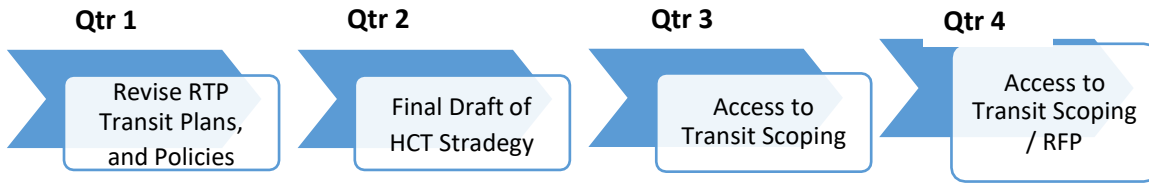
Metro's Regional Transit Program conducts long-range transit planning for the Portland Metro region. Providing high quality transit is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding accessibility, frequency and reliability of transit in our region is also key to achieving transportation equity, maintaining compliance with state and federal air quality standards and meeting greenhouse gas (GHG) reduction targets set by the State of Oregon. In 2018 Metro adopted a comprehensive Regional Transit Strategy to help guide investment decisions to ensure that we deliver the transit service needed to achieve these outcomes. The Regional Transit Strategy provides the roadmap for making transit investments over time in collaboration with our transit providers and local government partners in the region. Components of the Regional Transit Strategy will be updated as part of the 2023 RTP.

In addition, Metro will be completing the regional High Capacity Transit (HCT) Strategy as part of the update to the 2023 Regional Transportation Plan. This update will articulate the vision and future of light rail, bus rapid transit, streetcar and other forms of enhanced transit in the Portland region. Metro is currently planning two bus rapid transit corridors in partnership with TriMet. The update to the High Capacity Transit plan is essential to plan for the future of bus rapid transit in our region. This program will also partner with transit agencies to implement the High Capacity Transit Strategy.

Metro's Regional Transit Program work includes ongoing coordination with transit providers, cities and counties to ensure implementation of the Regional Transit Strategy through plans and capital projects, periodic support for major transit planning activities in the region and coordination with state transit planning officials. During FY 2022-23, the program supported several different transit service and planning efforts, including the TriMet's Forward Together Service Concept and Climate Action Plan, Gorge Regional Transit Strategy: Phase II, ODOT's Public Transportation Strategy for Congestion Pricing in the Portland Metropolitan Area Study, Washington Countywide Transit Study, and Cascadia Corridor High Speed Ground Transportation Program. During FY 2023-24, the program will continue to support the Washington Countywide Transit Study, ODOT's Public Transportation Strategy for Congestion Pricing in the Portland Metropolitan Area Study, and Cascadia Corridor High Speed Ground Transportation Program, as well as TriMet's Forward Together Phase II plan and bus electrification planning efforts.

In addition to updating the Regional Transit Strategy and the High Capacity Transit Strategy, Metro will begin scoping for another transit plan to kick-off in early 2024. This plan will focus on the suburban areas of the region – identifying transit gaps - and exploring innovative strategies like micro-transit to improve transit access and reduce service fragmentation. The future study will be completed in close coordination with public transit service providers, and with input from transit users, and will utilize help from a consultant.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services \$ 191,919
 Indirect Costs \$ 78,495

TOTAL 270,414

Resources:

STBG \$ 242,642
 STBG Match (Metro) \$ 27,772

TOTAL \$ 270,414

Regional Freight Program

Staff Contact: Tim Collins, tim.collins@oregonmetro.gov

Program Description

The Regional Freight Program manages updates to and implementation of multimodal freight elements in the Regional Transportation Plan (RTP) and supporting Regional Freight Strategy. The program provides guidance to jurisdictions in planning for freight movement on the regional transportation system. The program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to freight-related needs and issues across the region. Ongoing freight data collection, analysis, education, and stakeholder coordination are also key elements of Metro's freight planning program.

The primary work product of the Regional Freight Program in 2022 and going into 2023 is the development of the Commodities Movement Study based on Metro's new freight commodity model. The freight planning work focuses on commodity types and analyzes the type of commodities moving through our region, and where they are moving. Metro is also analyzing the "Amazon effect" to see how the growth in home delivery is impacting freight movement and the larger transportation system. This study will provide a lot more detailed information to businesses and the freight community to better plan freight routes.

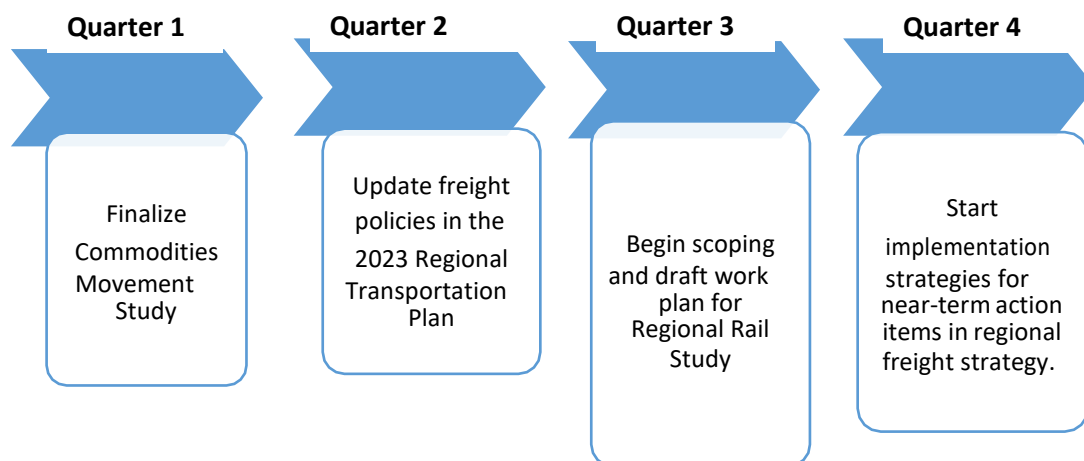
Metro's freight planning program also coordinates with the updates for the Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are competitively considered within federal, state, and regional funding programs. The program is closely coordinated with other region-wide planning activities. The Regional Freight Strategy has policies and action items that are related to regional safety, clean air and climate change, and congestion, which address the policy guidance in the 2018 RTP and will be updated as part of the 2023 RTP.

Work completed in FY 2022-23:

- Developed a draft work plan that outlines which near-term action items within the regional freight action plan (chapter 8 - Regional Freight Strategy) will be addressed in FY2023-24.
- Completed ongoing work to adjust the Regional Freight Model to be better calibrated, and used the freight model to show information on the movement of commodities for completing Task 4 of the Regional Freight Delay and Commodities Movement Study.
- Worked with the consultant team to complete Tasks 2, 3, 4, 5 and 6 of the Regional Freight Delay and Commodities Movement Study.

Key Project Deliverables / Milestones

Throughout the 2023-24 FY, the Commodities Movement Study will be completed and near-term action items within the regional freight action plan will be addressed. The following project deliverables and milestone are either ongoing or will be addressed as time becomes available:



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 195,462
Materials & Services	\$ 40,000
Indirect Costs	\$ 79,944

Resources:

5303	\$ 69,721
5303 Match (Metro)	\$ 7,980
STBG	\$ 177,401
STBG Match (Metro)	\$ 20,304
STBG (ODOT Grant)	\$ 40,000
STBG (ODOT Grant)	\$ 0 ¹
Match (Metro)	

TOTAL \$ 315,406

TOTAL \$ 315,406

¹ Match amount provided in a previous fiscal year.

Complete Streets Program

Staff Contact: Lake McTighe, lake.mctighe@oregonmetro.gov

Description

Metro's Complete Streets program includes activities related to transportation safety, street design, and active transportation. Program activities include sharing best practices and resources, providing technical assistance, developing policies and plans, and monitoring progress towards goals and targets.

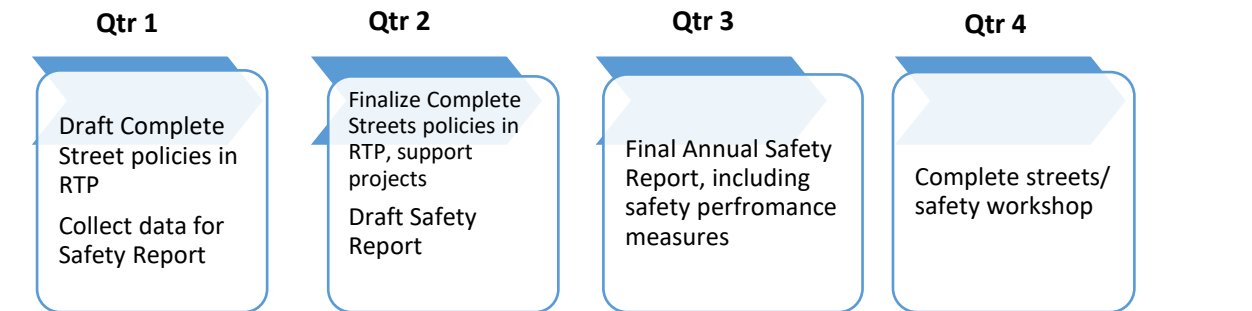
The Infrastructure Investment and Jobs Act (IIJA) requires that MPOs must use 2.5 percent of their overall funding to develop and adopt complete streets policies, active transportation plans, transit access plans, transit-oriented development plans, or regional intercity rail plans. Metro complies with this requirement by funding a robust complete streets program. Metro will continue to coordinate and engage local, community, state and federal partners to implement the following program activities and deliverables in FY 2023-2024:

Street design related activities: providing internal and external street and trail design technical assistance on transportation projects and plans (including those funded by Regional Flexible Funds) using the regional Designing Livable Streets and Trails Guide; updating complete streets and green infrastructure policies for the 2023 RTP (including design classification maps); completing the 2023 RTP environmental assessment.

Transportation safety related activities: developing an annual safety fact sheet; developing and submitting the annual federal safety performance report; implementing and administering a federal SS4A grant to update safety data and analysis, identify pedestrian crossing locations for safety improvements, and support county and city partners developing local Transportation Safety Action Plans; providing a safety/complete streets workshop; participating in state, local and national safety initiatives; assessing safety outcomes for the 2023 RTP; providing safety updates to TPAC and JPACT and other interested parties; accessing and analyzing FARS fatal crash and race/ethnicity data; participating in FHWA Vision Zero Community Pairing program; hosting an FHWA safe system approach webinar; updating safety policies (including high injury corridors) as needed in the 2023 RTP; implementing regional policy direction on safe and healthy urban arterials for the 2023 RTP.

Active transportation related activities: providing technical assistance related pedestrian, bicycle, access to transit and other non-motorized mobility options, including serving on technical advisory committees for active transportation project development, refining bicycle and pedestrian related policies in the 2023 RTP update based on input received in the public comment period, and continuing to share the results of Metro's Active Transportation Return on Investment study.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 54,906	PL	\$ 79,863 ¹
Materials & Services	\$ 2,500		
Indirect Costs	\$ 22,457		
TOTAL	\$ 79,863	TOTAL	\$ 79,863

¹ The IIJA/BIL § 11206 (Increasing Safe and Accessible Transportation Options) requires MPOs to expend not less than 2.5 percent of PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The Complete Streets Program meets these requirements, and exceeds 2.5 percent of SFY24 PL funding (\$65,967).

Regional Travel Options (RTO) Program

Staff Contact: Dan Kaempff; daniel.kaempff@oregonmetro.gov

Description

The Regional Travel Options Program implements RTP policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces greenhouse gas emissions and air pollution by carrying out the travel demand management components of the RTP. The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand, particularly during peak commute hours. Specific RTO strategies include promoting transit, shared trips, bicycling, walking, and telecommuting. Approximately two-thirds of the RTO funding is awarded through grants to the region's government and non-profit partners working to reduce auto trips.

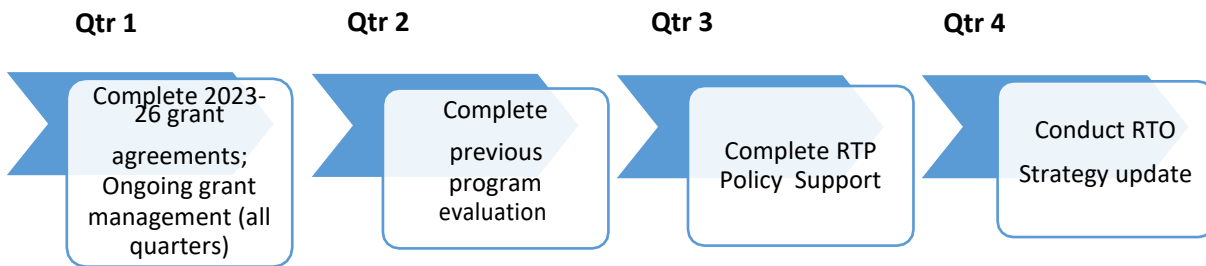
RTO is an ongoing program for more than two decades. It is the demand management element of the region's Congestion Management Process and the Transportation System Management and Operations strategy. Since 2003, the program has been coordinated and guided by a strategic plan, and an independent evaluation occurs after the end of each grant cycle to measure and improve performance. In 2018, the RTO Strategy was updated to better align the program with the updated goals, objectives and performance targets of the 2018 RTP, and to create goals and objectives for the SRTS program. The RTO Strategy focuses on equity, safety, addressing climate change and congestion as key policy foci of the program.

Program work for the 2023-2024 fiscal year will encompass the following areas:

- Program policy – The program is reorganizing into three separate but coordinated sub programs: Commuter, Community, and Safe Routes to School. This will increase focus on achieving specific outcomes as defined through the RTP, Climate Smart Strategies, Regional Mobility Policy, Employee Commute Options rules and other state and regional policy direction. Work will continue in 2023-2024 to develop goals, objectives and actions for each of these areas, and to identify potentially needed updates to the RTO Strategy following the 2023 RTP update.
- RTP Policy Support – RTO staff will develop region-specific guidance and tools to support the implementation of the Regional Mobility Policy update and associated performance measures. This work will coincide with the 2023 RTP Update and will also be used to identify needed updates to the RTO Strategy following the 2023 RTP Update.
- Grants – A new round of grantmaking opens in January 2023. The grant categories have been revised to align with the three sub programs indicated above, aimed at providing funding for key RTO initiatives, and ensuring that the program funds are accessible by a broad spectrum of regional partners. Projects to be funded through this opportunity will begin on or after July 1, 2023 and will be for one to three years in length. Grantees are required to submit quarterly reports and invoices, which comprise a significant part of staff time to review and process.

- Program evaluation and research – As the previous grant cycle comes to an end, staff will conduct an evaluation and prepare a report of the outcomes of RTO investments. Staff will conduct survey, focus group or other research to inform RTO strategy and practice.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 563,932	RTO (FTA Grant)	\$ 3,824,560
Materials & Services ^{1 2}	\$ 3,901,389	RTO (FTA Grant) Match (Metro)	\$ 128,711 ³
Indirect Costs	\$ 230,648	RTO (ODOT/FHWA Grant)	\$ 306,789
		RTO (ODOT/FHWA Grant) Match (Metro)	\$ 19,400 ⁴
		Portland TDM (FTA Grant)	\$ 416,509 ⁵
TOTAL \$ 4,695,969		TOTAL \$ 4,695,969	

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

² As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

³ In addition to the above Metro provided match, an additional \$309,027 of match is provided by Metro's grantees.

⁴ Only a portion of this grant has a match requirement.

⁵ Match requirement is covered by the City of Portland.

Safe Routes to School Program

Staff Contact: Noel Mickelberry, noel.mickelberry@oregonmetro.gov

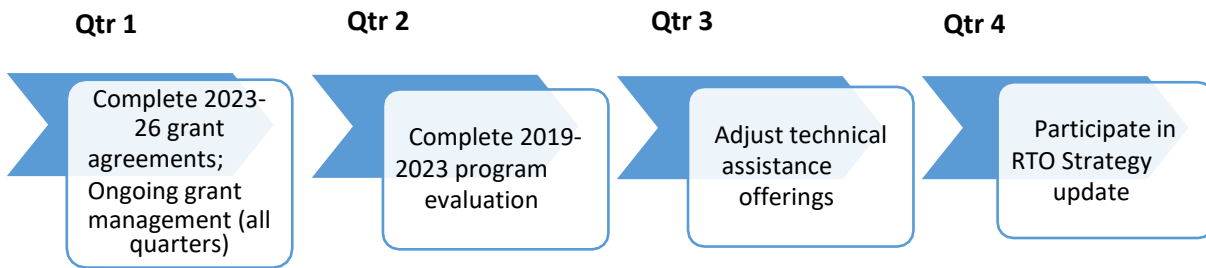
Description

Metro's Safe Routes to School (SRTS) program provides resources to support K-12 students to use walking, rolling, and transit to access school and their community. In 2018, Metro's Regional Travel Options Strategy was updated to better align the program with the updated goals, objectives and performance targets of the 2018 RTP, and to create goals and objectives for the SRTS program. The RTO Strategy focuses on equity, safety, addressing climate change and congestion as key policy foci of the program. SRTS implements RTP policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. Approximately two-thirds of the SRTS funding is awarded through grants to the region's government, school district, and non-profit partners working to support kids and families on their trip to school.

Program work for the 2023-2024 fiscal year will encompass the following areas:

- **Program policy** – The RTO program is reorganizing into three separate but coordinated sub programs: Commuter, Community, and Safe Routes to School. By defining Safe Routes to School as a standalone program category embedded in the larger TO program, it allows a focus on achieving specific outcomes as defined through the RTP, Climate Smart Strategies, Regional Mobility Policy, and other state and regional policy direction. Work will continue in 2023-2024 to develop goals, objectives and actions for each of these areas, and to identify potentially needed updates to the RTO Strategy following the 2023 RTP update.
- **Grants** – A new round of grantmaking opens in January 2023 and grant agreements will begin July 1, 2023. The grant categories have been revised to align with the three sub programs indicated above, aimed at providing funding for key RTO and SRTS initiatives, and ensuring that the program funds are accessible by a broad spectrum of regional partners. Projects to be funded through this opportunity will begin on or after July 1, 2023 and will be for one to three years in length. Grantees are required to submit quarterly reports and invoices, which comprise a significant part of staff time to review and process.
- **Technical Assistance** – In addition to grants, Metro's SRTS program provides technical assistance to local partners and programs. In 2023-2024 this work will include a translation and interpretation portal for all program materials to be provided in up to 5 languages, a micro-grant program for individual schools to purchase materials and supplies for school safety efforts, and shared resources to provide scooter and pedestrian safety to all elementary students in the region.
- **Regional Coordination** – Metro convenes a monthly coordination meeting between all regional practitioners to ensure efficiency and collaboration to achieve shared program goals and outcomes. This work will continue in 2023-2024 to include working groups on specific strategies to reduce VMT including Walking School Bus/Bike Bus funding & policy and Arrival/Dismissal strategies.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 105,855	Safe Routes to Schools (FTA Grant)	\$ 530,643
Materials & Services ¹	\$ 404,000	Safe Routes to Schools (FTA Grant) Match (Metro)	\$ 22,507 ²
Indirect Costs	\$ 43,295		
TOTAL	\$ 553,150	TOTAL	\$ 553,150

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

² In addition to the above Metro provided match, an additional \$38,228 of match is provided by Metro's grantees.

Transportation System Management and Operations – (TSMO) Regional Mobility Program

Staff Contact: Caleb Winter, caleb.winter@oregonmetro.gov

Description

The regional Transportation System Management and Operations Regional Mobility Program (TSMO Program) provides a demand and system management response to issues of mobility, reliability, safety and more. The program works to optimize infrastructure investments, promote travel options in real-time, reduce greenhouse gas emissions and increase safety, all through a racial equity focus integrated into the 2021 TSMO Strategy. The TSMO Strategy and Program involves local and state agencies in developing increasingly sophisticated ways to operate the transportation system. Operators include ODOT, TriMet, Clackamas County, Multnomah County, Washington County, cities of Beaverton, Gresham, Portland and more city partners, Port of Portland, Portland State University and Southwest Washington State partners.

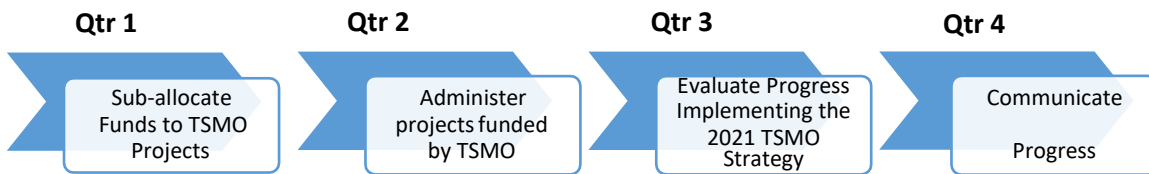
The TSMO Program engages operators through TransPort, Subcommittee of the Transportation Policy Alternatives Committee (TPAC) and a broad range of stakeholders through planning and partnerships. The regionally adopted 2021 TSMO Strategy set a ten-year horizon with 21 actions to implement. These actions range from deploying Intelligent Transportation Systems (ITS) to Mobility on Demand. The TSMO Program shares some cross-over with the Regional Travel Options Strategy and Emerging Technology Strategy.

The TSMO Program includes key components of Metro's system monitoring, performance measurement and Congestion Management Process (CMP). The 2021 TSMO Strategy incorporates performance measures that both relate to the CMP and Regional Mobility Policy update.

In 2023-24, the TSMO program will work with partners to implement the 21 actions identified in the TSMO Strategy, such as enhancing intersections with technology and data communications to give green lights to buses running late; pedestrian and bicycle detection for safer crossings; freight-responsive technology and improved signal timing from a centralized signal system. TSMO will also coordinate corridor and regional capabilities such as data partnerships to improve operators' situational awareness of incidents and development of regional capabilities for Mobility on Demand.

In FY 2023-24, the program will continue convening TransPort and related working groups and administer TSMO Program funds that support implementation of the 2021 TSMO Strategy. Staff and community representatives will advise a portion of project scopes where additional racial equity connections can be made. Staff will also build levels of planning support, research partnerships and communications. The TSMO Program is ongoing and more information can be found at www.oregonmetro.gov/tsmo.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 176,252
Materials & Services	\$ 3,250
Indirect Costs	\$ 72,087

TOTAL 251,589

Resources:

STBG	\$ 225,751
STBG Match (Metro)	\$ 25,838

TOTAL \$ 251,589

Transportation System Management and Operations (TSMO) Program Plus

Staff Contact: Caleb Winter, caleb.winter@oregonmetro.gov

Description

TSMO Program Plus supplements professional services from both internal staff and consultants to boost the technical side (e.g., information technologies, engineering, modeling, IGA writing) and communications to accelerate implementation of the 2021 TSMO Strategy. The 2019 TSMO solicitation process recommended funding for tasks that include:

- planning support to extend the 2021 TSMO Strategy to city, county and related state planning efforts;
- operator agreement development (e.g., IGAs) to apply mutually agreed upon policies across multiple operators, for data sharing agreements and similar efforts called for by the 2021 TSMO Strategy;
- research based on performance measures identified in Chapter 4 of the 2021 TSMO Strategy, fulfilling data needs outlined by the TSMO Equity Tree and data analysis or predictive modeling, to understand performance of different operations scenarios;
- training, supportive of the skills desired by TSMO partners; and,
- communications supportive of TSMO partners implementing the 2021 TSMO Strategy, highlighting solutions and outcomes.

These are one-time funds that will produce deliverables in each of these tasks including capacity to support cities, counties and state planning efforts to utilize the 2021 TSMO strategy. New operator agreements will be drafted, performance measures that do not yet have data sources will be completed and featured in 2021 TSMO Strategy quarterly progress reports, several trainings will be offered, and communications will be made more accessible based on stakeholder input (e.g., one-pagers translated into multiple languages, slide deck, interactive web site and storytelling with data).

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 17,770
Materials & Services ^{1 2}	\$ 155,000
Indirect Costs	\$ 7,268
TOTAL	\$ 180,038

Resources:

TSMO Program Plus Grant (ODOT)	\$ 161,548
TSMO Program Plus Grant (ODOT) Match (Metro)	\$ 18,490
TOTAL	\$ 180,038

¹The budgeted amount for Materials & Services includes potential costs for consultant activities.

²As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

Better Bus Program

Staff Contact: Alex Oreschak, alex.oreschak@oregonmetro.gov

Description

The Better Bus program is a joint Metro and TriMet endeavor that identifies transit priority and access treatments to improve the speed, reliability, and capacity of TriMet frequent service bus lines or streetcar lines, building on the previous Enhanced Transit Concepts (ETC) Program. Better Bus treatments are relatively low-cost to construct, context-sensitive, and can be implemented quickly to improve transit service in congested corridors. The program develops partnerships with local jurisdictions, roadway owners and transit agencies to design and implement Better Bus capital and operational investments.

In FY 2022-2023, TriMet selected a contractor to work on design and construction of Better Bus projects. Metro and TriMet also worked to update the previous ETC program criteria and schedules for Better Bus and met with jurisdictional partners to identify their priority projects. Completed ETC projects in FY 2022-2023 included SW Alder and E Burnside. These projects were constructed as part of the City of Portland's Rose Lane Project. By improving transit travel times and rider safety, they will support Metro's Climate Smart Strategy, adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in 2014, and Metro's Equity and Congestion goals.

In FY 2023-2024, the Better Bus program will evaluate and select projects for design and construction and begin initial design and implementation work on the first round of projects. The program will assess currently planned transportation projects in the region for their capacity to include Better Bus treatments to leverage already-planned work, reduce construction costs, and to distribute projects across a larger geography. The program will conduct systemwide analysis to consider integration of future FX corridors into the transit system, and also investigate opportunities to implement Better Bus projects benefiting areas where TriMet-identified equity transit lines and Metro-identified Equity Focus Areas overlap. Unlike the ETC program, Better Bus will include funding for project construction, possibly requiring a local match.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 198,293
Materials & Services ¹	\$ 2,300,000
Indirect Costs	\$ 81,102

TOTAL \$ 2,579,395**Resources:**

Metro Direct Contribution	\$ 2,579,395
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TOTAL \$ 2,579,395

¹The budgeted amount for Materials & Services includes potential costs for consultant activities.

Connecting First and Last Mile: Accessing Mobility through Transit Study

Staff Contact: Ally Holmqvist (ally.holmqvist@oregonmetro.gov)

Description

Providing high quality transit service across the region is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding quality transit in our region is also key to achieving transportation equity, maintaining compliance with state and federal air quality standards and meeting greenhouse gas (GHG) reduction targets set by the State of Oregon.

In 2018 Metro adopted a comprehensive Regional Transit Strategy to help guide investment decisions to ensure that we deliver the transit service needed to achieve these outcomes. The high-capacity transit element of the strategy was updated as part of the 2023 Regional Transportation Plan (RTP) update, and additional work to complement that study to better plan for improved local access to the regional transit network was identified by local stakeholders as part of the RTP update.

Local transit service has long used smaller vehicles that range from vans and shuttles to small buses with fixed to flexible routes to fill the gap between traditional bus and rail services, as well as local destinations. An emerging trend in these types of services is using ride-hailing and other new technologies to provide on-demand micro transit services.

This study will identify service and coordination gaps specific to the Metro region, especially in suburban areas of the region, document the range of potential solutions and explore innovative ways to improve transit access and convenience for users. This work will build upon local planning efforts (e.g., Transit Development Plans, Statewide Transportation Improvement Fund Plans) and be completed in close coordination with applicable jurisdictions and public transit service providers in the region and be supported by consultants. The project will conclude in late-2025 and recommendations carried forward for consideration in the 2027 RTP update.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:Materials & Services^{1 2} \$ 256,000

TOTAL \$ 256,000**Resources:**Metro Direct \$ 256,000
Contribution

TOTAL \$ 256,000

¹The budgeted amount for Materials & Services includes potential costs for consultant activities.

²As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

Safe Streets and Roads for All (SS4A)

Staff Contact: Lake McTighe, lake.mctighe@oregonmetro.gov

Description

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. More information on the program can be found here:

<https://www.transportation.gov/grants/SS4A>.

With the SS4A grant, Metro will complete supplemental planning activities to benefit all jurisdictions in the MPO area. Additionally, Metro will administer grant funds to East Multnomah County (and cities, excluding Portland), Washington County, and the City of Tigard to complete safety action plans consistent with the SS4A guidelines, which will complement and support implementation of the adopted Regional Transportation Safety Strategy (2018). Regional and local program activities will be coordinated to share data, analysis, and engagement as appropriate.

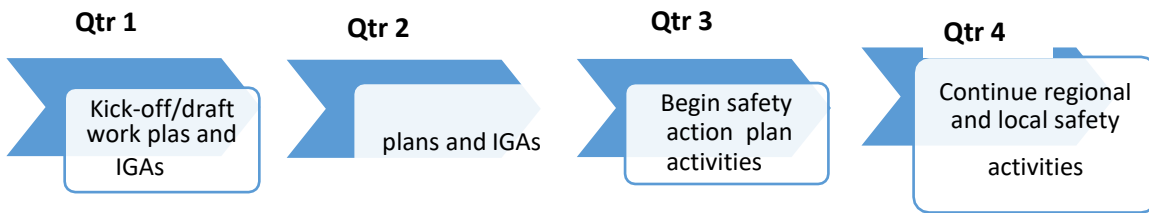
Metro will use grant funds to develop enhanced data collecting and analysis, integrating FARS and speed data for use by cities, counties, and other stakeholders. Metro will work with the agencies listed above and other partners to develop a list of prioritized pedestrian crossing locations across the region for quick build, high-impact projects. The Metro supplemental planning activities and development of the local safety action plans will be based in best practices and using the Safe System approach to support achieving the region's adopted goal of zero traffic fatalities and serious injuries by 2035.

The county and city safety actions plans will be data-driven and focus on identifying near-term, effective strategies to address locally identified safety issues. Strategies include setting appropriate speed limits, applying proven countermeasures at intersections, addressing driver impairment and distraction, crosswalk visibility enhancements, and accessibility improvements.

Inclusive, culturally-appropriate and meaningful engagement of communities and jurisdictional partners will be used throughout the planning process.

In FY 2022-23, Metro and partner agencies submitted a joint application and were awarded an SS4A grant. In the last quarter of FY 22-23 Metro began the process with FHWA to initiate an Intergovernmental Agreement for Metro activities and administered grant funds. And, as grant administrator, Metro began the process with East Multnomah County, Washington County, and the City of Tigard to develop work plans and Intergovernmental Agreements to complete the SS4A safety action plans.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 139,629
Materials & Services ^{1 2}	\$ 482,285
Indirect Costs	\$ 57,108

Resources:

SS4A (FTA Grant)	\$ 613,218
SS4A (FTA Grant)	\$ 65,804 ³
Match (Metro)	

TOTAL \$ 679,022

TOTAL \$ 679,022

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

² As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

³ In addition to the above Metro provided match, an additional \$87,500 of match is provided by Metro's grantees.

Economic Value Atlas (EVA) Implementation

Staff Contact: David Tetrick, David.tetrick@oregonmetro.gov

Description

Metro's Economic Value Atlas (EVA) establishes tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy. The EVA entered an implementation phase in FY 2019-2020 that included test applications among partner organizations and jurisdictions, refinements to the tool, and integration into agency-wide activities.

This is an ongoing program. In FY 2019-2020, the EVA tool provided new mapping and discoveries about our regional economic landscape, linked investments to local and regional economic conditions and outcomes and was actively used to inform policy and investment – it provides a foundation for decision-makers to understand the impacts of investment choices to support growing industries and create access to family-wage jobs and opportunities for all.

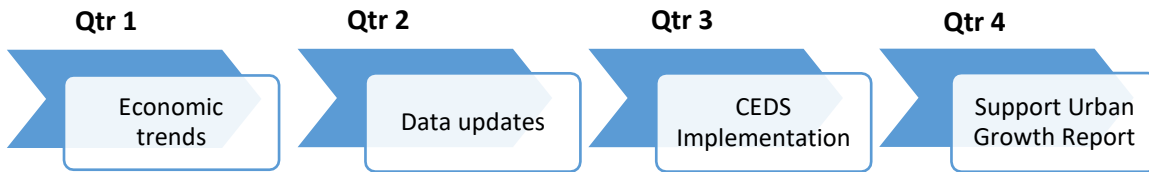
In FY 2020-2021, there were final tool refinements and the data platform was actively used to help visualize equitable development conditions in SW Corridor and the region, aligned with agency-wide data and planning projects, including the Columbia Connects and Planning for Our Future Economy projects.

In FY 2021-2022, Metro participated in a group of peer regions organized by The Brookings Institution for other regions to benefit from the EVA as a model for their applications and to share best practices. The EVA has informed the conditions assessment of the Comprehensive Economic Development Strategy, is being used similarly to support the Columbia Connects project, and was integrated into the Comprehensive Recovery Data dashboard under development by the Research Center.

In FY 2022-23, staff continued to share best practices with the peer group through its completion. The EVA was updated with new data and added functionality. The EVA supported data benchmarking in the Comprehensive Economic Development Strategy, and informed the Emerging Growth Trends, Regional Transportation Plan, and Urban Growth Report.

In FY 2023-24, staff will continue to share best practices with regions across the nation. The EVA will tie to regional benchmarking for the implementation of the Comprehensive Economic Development Strategy and will inform the economic analysis for the Urban Growth Report. The tool supports policy decisions on an ongoing basis.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 30,250
Indirect Costs	\$ 12,372

Resources:

STBG	\$ 38,245
STBG Match (Metro)	\$ 4,377

TOTAL \$ 42,622

TOTAL \$ 42,622

Regional Emergency Transportation Routes

Staff Contact: John Mermin, john.mermin@oregonmetro.gov

Description

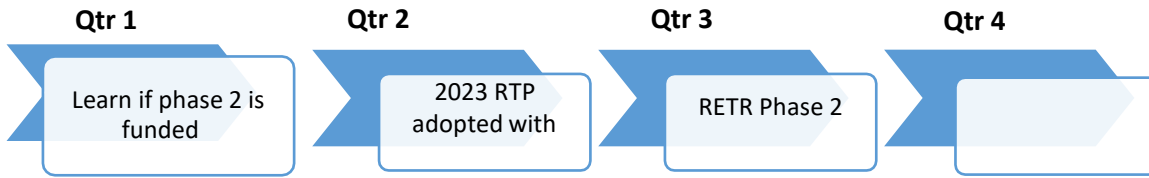
Identified in Chapter 8 of the [2018 Regional Transportation Plan](#), this project is a collaborative effort between public, private and non-profit stakeholders, co-led by the five-county, bi-state [Regional Disaster Preparedness Organization \(RDPO\)](#) and Metro to improve the safety and resiliency of the region's transportation system to natural disasters, extreme weather events and climate change.

From 2019 - 2021 the RDPO and Metro partnered to complete phase 1 of the project - updating the designated Regional Emergency Transportation Routes (RETRs) for the five-county Portland-Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington. The routes had not been updated since 2006.

A second phase of follow-on work is proposed for 2023-2026 to prioritize/tier the updated routes and develop operational guidance for route owners/operators. For more information on RETRs, please visit <https://rdpo.net/emergency-transportation-routes>.

In FY 2022-23, interim activities have been underway and will continue into FY 2023-24 to help prepare for phase 2. Metro is bringing the updated RETRs into the 2023 Regional Transportation Plan (RTP) update. RDPO has conducted additional technical analysis required before the launch of Phase 2, including updates to some public works facilities information, and an updated analysis of potential Cascadia earthquake impacts to RETRs. RDPO and Metro plan to leverage the recently developed Social Vulnerability Toolkit (SVT) to deliver a set of equity case studies (expected to be available in June 2023) looking at the Regional ETRs and how they serve specific vulnerable populations in the region. This work will help inform the wider application of SVT data in the Phase 2 process of tiering/prioritization and operational guidelines. RDPO submitted the Phase 2 project concept to its project pipeline in the fall of 2022 with an aim to secure federal funding through the Urban Areas Security Initiative (UASI) grant program to be available in the Spring of 2024.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 49,440
Indirect Costs	\$ 20,221
TOTAL	\$ 69,661

Resources:

STBG	\$ 62,507
STBG Match (Metro)	\$ 7,154
TOTAL	\$ 69,661



Metro-Led Corridor/Area Planning

Investment Areas (Corridor Refinement and Project Development)

Staff Contact: Kelly Betteridge, kelly.betteridge@oregonmetro.gov

Description

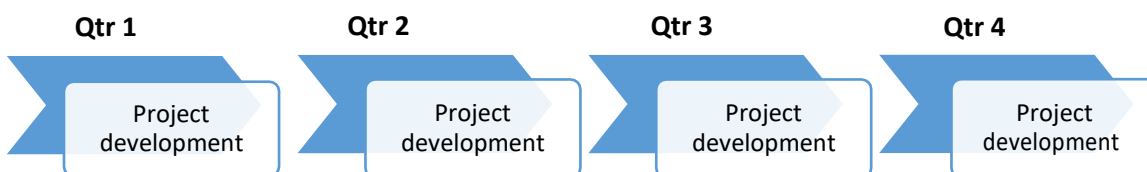
Metro's Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit-oriented development (TOD) in the region's mixed use areas, conducting multijurisdictional planning processes to evaluate high capacity transit and other transportation improvements, and integrating freight and active transportation projects into multimodal corridors.

The Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP. Metro works to develop formal funding agreements with partners in an Investment Area, leveraging regional and local funds to get the most return. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies.

In FY 2022-2023, Investment Areas staff have supported partner work on TV Highway, Better Bus, Columbia Connects, 82nd Ave, the Interstate Bridge Replacement Program, additional support for the Southwest Equitable Development Strategy, McLoughlin corridor, Sunrise Corridor visioning, mobility and transit capacity improvements across the region.

This is an ongoing program; staff will further refine the projects listed above as well as potentially identifying additional projects to further the goals identified for mobility corridors in our region.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 427,071
Materials & Services	\$ 33,550
Indirect Costs	\$ 174,672

TOTAL \$ 635,293**Resources:**

STBG	\$ 383,519
STBG Match (Metro)	\$ 43,896
Metro Direct Contribution	\$ 207,878

TOTAL \$ 635,293

Southwest Corridor Transit Project

Staff Contact: Michaela Skiles, Michaela.Skiles@oregonmetro.gov

Description

The Southwest Corridor Transit Project would extend the MAX light rail system to connect downtown Portland with southwest Portland, Tigard and Tualatin. The project is 11 miles long and includes 13 stations, new connections to regional destinations, and major enhancements to roadway, sidewalk, bike, transit and stormwater infrastructure. Program activities include environmental review and concurrence, collaborative project design, coordination on land use planning, and development of an equitable development strategy to protect and enhance housing options and jobs for all households.

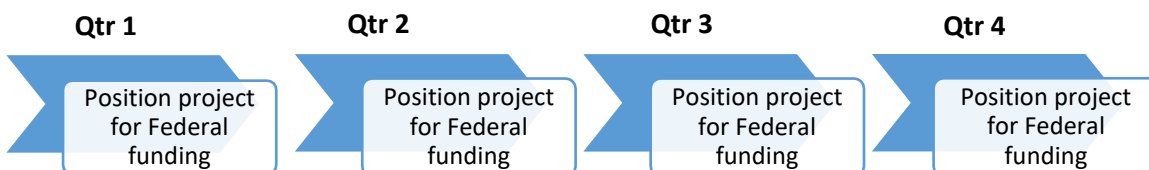
The project supports local land use plans and zoning and is a key element to support the region's 2040 Growth Concept by allowing for compact development in regional town centers. The project advances 2018 RTP policy direction on vibrant communities, shared prosperity, transportation choices, healthy people and climate leadership. It provides progress on travel options and congestion, and is a model for incorporating equitable outcomes into transportation projects.

TriMet will design, build, operate and maintain the light rail. The project is guided by a steering committee composed of representatives from TriMet, ODOT, Metro, Washington County, Portland, Tigard, Tualatin and Durham, whose staff collaborate on project planning and design. Project planning and design (including the steering committee) were put on pause in late 2020 after the regional transportation funding measure did not pass.

In FY 2022-23 the project continued to work with the Federal Transit Administration on developing and publishing the Final Environmental Impact Statement, receiving associated federal approvals, and a Record of Decision. Metro and TriMet continue to work with partners to identify funding opportunities and potential paths forward for the project. This is an ongoing program. Please contact staff for more detail.

Metro is also continuing to work with the Southwest Corridor Equity Coalition to support the goals of the Southwest Corridor Equitable Development Strategy through a grant from FTA. These activities encompass the anticipated FY2023-24 costs for the project.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services \$ 115,317

 Materials & Services¹ \$ 630,000

Indirect Costs \$ 47,165

TOTAL \$ 792,482
Resources:

 SW Corridor Equitable \$ 630,000
 Dev. Strategy (FTA
 Grant)

 SW Corridor Equitable \$ 124,434
 Dev. Strategy (FTA
 Grant) Match (Metro)

 Metro Direct \$ 38,047
 Contribution

TOTAL \$ 792,482

¹The budgeted amount for Materials & Services includes potential costs for consultant activities.

Columbia Connects

Staff Contact: Kate Hawkins, kate.hawkins@oregonmetro.gov

Description

Columbia Connects is a regional project with Oregon and Washington planning partners collaborating to unlock the potential for equitable development and programs which is made more difficult by infrastructure barriers, and state and jurisdictional separation.

Columbia Connects' purpose is to improve the economic and community development of a sub-district of the region near the Columbia River, by developing a clear understanding of the economic and community interactions and conditions within this sub-district; the shared economic and community values of the region; the desired outcomes; and by creating strategies, projects, and programs, as well as an action plan to achieve these outcomes.

The Columbia Connects project is consistent with the Regional Transportation Plan (RTP) 2018 goals and 2040 Vision supporting a healthy economy that generates jobs and business opportunities, safe and stable neighborhoods, improved transportation connections for equity, efficient use of land and resources for smart growth and development, and opportunities for disadvantaged groups. The project is separate and complementary to the I- 5 Bridge Replacement Project. Columbia Connects will identify projects and programs that will strengthen bi-state connections and institutional partnerships with or without a bridge and high capacity transit project.

The project has resulted in a Columbia Connects Shared Investment Strategy that outlines specific opportunities for investment based on feasibility, effectiveness, equity, and project champions input. Projects and programs include test approaches and pilot projects aligned with the region's Comprehensive Economic Development Strategy. Based on the Strategy and coordination with partners, the partners will finalize and implement actions included in a Shared Investment Strategy, continuing to partner across state boundaries to establish agreements and commitments for implementation and ongoing coordination on resource acquisition.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services \$ 57,511

Indirect Costs \$ 23,522

TOTAL \$ 81,033**Resources:**

STBG \$ 72,711

STBG Match (Metro) \$ 8,322

TOTAL \$ 81,033

TV Highway Transit and Development Project

Staff Contact: Jessica Zdeb, jessica.zdeb@oregonmetro.gov

Description

The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to design high-capacity transit, specifically enhanced transit or Bus Rapid Transit (BRT) in the corridor, building on recent work undertaken by Washington County. It also brings together community to strategize future equitable development to disrupt inequitable historic patterns and counteract forces of gentrification when future transportation investments occur. It is a partnership between Metro and TriMet, ODOT, Washington County, Beaverton, Hillsboro, Cornelius and Forest Grove. The project consists of two elements: the equitable development strategy (EDS) and creation of a locally preferred alternative (LPA) transit design. Work on both parts of the project will continue into FY 2023-24.

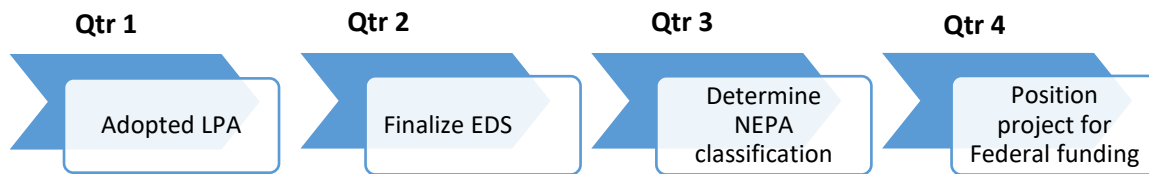
The goal of the EDS is to minimize and mitigate displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. The EDS may identify additional housing needs, workforce development gaps and opportunities for residents, regulatory issues to be addressed particularly around land use and development, additional public investments, community-led development initiatives, and leadership training and education for residents. It is being guided by a coalition of community-based organizations (CBOs) that represent communities of color and other marginalized communities within the study area.

The transit LPA advances conceptual designs enough to apply for entry to Federal project development, which includes analysis of alternatives for roadway design, transit priority treatments, transit station design and station placement. This effort will be informed by a travel time and reliability analysis, coordination with ODOT as the roadway owner, and evaluation of implementation scenarios that identifies a feasible, eligible, and competitive transit project. The transit project evaluates the feasibility of using electric buses in the corridor. This work is guided by a Steering Committee that includes elected officials, agency leaders, and members of EDS coalition. Once the LPA is approved by Metro Council, further efforts with partners will continue advancing NEPA work and planning for funding of both project development and eventual project implementation.

This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. It is coordinated with the implementation of the OTC Strategic Action Plan's Equity and Modern Transportation System goals. Typical project activities include coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, and the community engagement program; stewarding creation of the equitable development strategy; and undertaking design work and analysis related to the locally preferred transit project.

Additional project information is available at: <https://www.oregonmetro.gov/public-projects/tualatin-valley-highway-hope-grant>

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 478,527
Materials & Services ^{1 2}	\$ 125,200
Indirect Costs	\$ 195,718

Resources:

HOPE - TV Highway (FTA Grant)	\$ 121,922
HOPE - TV Highway (FTA Grant) Match (Metro)	\$ 0 ³
TV Highway (FTA Grant – Flex Transfer)	\$ 220,839
TV Highway (FTA Grant – Flex Transfer) Match (Metro)	\$ 0 ³
Metro Direct Contribution	\$ 216,684
Local Support	\$ 240,000

TOTAL \$ 799,445

TOTAL \$ 799,445

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

² As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

³ Match amount provided in a previous fiscal year.

82nd Avenue Transit Project

Staff Contact: Elizabeth Mros-O'Hara, elizabeth.mros-ohara@oregonmetro.gov

Description

Metro Regional Government, in partnership with the City of Portland, TriMet, Clackamas County and ODOT is leading a collaborative process to complete an alternatives analysis, develop a conceptual transit design, and analyze travel time and reliability, to advance a bus rapid transit (BRT) on the 82nd Avenue Corridor. Over FY2022-23, the project has developed a coordination strategy; developed a committee structure to coordinate across jurisdictions and include community feedback in decision making, developed goals and objectives; conducted design, traffic, and transit analysis; and begun to develop transit concepts for consideration. In addition, Metro has worked to support the community efforts of the community coalition to develop an equitable development strategy.

This work will continue to be coordinated with community partners and will leverage TriMet's Division Transit Project and the City of Portland's Building a Better 82nd Avenue Program to improve safety and livability on the corridor into FY 2023-24. The project consists of two elements: the locally preferred alternative (LPA) transit concept and the equitable development strategy (EDS).

The goal of the EDS is to provide a table for the community to identify their priorities to minimize and mitigate displacement pressures and enhance the community in ways that are outside of but related to a major investment in a transit project and support for their efforts. The EDS is community led with technical support from Metro staff and potential grants. As part of the EDS, the community may identify priorities related to housing, greenspaces and trees, workforce development, additional public investments, community-led development initiatives, and leadership training and education for residents. These items are still being determined.

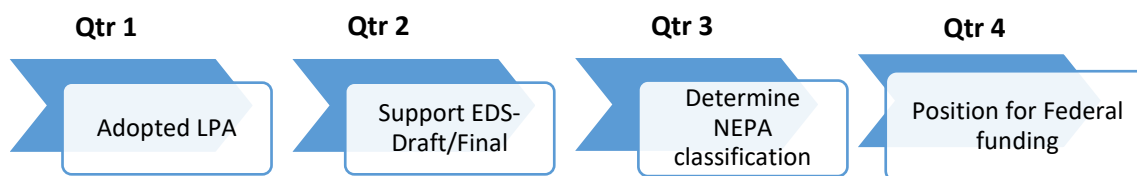
The transit LPA will identify the transit concept to serve the 82nd Avenue corridor. The concept will be developed to reflect community feedback and direction of the project steering committee. Based on the LPA, conceptual designs will be advanced enough to apply for entry into Federal project development, includes analysis of roadway design, transit priority treatments, transit station design and station placement. This effort will be informed by a travel time and reliability analysis; coordination with ODOT, Portland, and potentially the Port of Portland as the roadway owners; and evaluation of implementation scenarios that identifies a feasible, eligible, and competitive transit project. In particular, the transit project will need to be closely coordinated with the Building a Better 82nd Avenue Program led by the City of Portland that is improving the roadway for seven miles of the transit alignment. The transit analysis is guided by a Steering Committee that includes elected officials, agency leaders, and members of the EDS community coalition. Once the LPA is approved by local jurisdictions and Metro Council, further efforts with partners will continue advancing NEPA work and planning for funding of both project development and eventual project implementation.

This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. It is coordinated with jurisdictional partners and in particular the Building a Better 82nd Avenue program improvements and planning. Typical project activities include coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, community

engagement; stewarding creation of the equitable development strategy; and undertaking design work and traffic and transit analysis related to the locally preferred transit project.

Additional project information is available at: <https://www.oregonmetro.gov/public-projects/82nd-avenue-transit-project>

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 566,913
Materials & Services ^{1 2}	\$ 457,500
Indirect Costs	\$ 231,867

Resources:

STBG	\$ 312,972
STBG Match (Metro)	\$ 35,821
Metro Direct Contribution	\$ 707,487
Local Support	\$ 200,000

TOTAL \$ 1,256,280

TOTAL \$ 1,256,280

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

² As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.



Metro Administration & Support

MPO Management and Services

Staff Contact: Tom Kloster (tom.kloster@oregonmetro.gov)

Description

The Metropolitan Planning Organization (MPO) Management and Services program is responsible for the overall management and administration of the region's responsibilities as a federally-designated MPO. These responsibilities include:

- creation and administration of the annual Unified Planning Work Program (UPWP)
- procurement of services
- contract administration
- federal grants administration
- federal reporting
- annual self-certification for meeting federal MPO planning requirements
- periodic on-site certification reviews with federal agencies
- public participation in support of MPO activities
- convening and ongoing support for MPO advisory committees

As an MPO, Metro is regulated by Federal planning requirements and is a direct recipient of Federal transportation grants to help meet those requirements. Metro is also regulated by State of Oregon planning requirements that govern the Regional Transportation Plan (RTP) and other transportation planning activities. The purpose of the MPO is to ensure that Federal transportation planning programs and mandates are effectively implemented, including ongoing coordination and consultation with state and federal regulators.

Together, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. The Transportation Policy Alternatives Committee (TPAC) serves as the technical body that works with Metro staff to develop policy alternatives and recommendations for JPACT and the Metro Council.

As the MPO, Metro is also responsible for preparing the annual Unified Planning Work Program (UPWP), the document you are holding in your hands now, and that coordinates activities for all federally funded planning efforts in the Metro region.

Metro also maintains the following required intergovernmental agreements (IGAs) and memorandums of understanding (MOUs) with local on general planning coordination and special planning projects:

- ODOT/Metro Local Agency Master Certification IGA and Quality Program Plan (*effective through June 30, 2023*)
- 4-Way Planning IGA with ODOT, TriMet and SMART (*effective through June 30, 2024*)
- SW Regional Transportation Council (RTC) MOU (*effective through June 30, 2024*)
- Oregon Department of Environmental Quality MOU (*effective through March 7, 2023*)

Metro also administers the delivery of projects which were initially allocated federal dollars but swapped for local monies through the Intergovernmental Agreement Fund Management program. This program creates efficiencies by reducing the number of smaller-scale projects undergoing the federal aid process and supports flexibility in project development and regional planning studies not funded with federal dollars.

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all eight Oregon MPO boards, and Metro staff also collaborates with other MPOs and transit districts in quarterly staff meetings districts convened by ODOT. OMPOC is funded by voluntary contributions from all eight Oregon MPOs.

Metro continues to work with our federal partners to implement the 2020 federal certification review, including an ongoing work program and timeline for addressing corrective actions and recommendations identified in the review. Metro tracks progress on this work in our annual self-certification as part of adopting the UPWP.

Key Project Deliverables / Milestones

The primary deliverables include annual updates to MOUs and IGAs, as needed, development and adoption of the UPWP and self-certification with federal planning requirements. Ongoing administrative deliverables include administration of contracts, coordinating, leading and documenting TPAC and JPACT meetings and required federal reporting.



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 318,162
Materials & Services ¹	\$ 45,600
Indirect Costs	\$ 130,128

TOTAL 493,890

Resources:

PL	\$ 420,701
PL Match (ODOT)	\$ 48,151
Metro Direct Contribution	\$ 25,038

TOTAL \$ 493,890

¹ As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

Civil Rights and Environmental Justice

Staff Contact: Clifford Higgins, clifford.higgins@oregonmetro.gov

Description

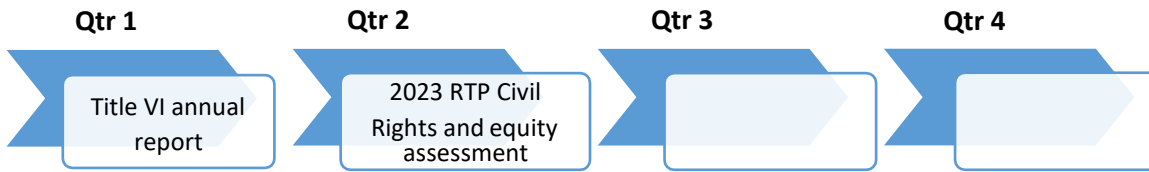
Metro's transportation-related planning policies and procedures respond to mandates in Title VI of the 1964 Civil Rights Act and related regulations; Section 504 of the 1973 Rehabilitation Act and Title II of the 1990 Americans with Disabilities Act; the federal Executive Order on Environmental Justice; the United States Department of Transportation (USDOT) Order; the Federal Highway Administration (FHWA) Order; Goal 1 of Oregon's Statewide Planning Goals and Guidelines and Metro's organizational values of Respect and Public Service.

The Civil Rights and Environmental Justice program works to continuously improve practices to identify, engage and improve equitable outcomes for historically marginalized communities, particularly communities of color and people with low income, and develops and maintains processes to ensure that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color, national origin, sex, age or disability.

This is an ongoing program. Typical activities include receiving, investigating and reporting civil rights complaints against Metro and its sub-recipients; conducting benefits and burdens analysis of investments and decisions to ensure that the burdens do not fall disproportionately on the region's underserved populations; conducting focused engagement with communities of color, persons with limited English proficiency and people with low income for transportation plans and programs, providing language resources, including translation of vital documents on the Metro website for all languages identified as qualifying for the Department of Justice Safe Harbor provision, providing language assistance guidance and training for staff to assist and engage English language learners.

In Q2 FY2022-23, Metro updated its Title VI Plan. In Q3 FY2022-23, Metro performed a Civil Rights and equity assessment on the 2024-27 Metropolitan Transportation Improvement Program. In Q1 and Q2 FY2022-23, Metro established its Accessibility Program, including an annual budget of \$95,000 and two FTE, responsible for fulfilling ADA Title II and Rehabilitation Act Section 504 responsibilities. In Q2 FY2022-23, it completed its Self Assessment and Transition Plan focused Metro programs (Metro is implementing the MRC accessible facility plan). In Q3 FY2022-23, Metro established the Accessibility Advisory Committee, a 15-member body comprised of community members who identify as people with disabilities.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding

Note: Civil Rights and Environmental Justice costs are part of Metro’s central communications department and are allocated through Metro’s cost allocation plan.

Data Management and Visualization

Staff Contact: Cindy Pederson, cindy.pederson@oregonmetro.gov

Description

Metro's Data Resource Center (DRC) provides Metro and the region with technical services including data management, visualization, analysis, application development and systems administration. The DRC collaborates with Metro programs to support planning, modeling, forecasting, policymaking, resiliency and performance measurement activities.

The DRC's work in FY 2023-24 will span all of these disciplines. In the fields of data management and analytics, the DRC will provide technical expertise and data visualization products for Regional Transportation Planning, including continued work on the 2023 Regional Transportation Plan Update, the Metropolitan Transportation Improvement Program, Performance Measures, and the Transportation Data Program. The Demographics and Equity Team will continue implementing the department's Equity Analytics Strategy and reaching out to Community Based Organizations to review data and analysis.

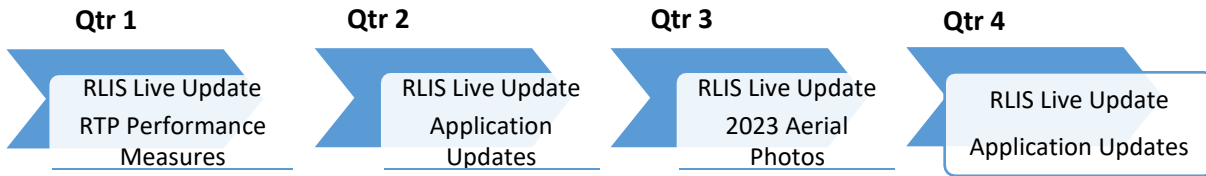
The DRC develops applications and provides systems administration for a variety of tools. Recent examples are the Crash Map, a tool for the analysis of transportation safety data, the High Injury Corridors dashboard that displays areas with the most collisions, and the Social Vulnerability Explorer, which allows users to explore metrics representing Portland metropolitan area communities' barriers to emergency services and programs before, during and after disasters.

In addition, the Data Management and Visualization program will support and expand its geospatial technology platform through system upgrades to increase maintainability and usability, as well as by providing interactive map applications. The program will also provide GIS and Power BI governance for the agency to standardize data maintenance and distribution.

The DRC will continue adding value relevant to Metro's MPO functions via the Regional Land Information System (RLIS) by maintaining publishing data on a continual basis. RLIS Live includes quarterly updates to transportation datasets such as street centerlines, sidewalks, trails, and public transit routes; annual updates to crash data and vehicle miles traveled; and continued work on emergency transportation route data and their incorporation into online applications. Demographic and land use data included in RLIS, such as the American Community Survey, zoning plans and vacant land inventory, also inform transportation planning. Through RLIS, the DRC provides essential data and technical resources to Metro programs, such as Safe Routes to Schools and the State of Safety Report, and partner jurisdictions throughout the region.

RLIS, Metro's Geographic Information System (GIS), is an on-going program with a 30+ year history of being a regional leader in GIS and providing quality data and analysis in support of Metro's MPO responsibilities.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 1,168,377
Materials & Services ¹	\$ 490,300
Indirect Costs	\$ 477,866

Resources:

5303	\$ 341,177
5303 Match (Metro)	\$ 39,049
STBG	\$ 201,893
STBG Match (ODOT)	\$ 23,108
Metro Direct Contribution	\$ 1,531,317
	17

TOTAL \$ 2,136,543

TOTAL \$ 2,136,543

Land Use and Socio-Economic Modeling Program

Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

Description

The Land Use and Socio-Economic Modeling Program assembles historical data and develops future forecasts of population, land use, and economic activity that support Metro’s regional transportation planning and transportation policy decision-making processes. The forecasts are developed for various geographies, ranging from regional (MSA) to Transportation Analysis Zone (TAZ) level, and across time horizons ranging from 20 to 50 years into the future. The Land Use and Socio-Economic Modeling Program also includes activities related to the continued development of the analytical tools and models that are applied to produce the abovementioned forecasts.

Long-range economic and demographic projections are regularly updated to incorporate the latest observed changes in demographic, economic, and real estate development conditions. Metro staff rely on the forecasts to study transportation corridor needs, formulate regional transportation plans, analyze the economic impacts of potential climate change scenarios, and to develop land use planning alternatives. This work creates the key inputs (i.e., population, housing, jobs) for the analytical tools (e.g., travel demand model) that are used to carry out federal transportation planning requirements and support regional transportation planning process and project needs.

The resources devoted to the development and maintenance of the Metro’s core forecast toolkits are critical to Metro’s jurisdictional and agency partners to do transportation planning and transportation project development. Local jurisdictions across the region rely on the forecast products to inform their comprehensive plan and system plan updates. Because the modeling toolkit provides the analytical foundation for informing the region’s most significant decisions, ongoing annual support acts to leverage significant historical investments and to ensure that the analytical tools are always ready to fulfill the project needs of Metro’s partners. The analytical tools are also a key source of data and metrics used to evaluate the region’s progress toward meeting its equity, safety, climate, and congestion goals. This is an ongoing program.

Work completed (July 2022 – June 2023):

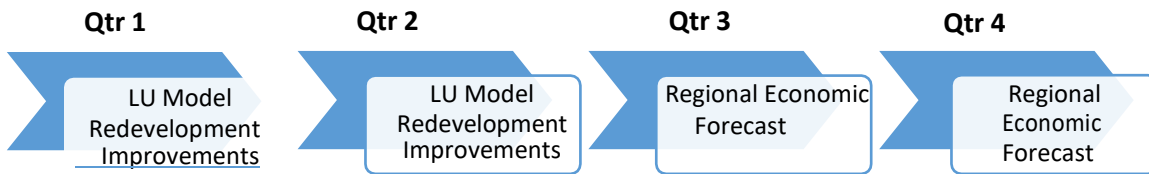
- Regional Economic Forecast Updates
- Ongoing Mapping & Data Analytics of Census 2020 Data (flow basis)
- Ongoing Maintenance of Land Development Monitoring System
- Update of Vacant Lands Inventory

Work to be initiated/continued/completed (July 2023 – June 2024):

- Land Use Model Improvements
 - Update Regional Zone Class Look-up Tables for Estimating Regional Supply (conform with OR HB 2001 regulations)
 - Update Building Classifications (conform with OR HB 2001 regulations)
 - Revise Pro-Forma-based Approach to Forecasting Redevelopment Supply (conform with OR HB 2001)
 - Create New Buildable Land Model / Inventory Approach (conform with HB 2001 regulations)

- Develop of a New Land Use Model Platform to Replace MetroScope (multi-year)
- Develop New Regional Economic Forecast (2024 -2044) to Replace Existing 2018 – 2038 Forecast
 - Update / revise Population, Housing, Migration & Vital Statistics (up through 2020 Census)
 - Update / revise Employment data (i.e., BLS, BEA, Census data inputs)
 - Re-estimate Regional Economic Model Equations as needed
 - Assess / recalibrate Regional Economic Model Forecast Performance
- Analysis/Application of Census 2020 Data

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 170,005
Materials & Services ¹	\$ 137,950
Indirect Costs	\$ 69,532

TOTAL \$ 377,487

Resources:

5303	\$ 248,989
5303 Match (Metro)	\$ 28,498
Metro Direct Contribution	\$ 100,000

TOTAL \$ 377,487

Travel Model Program

Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

Description

The Travel Model Program is a coordinated portfolio of projects and tasks devoted to the continued development and maintenance of the core analytical toolkit used to inform and support regional transportation policy and investment decision-making. Individual elements of the toolkit include:

- Trip-based Travel Demand Model
- Activity-based Travel Demand Model (CT-RAMP, ActivitySim)
- Freight Travel Demand Model
- Bicycle Route Choice Assignment Model
- Multi-Criterion Evaluation Tool (Benefit/Cost Calculator)
- Housing and Transportation Cost Calculator
- FTA Simplified Trips On Project Software (STOPS)
- Dynamic Traffic Assignment Model
- VisionEval Scenario Planning Tool

The resources devoted to the development and maintenance of the travel demand modeling toolkit are critical to Metro’s jurisdictional and agency partners. Because the modeling toolkit provides the analytical foundation for evaluating the region’s most significant transportation projects, ongoing annual support acts to leverage significant historical investments and to ensure that the modeling toolkit is always ready to fulfill the project needs of Metro’s partners. The modeling toolkit is also a key source of data and metrics used to evaluate the region’s progress toward meeting its equity, safety, climate, and congestion goals. This is an ongoing program.

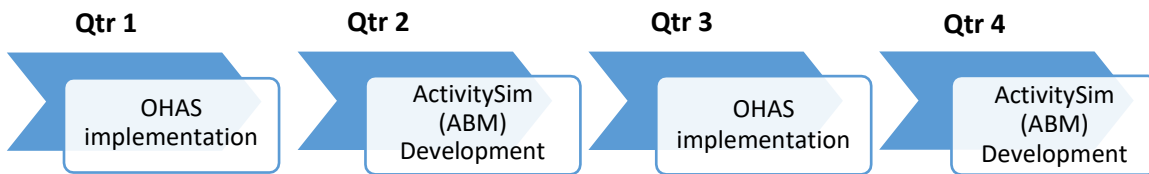
Work completed (July 2022 – June 2023):

- Travel Demand Calibration/Validation to 2020 Base Year Conditions for RTP Application
 - Release New Model Version and Finalize Validation Report
- Activity-based Travel Demand Model (i.e., ActivitySim) Development
 - Update Population Synthesizer (i.e., PopSim)
 - Refine MAZs/TAZs, Networks
 - Initial Calibration, Reasonableness Checking, and Region-Specific Customization
- DTA Model Development and Application in Support of Regional Pricing Studies
- Freight Model Dashboard Validation and Application
- Mobility Policy Update Metric Application
- Oregon Household Activity Survey Implementation, Spring 2023

Work to be initiated/continued/completed (July 2023– June 2024):

- Completion of Oregon Household Activity Survey, Fall 2023
- Activity-based Travel Demand Model (i.e., ActivitySim) Development
 - Initial Statewide Estimation of ActivitySim model using OHAS results
 - Porting of Statewide Estimation of ActivitySim model to Portland region
 - Further refinement of networks, land use, and other inputs to ActivitySim model

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 391,821
Materials & Services ¹	\$ 185,600
Indirect Costs	\$ 160,255

Resources:

5303	\$ 88,247
5303 Match (Metro)	\$ 10,100
Metro Direct Contribution	\$ 389,329
Local Support	\$ 250,000

TOTAL 737,676

TOTAL \$ 737,676

Oregon Household Travel and Activity Survey Program

Staff Contact: Joe Broach, joe.broach@oregonmetro.gov

Description

Transportation analysts, planners, and decision-makers depend on periodic travel surveys to provide a reliable “snapshot” of current household travel behavior reflected through changing population, demographic, and travel trends. Surveys provide a comprehensive picture of personal travel behavior that is lacking in other data sources, such as the Census. Data collected through surveys are also critical for updating and improving travel demand models, the foundational analytical tool used to support regional transportation planning activities.

Through the Oregon Statewide Modeling Collaborative (OMSC), Metro partners with ODOT, the members of the Oregon MPO Consortium and the Southwest Washington Regional Council to conduct a statewide survey, both to share costs and to provide a statewide data set with broader applications and more consistency than would be possible if each of these partners were to conduct survey efforts independently.

The current household survey project is structured around three major phases:

- Phase I – Scoping (October 2021 – December 2021)
- Phase II – Survey Design (January 2022 – Sep 2022)
- Phase III – Survey Implementation (Data Collection to begin Spring 2023, FY 2022-2023, and continue through Spring 2024, FY 2023-2024)

The survey data will be critical for policy and decision-makers across the state. It will be used in the development of a variety of MPO and statewide trip-based and activity-based travel models throughout Oregon, including models in the Portland/Vancouver, WA area and other Oregon metropolitan and non-metropolitan areas. It will also support the development of integrated land use economic transportation models being developed by ODOT.

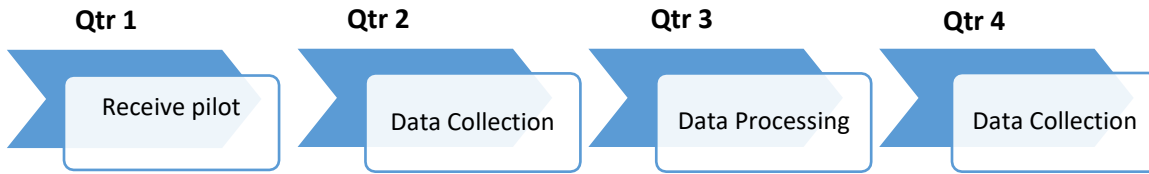
Work completed (July 2022 – June 2023):

- Procurement and contracting
- Scoping/design/testing, including equity focus groups
- Partner engagement
- Survey pilot and initial data collection

Anticipated work (July 2023 - June 2024):

- Sampling strategy adjustments based on Spring 2023 survey pilot
- Receive initial survey data
- Fall 2023 and Spring 2024 data collection

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 93,777
Indirect Costs	\$ 38,355

Resources:

5303	\$ 118,562
5303 Match (Metro)	\$ 13,570

TOTAL	132,132
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TOTAL	\$ 132,132
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Technical Assistance Program

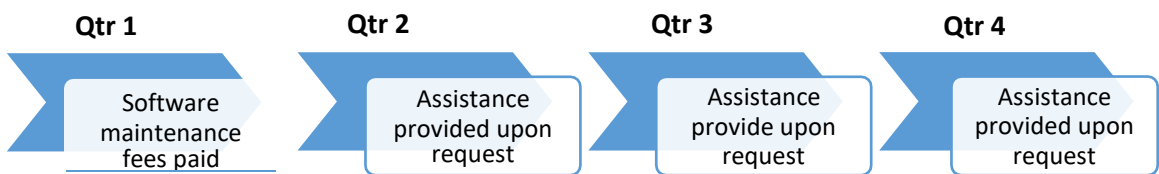
Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

Description

US Department of Transportation protocols and procedures require the preparation of future year regional travel forecasts to analyze project alternatives. The Technical Assistance Program provides transportation data and travel modeling services for projects that are of interest to local partner jurisdictions. Clients of this program include regional cities and counties, TriMet, the Oregon Department of Transportation, the Port of Portland, private sector businesses, and the general public.

Client agencies may also use funds from this program to purchase and maintain copies of the transportation modeling software used by Metro. An annual budget allocation defines the amount of funds available to each regional jurisdiction for these services, and data and modeling outputs are provided upon request. This is an ongoing program.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 44,421
Materials & Services	\$ 36,000
Indirect Costs	\$ 18,168

TOTAL \$ 98,589

Resources:

STBG	\$ 88,464
STBG Match (Metro)	\$ 10,125

TOTAL \$ 98,589



State-Led Transportation Planning of Regional Significance

ODOT – Development Review

Staff Contact: Neelam Dorman, Neelam.Dorman@ODOT.oregon.gov

Description

Oregon Department of Transportation (ODOT) reviews local land use actions and participates in development review cases when those actions may have safety or operational impacts (for all modes of travel) on the state highway system, or if they involve access (driveways) to state roadways. ODOT staff work with jurisdictional partners and applicants/developers. Products may include written responses and/or mitigation agreements. This work also includes review of quasi-judicial plan amendments, code and ordinance text amendments, transportation system plan amendments, site plans, conditional uses, variances, land divisions, master plans/planned unit developments, annexations, urban growth boundary expansions and recommendations for industrial land site certifications. ODOT also works to ensure that long-range planning projects integrate development review considerations into the plan or implementing ordinances, so that long-range plans can be implemented incrementally over time.

In a typical fiscal year, Region 1 staff review of over 2,000 land use actions, with approximately 200 written responses and 100 mitigation agreements.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements: (Est.)

Personnel	\$ 450,000	Federal grant	\$ 403,785
Services			
Materials & Services	\$ 0	Local Match	\$ 46,215
TOTAL	\$ 450,000	TOTAL	\$ 450,000

ODOT – Transportation and Growth Management

Staff Contact: Neelam Dorman, Neelam.Dorman@ODOT.oregon.gov

Description

The Transportation and Growth Management (TGM) program is a partnership between the Oregon Department of Land Conservation and Development and Oregon Department of Transportation. The program helps governments across Oregon with skills and resources to plan for long-term, sustainable growth in their transportation systems in line with other planning for changing demographics and land uses. TGM encourages governments to take advantage of assets they have, such as existing urban infrastructure, and walkable downtowns and main streets. The Goals of the program are:

1. Provide transportation choices to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth
2. Create communities composed of vibrant neighborhoods and lively centers linked by convenient transportation
3. Support economic vitality by planning for land uses and the movement of people and goods
4. Save public and private costs with compact land uses and well-connected transportation patterns
5. Promote environmental stewardship through sustainable land use and transportation planning

TGM is primarily funded by federal transportation funds, with additional staff support and funding provided by the State of Oregon. ODOT Region 1 distributes approximately \$650 - \$900 Thousand annually to cities, counties and special districts within Hood River and Multnomah counties plus the urban portions of Clackamas and Washington County. Grants typically range from \$100,000 to \$300,000 and can be used for any combination of staff and consulting services. ODOT staff administer the grants alongside a local agency project manager.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements: (Est.)

Personnel \$ 100,000

Services

Materials & Services \$ 850,000

TOTAL \$ 950,000

Resources:

Federal grant \$ 852,435

Local Match \$ 97,565

TOTAL \$ 950,000

ODOT Region 1 Active Transportation Strategy

Staff Contact: Kristen Stallman, Kristen.Stallman@odot.oregon.gov

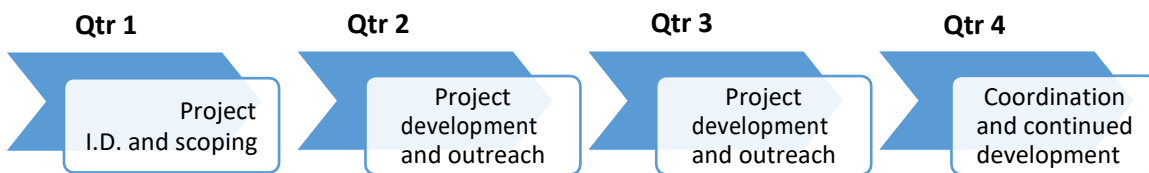
Description

Refine and update the Oregon Department of Transportation Active Transportation Needs Inventory (ATNI) enabling ODOT Region 1 to identify gaps and deficiencies among sidewalks and bike facilities in the system and support conceptual planning of projects that increase biking, walking and access to transit including ADA conformance. This data can be referenced across all disciplines and ODOT teams to elevate biking and walking facilities in scoping and program development activities. Primary activities include project identification, scoping for identified needs and gaps, and pairing improvements projects with relevant funding sources to maximize the inclusion of active transportation needs and costs in planning and project development as a proactive rather than reactive effort. ATNI also complements the implementation of ODOT's Blueprint for Urban Design guidance on best practices for enhancing livability on the arterial highway network.

Education and outreach efforts in coordination with ODOT Region 1 Planning & Development, ODOT Office of Civil Rights, ODOT's Ped Bike Program, ODOT Traffic Safety and Safe Routes to School, will engage partner agencies and community members in identifying needs and solutions sooner in the planning and project delivery timeline.

The Oregon Transportation Plan set a goal of completing the state biking and walking network by 2030. The 2016 Statewide Bicycle and Pedestrian Plan and accompanying Implementation Plan establish a framework for pursuing this long-term goal.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel	\$ 200,000
Services	
Materials & Services	\$ 50,000
TOTAL	250,000

Resources:

Federal grant	\$ 224,325
Local Match	\$ 25,675
TOTAL	\$ 250,000

ODOT Region 1 Systems Analysis and Technical Assistance

Staff Contact: Kristen Stallman, Kristen.Stallman@odot.oregon.gov

Description

In recent years, the Oregon Department of Transportation (ODOT) has produced several atlas-style documents to support the planning, programming and development of transportation investments around the region. These include the Interchange Atlas, Corridor/Traffic Performance Report, COVID Traffic Reports and Active Traffic Management Study. Every year, the data underlying these studies requires management and upkeep. The purpose of these projects is to ensure that ODOT and its partners always have up to date and useful data available. These efforts provide technical assistance, updates and refinements to important reference data sets and documents.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel	\$ 187,500
Services	
Materials & Services	\$ 187,500
TOTAL	375,000

Resources:

Federal grant	\$ 336,488
Local Match	\$ 38,513
TOTAL	\$ 375,000

ODOT Region 1 Planning for Operations

Staff Contact: Kristen Stallman, Kristen.Stallman@odot.oregon.gov

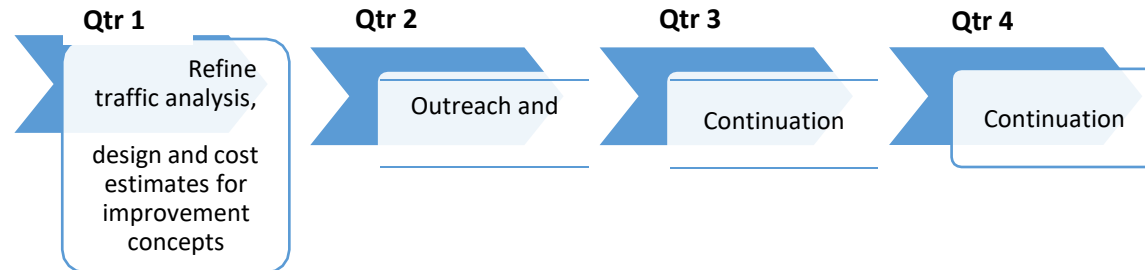
Description

The Oregon Department of Transportation (ODOT) seeks to leverage its work program investments in diagnosing bottlenecks and developing a strategy for active traffic management (ATM). This project will seek to identify and plan for project investments that support Transportation System Management and Operations (TSMO) on highways throughout the region. These investments are meant to improve safety and efficiency for all users of the transportation system.

ODOT also works to identify and prioritize investment opportunities where the Transportation System Management and Operations (TSMO) can improve safety and efficiency; collaborate with local and regional agencies to find and implement cost-effective TSMO investments; enhance ODOT's ability to support local planning efforts with respect to planning for operations; and support the regional Congestion Management Process and compliance with federal performance-based planning requirements, consistent with the ODOT-Metro agreement's identification of opportunities to coordinate, cooperate and collaborate.

Identification of safety and efficiency improvements through planning for operations includes identifying investment opportunities that are focused on improving safety for all users of the transportation system, as well as improving efficiency, which can lead to improvements in congested conditions and climate impacts, which is consistent with 2018 RTP policy guidance related to safety, congestion and climate change. In FY 2023-24 work will focus on refining traffic analysis, planning level design and cost estimates for improvement concepts.

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Requirements:

Personnel	\$ 100,000
Services	
Materials & Services	\$ 200,000
TOTAL	\$ 300,000

Resources:

Federal grant	\$ 269,190
Local Match	\$ 30,810
TOTAL	\$ 300,000

ODOT I-5 Boone Bridge Seismic Enhancement and Interchange Improvement Project

Staff Contact: Amy Jones, Amy.Jones@ODOT.Oregon.Gov

Description

At the direction of the 2019 Oregon Legislature, the Oregon Department of Transportation (ODOT) conducted a study to determine the best approach for addressing congestion, safety and the seismic resiliency of Interstate 5 in the vicinity of the Boone Bridge. Based on the results of the study, it is recommended to proceed with the bridge replacement option to achieve the planned operational upgrades and seismic resiliency.

In 2021, the Oregon Transportation Commission allocated \$3.7M for the Planning Phase.

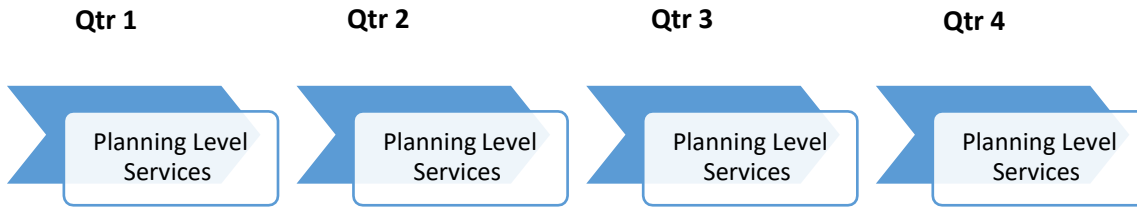
In FY 2022-23 the Boone Bridge project selected a consultant team to complete the Planning and Environmental Linkages (“PEL”) process and began coordination for this work. The PEL phase will be completed before conducting the National Environmental Policy Act (NEPA) process.

In FY 2023-24, the project will continue the PEL process, which will include conceptual design, public involvement, transportation planning and analysis (i.e. travel patterns, demand), traffic engineering analysis, land use analysis and other related consulting and technical advising services. The PEL process for Boone Bridge will be focused on planning-level analysis and coordination that will lead into NEPA. Further analysis will be completed to refine project costs, advance project design, determine bicycle, pedestrian, and public transportation access, conduct stakeholder engagement, develop and integrate an equity framework, evaluate land use impacts, coordinate with Regional Mobility Pricing Project analysis, determine the NEPA class of action, and prepare the purpose and need statement. This phase of the work is anticipated to be completed in FY 2024-2025. ODOT staff will consult with regional partners throughout this phase on travel demand and land use.

The next phase of work and associated costs will be outlined in the FY 2024-2025 UPWP.

Additional details for the project including previous studies can be found on the project website: [Oregon Department of Transportation : Project-Details : Projects : State of Oregon](#)

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 2,000,000
Materials & Services	\$ 1,700,000
TOTAL	\$ 3,700,000

Resources:

Federal grant	\$ 2,960,000
Local Match	\$ 740,000
TOTAL	\$ 3,700,000

Clackamas Connections Integrated Corridor Management

Staff Contact: Scott Turnoy, Scott.TURNOY@odot.oregon.gov

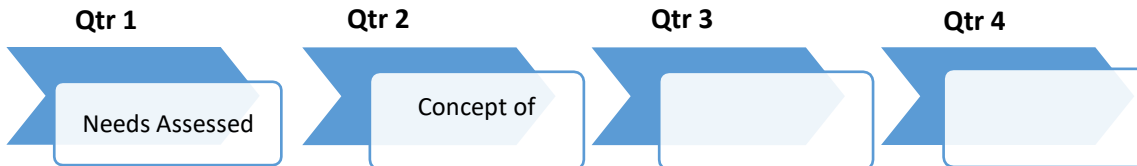
Description

The Clackamas Connections Integrated Corridor Management (ICM) project will develop a Concept of Operations based on Transportation System Management and Operations (TSMO) strategies around better traveler information, smarter traffic signals and efficient incident response to increase reliability. ICM results in a shared Concept of Operations that integrates agencies operationally, institutionally and technologically. This project is funded through Metro's regional TSMO program and relates to the 2021 TSMO Strategy which stems from 2018 RTP Goal 4, Reliability and Efficiency utilizing demand and system management strategies. This project generates recommended action for several corridors, predominantly in Clackamas County, consistent with safety, equity and climate policies.

Corridors subject to the initial phase of needs analysis are expected to include, but are not limited to, sections of Interstate 5 and along Interstate 205, Wilsonville Road, Elligsen Road, Stafford Road, 65th Avenue, Borland Road, Willamette Falls Drive, 82nd Drive/Avenue, McLoughlin Boulevard (OR 99E) and OR 224 in Clackamas County. The project will be beneficial for freight drivers as they make route decisions to reach destinations in the region and beyond. It will also make use of the region's transit investments, improving operations by integrating Intelligent Transportation Systems (ITS).

This project will begin during the second quarter of FY 2022-23 and will extend to the 2nd quarter of FY 2023-24. The project will engage a broad group of stakeholders starting with operator agencies such as TriMet, ODOT, and cities and counties within the study area and others.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel	\$ 70,000
Services	
Materials & Services	\$ 150,891
TOTAL	\$ 220,891

Resources:

Federal grant	\$ 200,000
Local Match	\$ 22,891
TOTAL	\$ 220,891

Westside Multimodal Improvements Study

Staff Contact: Stephanie Millar, Stephanie.l.millar@odot.oregon.gov

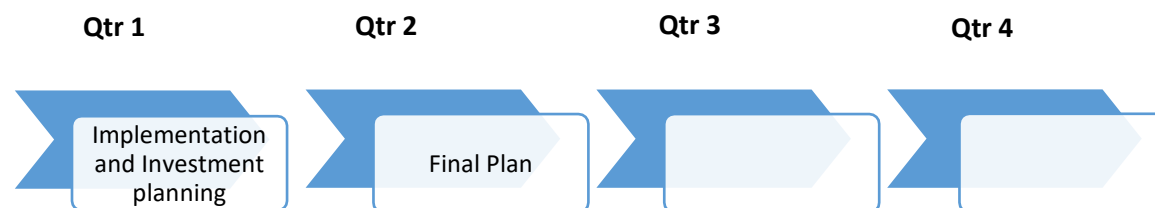
Description

The Oregon Department of Transportation (ODOT) and Metro are co-managing the Westside Multimodal Improvements Study and working in collaboration with local agency partners and the community to identify transportation needs, challenges, and opportunities in the Westside Corridor. The Westside corridor study area is centered on the US 26 (Sunset Highway) from Hillsboro through the Vista Ridge Tunnel where it intersects with the I-405 loop accessing I-5, and I-84. The solutions being evaluated may extend beyond these boundaries. The 2018 Regional Transportation Plan includes this project as 8.2.4.6 Hillsboro to Portland (Mobility Corridors 13, 14 and 16).

The project will consider potential multimodal projects, strategies, and technologies to develop a preferred set of investments and programs to address the identified needs. Options will be evaluated for their potential to address existing deficiencies and support future development and growth in freight, commuters, and commercial traffic in job centers and other regional destinations, including between Hillsboro's Silicon Forest, Northern Washington County's agricultural areas, and the Portland Central City, I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport.

The Study began in Fall 2021 and is estimated to be completed by the end of 2023.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel	\$ 200,000
Services	
Materials & Services	\$ 300,000
TOTAL	500,000

Resources:

Federal grant	\$ 451,3115
Local Match	\$ 48,685
TOTAL	\$ 500,000



Locally Led Transportation Planning of Regional Significance

Clackamas County Sunrise Gateway Corridor Community Visioning Project

Staff Contact: Jamie Stasny, jstasny@clackamas.us

Description

The Sunrise Gateway Corridor Community Visioning Project is a collaborative project intending to partner with community and other regional partners to define a plan for this corridor to thrive. We intend to create a clear, community-supported vision and recommended actions for land use, housing, community health, the transportation system and other infrastructure in the area. It will inform future infrastructure, health and economic investments needed within the project area and needed to support the broader urban, unincorporated Clackamas County area. The final product will analyze health impacts, economic opportunities, and other infrastructure, and take into consideration the current and projected future impacts of climate change and climate actions. This effort is also intended to help build relationships with community and to improve engagement approaches for future projects.

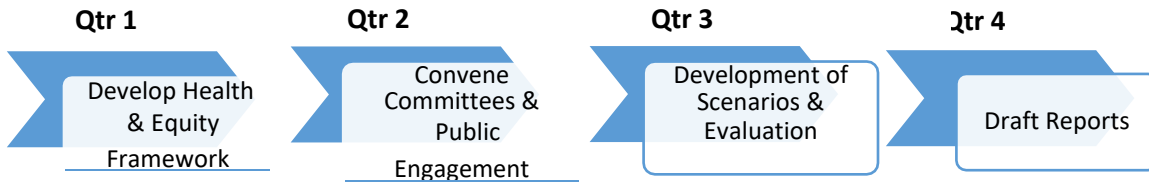
In FY 2022-23 the visioning project:

- Developed a clear scope with partners
- Completed and published the RFP
- Held a pre-bid conference

In FY 2023-24, the project will develop the health & equity framework form, convene the Technical Advisory Committee & Steering Committee, be actively collaborating and engaging with the community, develop the vision and evaluation criteria & be working toward preferred alternative selection, develop economic competitiveness report, develop anti-displacement strategy and draft the final report and recommendations. This project will support transportation planning and comprehensive plan work underway in both Happy Valley and Clackamas County.

This project is consistent with the Regional Transportation Plan (RTP) 2018 goals and 2040 Vision supporting a healthy economy that generates jobs and business opportunities, safe and stable neighborhoods, improved transportation connections for equity, efficient use of land and resources for smart growth and development, and opportunities for disadvantaged groups. This area was included in the 2018 RTP as part of Clackamas to Columbia Corridor (Mobility Corridor 24), 8.2.4.7.

Key Project Deliverables / Milestones



FY 2023-2024 Cost and Funding Sources Note: Funding listed in this narrative is draft, and subject to change.

Requirements:

Personnel	\$ 200,000
Services	
Materials & Services ¹	\$ 2,800,000
TOTAL	\$ 3,000,000

Resources:

Federal grant	\$ 2,800,000
Local Match	\$ 200,000
TOTAL	\$ 3,000,000

¹The budgeted amount for Materials & Services includes potential costs for consultant activities.

TriMet Comprehensive Service Planning

Staff Contact: Kate Lyman, lymank@trimet.org

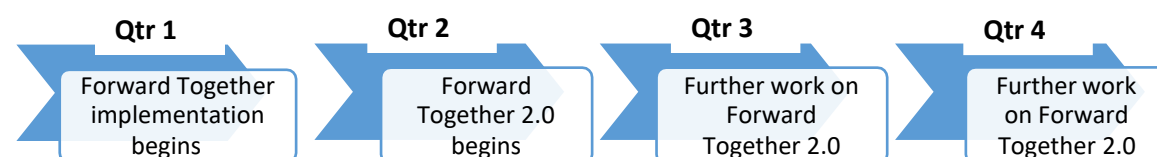
Description

In FY23-24, TriMet will continue its medium-term and long-term service planning efforts. In FY22, TriMet began a Comprehensive Service Analysis – Forward Together – a 9-month project to recommend near-term changes to address the changing transit needs of our region as a result of the pandemic. These plans were communicated with the public in fall 2022 with the intention to begin implementation in fall 2023.

During FY23-24, TriMet will use funds received through the Federal Transit Administration’s Route Planning Restoration Grant to continue planning for the implementation of the full Forward Together concept, the pace of which will be dependent on fleet and labor force availability. This work will also inform TriMet’s future fleet planning needs. Immediately following, TriMet will begin development of a longer-range plan for service upgrades for both bus and MAX light rail beyond the Forward Together timeline, referred to as Forward Together 2.0. This long-range plan will incorporate stakeholder interests in additional TriMet service and will include a financial analysis to determine resources needed to allow implementation of those services. Forward Together 2.0 is not expected to be complete until FY25-26.

Key Project Deliverables / Milestones

The service planning work will result in updated long-range transit service plans and enhance partnerships with community groups and local jurisdictions for future transit service. Further information on all the above is available from the project manager.



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services \$ 200,000

Materials & Services¹ \$ 341,045

TOTAL \$ 541,045

Resources:

Federal grant \$ 541,045

STIF dollars \$

TOTAL \$ 541,045

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

TriMet Eastside Park & Ride Transit Oriented Development (TOD) Planning

Staff Contact: Guy Benn, benng@trimet.org

Description

Through a Federal Transit Administration (FTA) PILOT grant, this planning work will promote the activation of two under-utilized park & ride facilities located on MAX Blue light rail line at Burnside Street and 122nd Ave, and Burnside and 181st Ave. This transit-oriented development (TOD) planning work will leverage other capacity-enhancing investments in TriMet's MAX system by clarifying the appropriate types, densities, and forms of development at each location and highlighting ways for all stakeholders to participate in this development. By clarifying the conditions and needs at each station area, the planning work will highlight what development is possible and desired and create certainty that is catalytic to additional investment.

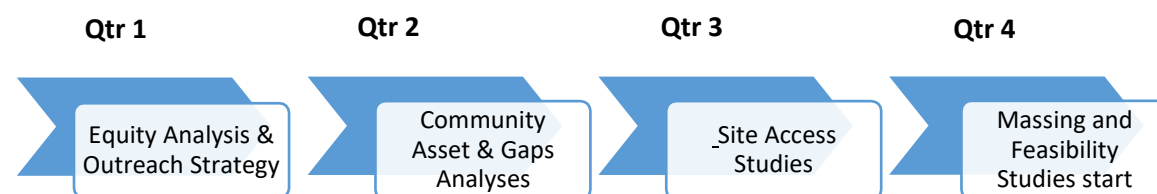
Work commenced in Spring 2023 on receipt of grant funding with contract procurement and scope clarification through vendor contract negotiations. Work in FY2023-24 will include the following tasks: Equity Analysis and Outreach Strategy; Site Access Studies; Community Assets and Gaps Analyses; Site Master Plan & Massing Studies; Feasibility Assessments; and Joint Development Strategic Plans. This work is anticipated to extend into FY2024-25.

To deliver contextual and relevant conclusions, the project references past and current planning work relevant to each park & ride area. This includes the East Portland Action Plan, Rockwood-West Gresham Renewal Plan, Metro's 2040 Growth and TOD plans, and so on. By promoting equitable transit-oriented development, the Eastside Park & Ride TOD Planning project aligns with Metro's 2018 RTP policy guidance on equity, safety, climate, and congestion.

Project materials will be publicly available when finalized, with conclusions from the planning work published on TriMet's website. In the interim, further information on all the above is available from the project manager.

Key Project Deliverables / Milestones

This TOD planning work will provide site masterplans that promote equitable development capable of bringing housing, economic, community and environmental benefits to each site. The work will further increase transparency in TriMet's TOD program, helping attract investment into these areas.



FY 2023-24 Unified Planning Work Program

FY 2023-24 Cost and Funding Sources

Requirements:		Resources:	
Personnel	\$ 153,034	Federal grant	\$ 450,000
Services			
Materials & Services ¹	\$ 450,000	Local Match	\$ 153,034
TOTAL	\$ 603,034	TOTAL	\$ 603,034

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

City of Portland Transit and Equitable Development Assessment

Staff Contact: Brian Harper, brian.harper@oregonmetro.gov

Description

The project seeks to create an equitable development plan for two future transit-oriented districts – one in NW Portland and one in Inner East Portland. This project is intended to complement potential transit improvements to better connect Montgomery Park with the Hollywood District. The project will identify the land use and urban design opportunities, economic development and community benefit desires and opportunities leveraged under a transit-oriented development scenario. The project will consider how such opportunities could support the City's racial equity, climate justice, employment and housing goals, and the 2035 Comprehensive Plan.

In FY 2022-23 the Montgomery Park to Hollywood project:

- Completed an Equitable Development Report
- Completed a Transportation Analysis Plan
- Will introduce land use changes to the Portland Planning & Sustainability Commission

In FY 2023-24, the City of Portland will be negotiating Community Benefit Agreements and zone change proposals for eventual consideration by the Portland City Council.

This program is ongoing.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Materials & Services \$ 20,000

Resources:

Montgomery Park / Hollywood Transit (FTA Grant) \$ 20,000

TOTAL \$ 20,000

TOTAL \$ 20,000

Hillsboro Oak and Baseline Adams Avenue – SE 10th Avenue

Staff Contact: Karla Antonini, karla.antonini@hillsboro-oregon.gov

Description

The Oak, Baseline and 10th Avenue study will evaluate design alternatives and select a preferred design that creates an environment supporting business investment and comfortable, safe travel for all users in Downtown Hillsboro.

This project seeks to establish a clear vision on how best to improve walkability and provide safer access across the Oak/Baseline couplet, particularly at currently unsignalized intersections, which would allow the City to pursue other funding opportunities proactively, or in conjunction with private development, to address these access safety deficiencies.

This project seeks to support redevelopment along the Oak/Baseline couplet by providing a more comfortable environment for residents and business customers while at the same time accommodating auto, transit, and truck traffic along the State highway. It also seeks to increase accessibility by persons using all modes of transport to priority community service destinations such as City and County offices, the Health & Education District, the 10th Avenue commercial corridor as well as the Main Street district, with its restaurants, retailers and arts and entertainment venues. The project will also enhance access to the regional light rail system located in the heart of the Downtown, as well as bus access to the TriMet Line 57 Frequent Service route, and routes 46, 47, and 48, and the Yamhill County fixed-route bus service at MAX Central Station, located one block north of the Oak-Baseline couplet.

In FY 2021-2022, Hillsboro and ODOT entered into a contract with Kittelson & Associates. To date the consultant team has completed three technical memorandums consisting of Land Use & Urban Design Assessment; Transportation Existing Conditions and Future No-Build; and Criteria and Evaluation Memorandum. A corridor vision statement was created with input from the PAC and TAC. An online open house introduced the public to the project and allowed input.

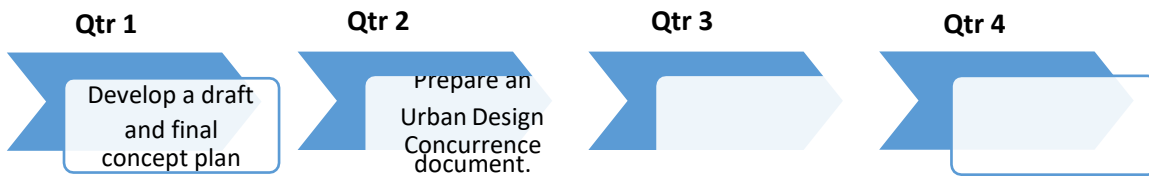
In April of 2022 city staff requested an amendment to the scope of work to do the following:

- require some products to be developed in CAD;
- modification of public workshops for review and input from the Planning Advisory Committee and the Technical Advisory Committee;
- Add a fourth planning concept. This increases the number of planning concepts from 3 to 4.

The city is paying for the amendment.

The consultant team is currently working on developing four design concepts for public input. The design concepts will then be evaluated and a final concept chosen to move into developing the concept plan for the corridor. The projected completion date is November 2023.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 0
Materials & Services ¹	\$ 80,000.00

TOTAL \$ 80,000.00

Resources:

Federal grant	\$ 50,000.00
Local Match	\$ 10,000.00
Amendment (city funded)	20,000.00*

TOTAL \$ 80,000.00

¹The budgeted amount for Materials & Services includes potential costs for consultant activities.

*The city will be funding the amendment fully for \$159,345.76. In FY 23-24 we estimate we will spend \$20,000.00 of that.

Council Creek Regional Trail

Staff Contact: Julie Sosnovske, Washington County, julie_sosnovske@washingtoncountyor.gov

Description

The Council Creek Regional Trail (CCRT) project will develop a safer, car-free transportation alternative to Tualatin Valley Highway (TV Highway/OR 8). The project is being developed with regional partners including Washington County, the cities of Hillsboro, Cornelius and Forest Grove as well as Metro, TriMet, ODOT and Clean Water Services. The future trail will link the Hillsboro Hatfield Government Station Max stop (end of the line) with downtown Forest Grove, through the city of Cornelius and will become part of a greater network of trails planned from the Portland metropolitan region to the Oregon Coast.

The current project will build on the 2015 Council Creek Regional Trail Master Plan, identifying a project footprint and taking design plans to 30 percent. This includes preliminary design of a preferred trail cross-section, identifying environmental and right of way impacts, trailhead locations, surface design concept, lighting options, intersection design, landscaping, way finding and signage. It will also develop a corridor delivery and implementation strategy including permitting, construction, ownership and maintenance. The preliminary design phase is expected to be complete by the end of 2023. At that time, it will quickly move into final design since a federal RAISE (Rebuilding American Infrastructure for Sustainability and Equity) grant has been awarded for final design and project construction.

The communities in the project area have a higher percentage of BIPOC (Black, Indigenous, and People of Color), higher limited English proficiency (LEP) rate, and lower household income than Washington County and the Portland Metro Region as a whole. The community engagement plan has been informed by this demographic information.

In FY 2022-23 the Council Creek Regional Trail project team:

- Developed a vision statement, project goals and design objectives for the trail
- Conducted alternatives analysis and selected a preferred alignment for the trail within the right-of-way
- Began to develop options for trail cross-sections

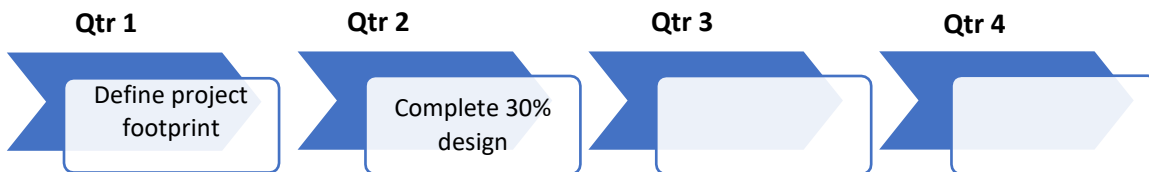
In FY 2023-24 the Council Creek Regional Trail project will complete 30 percent design for the trail, including a project footprint and determination of key project needs such as whether a new bridge over Dairy Creek will be required or the existing bridge will be rehabilitated. In coordination with project partners, an implementation and management plan will be developed.

The CCRT project will meet all of Metro's 2018 RTP policy guidance, including Equity, Safety, Climate and Congestion goals by providing safer transportation access for non-motorized modes on a separated pathway instead of on TV Highway.

The preliminary design phase of the CCRT project is expected to be complete by the end of 2023. The project will quickly advance to the next phase, final design, in 2024. Please see

<https://www.washingtoncountyor.gov/lut/planning/council-creek-regional-trail> or contact Washington County staff for more information about the project.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services \$ 1,354,950

Materials & Services \$ 154,050

TOTAL \$ 1,500,000

Resources:

Federal grant \$ 1,345,950

Local Match \$ 154,050

TOTAL \$ 1,500,000

Interstate 5 Rose Quarter Reconnecting Communities grant

Staff Contact: Mauricio Leclerc, Mauricio.Leclerc@portlandoregon.gov

Description

The Interstate 5 Rose Quarter Improvement Project (ISRQ) makes improvements to Interstate 5 and surrounding surface streets in the Rose Quarter. The original construction of I-5 in the 1950s and 60s divided the Albina neighborhood, which was then the heart of Portland's Black community, and the project aims to reconnect the neighborhood by building highway covers that create new development opportunities and street connections.

The ISRQ Reconnecting Communities grant project will develop a plan to ensure that the new land created by the broader ISRQ project helps to restore justice and wealth to Black residents who were displaced from Albina in a way that also meets current community needs and aligns with the scope and timeline of ISRQ. This grant-funded project will support community engagement and the creation of a new framework to identify the development and governance structures needed to evaluate how the new land created by the highway cover can best integrate with the surrounding Rose Quarter/Lower Albina neighborhood. Portland Bureau of Transportation will partner other City of Portland bureaus and with Albina Vision trust to engage residents and current stakeholder group To create this planning framework.

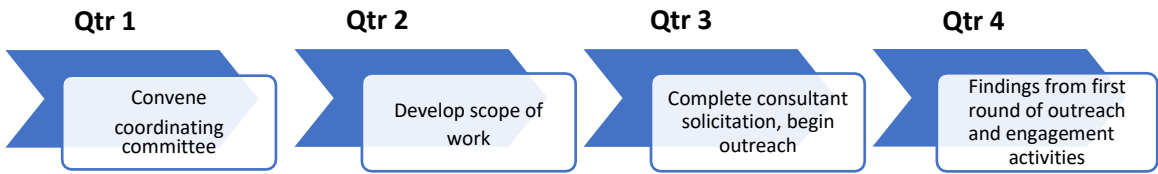
This is a new planning project; the grant to fund the project was announced in early 2023. The ISRQ Reconnecting Communities grant project is consistent with the Regional Transportation Plan (RTP), which includes the broader RQIP; the 2040 Vision, which calls for the continued development of Rose Quarter and the surrounding area into a regional center; and with prior area planning completed by the City of Portland, including the North/Northeast Quadrant Plan and Central City Plan. The project is separate and complementary to the ISRQ, which is an ODOT-led project included in the RTP.

In FY 2023-24, the project will:

- Convene a coordinating committee that includes representatives of City bureaus, Albina Vision Trust, and partner agency staff to guide the project.
- Draft a detailed work plan for the grant project, including deliverables, timeline, and responsible parties.
- Engage consultant services to support project implementation.
- Begin outreach and engagement with project stakeholders and community members, consistent with adopted City plans and the Albina Vision Trust Community Framework.
- Confirm / refine project area vision and implementation actions that form the basis for a community framework agreement.

FY 2023-24 Unified Planning Work Program

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 350,000	Federal grant	\$ 400,000
Materials & Services	\$ 150,000	Local Match	\$ 100,000
TOTAL	\$ 500,000	TOTAL	\$ 500,000



Appendices

METRO

	Requirements		Resources										
	Total Direct and Indirect Costs		PL	PL Match (ODOT)	5303	5303 Match (Metro)	STBG	STBG Match (Metro/ODOT)	FTA, FHWA, ODOT Grants	FTA, FHWA, ODOT Grants Match (Metro)	Metro Direct Contribution	Local Support	Total
Metro led Regionwide Planning													
1 Transportation Planning	\$ 810,468	\$	426,832	\$ 48,853	\$ 176,838	\$ 20,240	\$ 123,563	\$ 14,142					\$ 810,468
2 Climate Smart Implementation	\$ 364,200	\$					\$ 45,942	\$ 5,258			\$ 313,000		\$ 364,200
3 Regional Transportation Plan Update (2023)	\$ 1,583,649	\$	570,951	\$ 65,348	\$ 308,621	\$ 35,323	\$ 446,951	\$ 51,156			\$ 105,300		\$ 1,583,649
4 Metropolitan Transportation Improvement Program	\$ 1,332,366	\$	1,105,802	\$ 126,564							\$ 100,000		\$ 1,332,366
5 Air Quality Program	\$ 25,038	\$					\$ 22,467	\$ 2,571					\$ 25,038
6 Regional Transit Program	\$ 270,414	\$					\$ 242,642	\$ 27,772					\$ 270,414
7 Regional Freight Program	\$ 315,406	\$			\$ 69,721	\$ 7,980	\$ 177,401	\$ 20,304	\$ 40,000				\$ 315,406
8 Complete Streets Program	\$ 79,863	\$	79,863										\$ 79,863
9 Regional Travel Options	\$ 4,695,969	\$							\$ 4,547,858	\$ 148,111			\$ 4,695,969
10 Safe Routes to School Program	\$ 553,150	\$							\$ 530,643	\$ 22,507			\$ 553,150
11 Transportation System Management & Operations - Regional Mobility Program	\$ 251,589	\$					\$ 225,751	\$ 25,838					\$ 251,589
12 TSMO Program Plus	\$ 180,038	\$							\$ 161,548	\$ 18,490			\$ 180,038
13 Better Bus Program	\$ 2,579,395	\$									\$ 2,579,395		\$ 2,579,395
14 Connecting First and Last Mile: Accessing Mobility through Transit Study	\$ 256,000	\$									\$ 256,000		\$ 256,000
15 Safe Streets and Roads for All (SS4A)	\$ 679,022	\$							\$ 613,218	\$ 65,804			\$ 679,022
16 Economic Value Atlas	\$ 42,622	\$					\$ 38,245	\$ 4,377					\$ 42,622
17 Regional Emergency Transportation Routes	\$ 69,661	\$					\$ 62,507	\$ 7,154					\$ 69,661
Metro led Regionwide Planning Total:	\$ 14,088,851	\$	2,183,448	\$ 240,765	\$ 555,180	\$ 63,543	\$ 1,385,468	\$ 158,573	\$ 5,893,267	\$ 254,912	\$ 3,353,695	\$ -	\$ 14,088,850
Metro led Corridor / Area Planning													
1 Investment Areas (Corridor Refinement and Project Development)	\$ 635,293	\$					\$ 383,519	\$ 43,896			\$ 207,878		\$ 635,293
2 Southwest Corridor Transit Project	\$ 792,482	\$							\$ 630,000	\$ 157,500	4,982		\$ 792,482
3 Columbia Connects	\$ 81,033	\$					\$ 72,711	\$ 8,322					\$ 81,033
4 TV Highway Transit and Development Project	\$ 799,445	\$							\$ 342,761		\$ 216,684	\$ 240,000	\$ 799,445
5 82nd Ave Transit Project	\$ 1,256,280	\$					\$ 312,972	\$ 35,821			\$ 707,487	\$ 200,000	\$ 1,256,280
Metro led Corridor / Area Planning Total:	\$ 3,564,533	\$	-	\$ -	\$ -	\$ -	\$ 769,202	\$ 88,039	\$ 972,761	\$ 157,500	\$ 1,137,031	\$ 440,000	\$ 3,564,533
Metro Administration & Support													
1 MPO Management and Services	\$ 493,890	\$	420,701	\$ 48,151							\$ 25,038		\$ 493,890
2 Data Management and Visualization	\$ 2,136,543	\$		\$ 341,177	\$ 39,049	\$ 201,893	\$ 23,108				\$ 1,531,317		\$ 2,136,543
3 Land Use and Socio-Economic Modeling Program	\$ 377,487	\$		\$ 248,989	\$ 28,498						\$ 100,000		\$ 377,487
4 Travel Model Program	\$ 737,676	\$		\$ 88,247	\$ 10,100						\$ 389,329	\$ 250,000	\$ 737,676
5 Oregon Household Travel and Activity Survey Program	\$ 132,132	\$		\$ 118,562	\$ 13,570								\$ 132,132
6 Technical Assistance Program	\$ 98,589	\$					\$ 88,464	\$ 10,125					\$ 98,589
Metro Administration & Support Total:	\$ 3,976,317	\$	420,701	\$ 48,151	\$ 796,975	\$ 91,217	\$ 290,357	\$ 33,233	\$ -	\$ -	\$ 2,045,684	\$ 250,000	\$ 3,976,317
Locally led Planning of Regional Significance													
1 City of Portland Transit and Equitable Development Assessment	\$ 20,000	\$							\$ 20,000				\$ 20,000
Locally led Planning of Regional Significance Total:	\$ 20,000	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ 20,000
GRAND TOTAL	\$ 21,649,700	\$	2,604,149	\$ 288,916	\$ 1,352,155	\$ 154,760	\$ 2,445,027	\$ 279,844	\$ 6,886,028	\$ 412,412	\$ 6,536,409	\$ 690,000	\$ 21,649,700

As of 4/26/23

*Please refer to the Overview section of the UPWP for a Glossary of Resource Funding Types.

2023 Metro Transportation Management Area (TMA) Certification Review Table

Corrective Actions, Recommendations & Proposed Actions

Topic Area	Corrective Action / Recommendation	Proposed Action
1. Metropolitan Transportation Plan (MTP)	<p>Corrective Action 1: By December 23, 2023, with the update of the MTP, Metro must create a financial plan that meets the requirements of 23 CFR 450.324(f)(11), including:</p> <ul style="list-style-type: none"> • Document revenue and cost estimates in YOE dollars • In revenue estimation, develop one consistent process for all agencies and separate out ODOT revenues from Federal funding • Define operations and maintenance for highway and transit to use in MTP and TIP financial planning processes. 	<p>Metro will change its methodology to account for the effects of inflation on financial constraint and reflection of “year of expenditure dollars” from a discounting of revenues method to an inflation of costs method.</p> <p>Metro participates in the statewide working group led by ODOT to forecast federal and state transportation revenues for long-range plans. This forecast information will serve as the basis for forecasting what portions of those revenues are reasonably expected to be available in the Metro MPO region for the 2023 RTP update. Federal and state revenues will be reported separately. A methodology for how these funds will be applied to OM&P and capital project costs prioritized in the plan update will also ensure federal, state, and local revenues as applied to those costs can be tracked separately.</p> <p>Metro will provide guidance to be followed for the development of local revenue to create consistency in the forecast approach. However, locally generated revenues used for transportation purposes (e.g. system development charges or parking revenues) can be unique, and may continue to utilize forecasting methods appropriate to their locally unique conditions. Any unique methods for</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
		<p>the forecast of local revenues will be vetted at the regional level and documented.</p> <p>Metro will work with agencies to create definitions of operations, maintenance, preservation, and capital projects and programs, and develop cost estimation guidance to consistently apply these definitions to cost categories. These definitions will be consistent with ODOT and the region's transit agency cost methods. Transit state of good repair, TAM plans and service plans will be used as sources for cost estimates of transit operations and maintenance activities.</p> <p>Local agencies provide cost estimates for their operations, maintenance and preservation, and each agency's method may differ. For example, one agency may consider asphalt sealant a maintenance activity while another considers it a preservation activity. It may not be possible for agencies to tease apart and re-estimate category costs in strict adherence to a regional guidance document. These slight differences will not impact total cost estimates for these OM&P activities that then allow the region to establish revenues available for capital projects. Nor will they have measurable impacts to performance measures related to OM&P activities on the NHS.</p>
	<p>Recommendation 1: As part of fiscal constraint documentation, Metro should develop cost and revenue estimates for functional categories (e.g., preventive maintenance, operations and management, capital), time periods (e.g., 2020-2030, 2030-2040) and by major travel modes</p>	<p>Metro staff will work with agency staff to develop cost estimates for functional categories. OM&P costs will be attributed to time periods (or cost bands).</p> <p>The current revenue forecast and capital project cost estimating methodologies anticipates that</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
	(e.g., roadways, public transit, bike and pedestrian) to provide more specific detail describing how available revenues can meet projected costs overtime.	<p>revenue forecasts will be developed for time periods within the plan years of 2024 through 2040. Capital projects will be assigned for implementation within time periods in YOE costs, limited to the revenue capacity within those time periods.</p> <p>Capital projects will identify all major travel modes provided or impacted by the project. For projects that provide or impact multiple modes, it may be difficult to attribute costs and apportionment of revenues to singular modal categories.</p>
	Recommendation 2: Metro should develop a single definition for a regionally significance project and use it consistently throughout all documents and processes.	Metro expects to establish a comprehensive definition for the term “regionally significant” as part of the 2023 RTP update.
	Recommendation 3: Metro should look at MTPs of peer MPOs and consider changes to provide a more user-friendly and accessible MTP format.	<p>As part of the 2023 RTP update, Metro is considering options for preparing a simplified version of the plan that is more accessible to the general public. We are contacting peer MPOs for examples.</p> <p>One of the burdens unique to our MPO is that our RTP is also regulated by Oregon’s statewide planning laws, as well as Metro’s own regional planning requirements under a voter-approved charter. As a result, our RTP serves many masters, each with specific requirements for its content and degree of detail.</p> <p>Given these conditions and requirements, we are considering a separate, simplified summary version aimed at the general public and policy makers. The MTC in the Bay Area is a good example of this</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
		approach, though our own work will be subject to budget and capacity availability.
	Recommendation 4: Metro should include the timelines for re-evaluation points, equity milestones, and follow-up actions to ensure accountability and benchmarks for success in the <i>Transportation Equity Evaluation</i> section of the MTP/RTP.	Metro staff will consider incorporating this recommendation as part of updating the regional equity analysis and findings for the 2023 RTP.
2. Transportation Improvement Program	Recommendation 5: Metro should include a breakdown of each federal funding source by amount and by year within the main document of the MTIP.	Metro staff will look to extract from the programming tables and the more detailed appendices of revenue and programming information, a user-friendly table of each federal funding source by amount and year within the main document of the 2024-27 MTIP.
	Recommendation 6: Metro should address ADA Transition Plan implementation in the TIP project prioritization and selection processes.	Metro will request ODOT and transit agencies to document how their prioritized investments and programming address their ADA Transition Plans. Additionally, the MTIP will document how the allocation of U-STBG, TAP and CMAQ funds accounted for ADA Transition Plans.
3. Congestion Management Process	Recommendation 7: Metro should continue to address the following portions of their congestion management process (CMP): <ul style="list-style-type: none"> Methods to monitor and evaluate the performance of the multimodal transportation system by identifying the underlying causes of recurring and non-recurring congestion; identifying and evaluating alternative strategies; 	As part of the 2023 RTP update Metro is working in partnership with ODOT to update the region's mobility policy. This work is expected to conclude in mid-2022 and recommendations from the work will be carried forward to be applied and incorporated into the 2023 RTP. The updated policy will also be considered for amendment into the Oregon Highway Plan by the Oregon Transportation Commissions.

Topic Area	Corrective Action / Recommendation	Proposed Action
	<p>providing information supporting the implementation of actions; and evaluating the effectiveness of implemented actions;</p> <ul style="list-style-type: none"> • Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that contribute to the more effective use of and improved safety of existing and future transportation systems based on the established performance measures. • Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. 	<p>As part of the 2023 RTP update, Metro will be revising Chapter 4 (Existing Conditions) and completing our 4-year System Performance Report (as required by federal regulations). In addition, Metro will update a needs assessment to evaluate performance of our multimodal transportation system, and setting investment priorities following the CMP process described in the RTP.</p>
4. Consultation	<p>Corrective Action 2: By June 30, 2022, Metro must document its formal consultation process developing with applicable agencies that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies defined in 23 CFR 450.316(b), (c), and (d), as required in 23 CFR 450.316(e).</p>	<p>Metro has created a more formal process for consultation for consulting with other governments and agencies and has incorporated it into the 2023 RTP work plan and 2023 MTIP project plan. MPO staff will extract those elements into a separate consultation document by December 31, 2023 and include additional learnings from the RTP and MTIP processes.</p>
5. Public Participation	<p>Corrective Action 3: By June 30, 2023 Metro must update the PPP to meet all requirements of 23 CFR 450.316, including:</p> <ul style="list-style-type: none"> • Simplifying the PPP document through summaries, visualization, and other techniques to make the document 	<p>Metro is in the process of updating the agencies Public Engagement Guide, with the completion goal of meeting the PPP components by June 30, 2023. The current PPP, titled “Get involved in Transportation Planning”, will be incorporated into the Public Engagement Guide and revised to include the points requested and required.</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
	<p>accessible and comprehensible to the widest possible audience</p> <ul style="list-style-type: none"> • Explicit procedures for outreach to be conducted at the identified key decision points. • Specific outreach strategies to engage traditionally underserved populations. • Criteria or process to evaluate the effectiveness of outreach processes. • A minimum public comment period of 45 calendar days shall be provided before the revised participation plan is adopted by the MPO. 	Regarding the recommendation to simplify through summaries, visualizations and other techniques, Metro staff would benefit from additional direction from FHWA, and would welcome the opportunity to review PPP documents from other MPOs that could be used as strong examples.
	Recommendation 8: Metro should use just one document as the MPO's Public Participation Plan to make it easier for the public participation processes.	Metro plans to update to the "practitioner's portion" of the Public Engagement Guide and include that as secondary content (appendices and attachments) in the updated Public Engagement Guide, which will serve as the PPP. This Public Engagement Guide update was launched as a process but was cut short in March 2020 due to impacts from the COVID-19 pandemic. The process has resumed in 2023.
	Recommendation 9: Metro should include information in the PPP on how the public can volunteer to serve on committees.	Metro will pursue this recommendation, understanding that multiple departments outside of the MPO function also manage and recruit for committees.
	Recommendation 10: Metro should update the <i>Language Assistance</i> link on its website so it's stated in the prominent languages in the region, as determined in the LEP Four-Factor Analysis and the Safe Harbor Provision.	Metro is currently developing its next website to comply with technical support and security updates to its Drupal platform. This recommendation has been included in the requirements and project plan for the new website, and the initial version was expected in early 2023 but has been delayed to 2025 due to COVID pandemic-related budget and staffing issues.

Topic Area	Corrective Action / Recommendation	Proposed Action
6. Civil Rights (Title VI, EJ, LEP, ADA)	<p>Corrective Action 4: By December 31, 2022, Metro must complete an ADA self-evaluation of all Metro programs, services, and activities that identifies universal access barriers and describes the methods to remove the barriers, along with specified timelines to come into compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. The self-evaluation and transition plan should include a list of advocacy groups/individuals consulted with as part of the self-evaluation/transition plan process and be posted on Metro’s website for public information and opportunity to provide feedback.</p>	<p>Metro has assigned a project manager to create the self-evaluation and action plan for programs, services and activities and including these elements. The project was expected to be completed by December 31, 2022 but Metro asked for and was granted an extension from FHWA for completion December 31, 2023.</p>
	<p>Recommendation 11: It is recommended Metro ensure the ADA Notice can be easily located on its website, and in Metro buildings, and include the basics of ADA requirements of the State or local government, written in easy to understand plain language format, and contact information of the ADA Coordinator.</p>	<p>These recommendations are included in the work of the ADA Coordinator and ADA self-assessment project manager. This information has also been referred to the website update project team, and we expect this notice to be easier to locate on the new site. The current site has been updated to include an “Access” category prominently displayed in the bottom “wrap” (information that transfers across all web pages). This Access category includes plain language categories of “Know your rights” and “Accessibility at Metro,” both of the pages for which include the ADA Notice, requirements and ADA Coordinator contact information.</p>

	<p>Recommendation 12: It is recommended Metro work with ODOT’s Title VI staff to:</p> <ul style="list-style-type: none"> • Clarify compliance reporting procedures and timelines; • Ensure that USDOT Standard Assurances associated with FHWA financial assistance are signed and incorporated into Metro’s Title VI Plan; • Confirm ODOT’s expectations related to collection and analysis of Title VI data; • Revise its Title VI complaint procedures to include FHWA’s guidance on processing Title VI complaints; • Remove age and disability from the Title VI Plan, complaint procedures, and any other associated documents and ensure only appropriate groups are included. 	<p>Metro will continue to – and more actively – work with ODOT Title VI staff. Metro intends to update its Title VI Plan this year, incorporating the elements recommended.</p> <p>Metro staff would benefit from more direction from FHWA regarding removing the age and disability from the Title VI Plan. From a program management and public communications perspective, Metro strives to address Civil Rights holistically, while still meeting our responsibilities for Title VI programming and reporting under its MPO functions. Metro has also taken guidance from USDOT practice in its program and communications around Civil Rights, addressing protections and processes beyond the Title VI requirements for race, color and national origin. See: https://www.transportation.gov/civil-rights/complaint-resolution/complaint-process.</p> <p>One potential path is to clarify that Metro’s Civil Rights program has that holistic approach, and reflect that in a “Civil Rights Plan,” inclusive of but in place of a “Title VI Plan,” that meets the regulations and requirements of FHWA for Title VI.</p>
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Topic Area	Corrective Action / Recommendation	Proposed Action
	<p>Recommendation 13: It is recommended Metro use the U.S. Census <i>American Community Survey</i> data as the primary data sources for identifying Limited English Proficiency populations and incorporating a more comprehensive, multiple data-set, approach.</p>	<p>Metro agrees with this recommendation and continues to follow this practice. The ACS remains our primary data source for identifying Limited English Proficiency populations. Oregon Department of Education data is used as a secondary source where ACS data aggregates LEP populations such as “Other Indo-European languages”; “Other African languages”; etc. as the best data to align with ACS data and disaggregate languages which may fall within the Safe Harbor guidance.</p>
<p>7. Transit Representation on MPO Board</p>	<p>Recommendation 14: Metro should work with the JPACT members and regional transit agencies to define how regional transit interests are represented on the committee. The JPACT By-Laws should explicitly and clearly describe the role of the regional transit representation seat, currently held by TriMet. The representation of transit agencies on JPACT could be further supported by interlocal agreements between the transit agencies. It is also recommended Metro consider direct representation of regional transit agencies on technical advisory boards and committees such as the Transportation Policy Alternative Committee (TPAC).</p>	<p>In 2008, JPACT updated the committee bylaws to clarify a formal role for TriMet as representative of all transit service providers, and in turn, TriMet would be expected to coordinate directly with area transit providers, including C-TRAN.</p> <p>More recently, South Metro Area Rapid Transit (SMART) asked JPACT to consider adding a second transit seat to the committee. Metro offered to SMART and TriMet to work with a third-party consultant to convene facilitated meetings between the transit agencies to discuss a mutually beneficial path forward and improve communication between agencies. At this time, TriMet continues to serve as the representative at JPACT with the expectation that they represent all transit providers at JPACT.</p> <p>TPAC has somewhat different representation than JPACT, and its bylaws already include two transit representatives. TriMet holds a voting position on TPAC and C-TRAN has a non-voting position on the committee.</p>

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In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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April 2023

2023 Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet the requirements of federal planning rules as defined in Title 23 of U.S. Code Part 450 Subpart C and Title 49 of U.S. Code Part 613 Subpart A, the Oregon Transportation Planning Rule, which implements Statewide Planning Goal 12, and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with and supports the region's land use plans and meets federal and state planning requirements.

Metro is governed by an elected regional council, in accordance with a charter approved by the voters in 1979. The Metro Council is comprised of representatives from six districts and a Council President elected regionwide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro, including MPO administration.

2. Geographic Scope

The Metropolitan Planning Area (MPA) boundary establishes the area in which the Metropolitan Planning Organization conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan, the Metropolitan Transportation Improvement Program for capital improvements identified for a four-year construction period, a Unified Planning Work Program, a congestion management process, and conformity to the state implementation plan for air quality for transportation related emissions.

The MPA is established by the governor and individual Metropolitan Planning Organizations within the state, in accordance with federal metropolitan planning regulations, and updated following each federal census. The MPA boundary must encompass the existing urbanized area and the contiguous areas expected to be urbanized within a 20-year forecast period. Other factors may also be considered to bring adjacent territory into the MPA boundary. The boundary may be expanded to encompass the entire metropolitan statistical area or combined as defined by the federal Office of Management and Budget.

The current MPA boundary was updated and approved by the Governor of Oregon in July 2015 following the 2010 census and release of the new urbanized area definitions by the Census Bureau. The MPA boundary is currently under review in response to the 2020 Census and may be adjusted based upon a final determination by the Governor.

3. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC)

and the Metro Technical Advisory Committee (MTAC).

While MPAC serves in a policy advisory role to the Council under Metro's charter, JPACT is a full partner with the Council in jointly acting as the MPO policy board. Under this format, agreement of both the Council and JPACT is required when making policy decisions as the MPO.

Joint Policy Advisory Committee on Transportation

JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). Together, JPACT and the Metro Council serve as the MPO board for the region in a partnership that requires joint action on all MPO decisions.

All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration until both bodies have reached agreement on a decision. Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing and coordinating all issues of bi-state significance for transportation and land use.

Metro Policy Advisory Committee

MPAC was established by the Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks

- Water Supply and Watershed Management
- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the Regional Transportation Plan is developed to meet Federal transportation planning guidelines such as FAST Act and MAP-21, the Oregon Transportation Planning Rule, and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation, land use, and environmental concerns.

4. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

The Unified Planning Work Program (UPWP) is adopted annually by Metro as the MPO for the Portland metropolitan area. It is a federally required document that serves as a tool for coordinating all federally funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of each planning program or project, including the major transportation planning tasks and milestones and a summary of the amount and source of state and federal funds to be used for planning activities. Some regionally or locally funded planning projects are also included in the UPWP when they related to other, federally-funded work or are of a scale that has regional implications.

The UPWP is developed by Metro with input from local governments, TriMet, ODOT, Port of Portland, FHWA and FTA, including a formal consultation meeting with state and federal agencies. Additionally, Metro conducts its annual self-certification process for demonstrating the region's compliance with applicable federal transportation planning requirements as part of the UPWP adoption process.

b. Regional Transportation Plan (RTP)

The RTP must be prepared and updated every 5 years and cover a minimum 20-year planning horizon from the date of adoption. The RTP is the primary tool for implementing federal, state and regional policy and identifies transportation projects that are eligible for federal funding.

Scope of the planning process

The metropolitan planning process shall provide for consideration of projects and strategies that will:

- a. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- b. increase the safety of the transportation system for motorized and non-motorized users;
- c. increase the security of the transportation system for motorized and non-motorized users;
- d. increase the accessibility and mobility of people and for freight;
- e. protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- f. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- g. promote efficient system management and operation; and

- h. emphasize the preservation of the existing transportation system.

Metropolitan planning organizations (MPOs) must establish and use a performance-based approach to transportation decision making and development of transportation plans to support the national goal areas:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Elements of the RTP

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A description of the performance measures and performance targets used in assessing the performance of the transportation system and how their development was coordinated with state and public transportation providers
- A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- A financial plan that demonstrates how the adopted transportation plan can be implemented; indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and recommends any additional financing strategies for needed projects and programs.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities

c. Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing and monitoring progress of the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP programs and monitors funding for all regionally significant projects in the metropolitan area. Additionally, the program administers the allocation of urban Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) and Transportation Alternatives Program (TAP) funding through the regional flexible fund process. Projects are allocated funding based upon technical and policy considerations that weigh the ability of individual projects to implement federal, state, regional and local goals. Funding for projects in the program are constrained by expected revenue as defined in the Financial Plan.

The MTIP is also subject to federal and state air quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air quality regulations. These activities require special coordination with staff from U.S. Department of Transportation, U.S. Environmental Protection Agency, Oregon Department of Environmental Quality, Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), and other regional, county and city agencies.

The 2021 -24 MTIP was adopted in July 2020 and was incorporated into the 2021 -24 STIP. Amendments to the MTIP and development of the 2024 -27 MTIP are included as part of the Metropolitan Transportation Improvement Program work program.

The short-range metropolitan TIP includes the following required elements:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrates how the TIP can be implemented.
- Descriptions of each project in the TIP.
- Programming of funds in year of expenditure dollars.
- Documentation of how the TIP meets other federal requirements such as addressing the federal planning factors and making progress toward adopted transportation system performance targets.
- The MTIP also includes publication of the annual list of obligated projects. The most recent publication was provided in December 2020. All prior year obligation reports are available on the Metro website.

d. Congestion Management Process (CMP)

The 2007 SAFETEA-LU federal transportation legislation updated requirement for a Congestion Management Process (CMP) for metropolitan planning organizations (MPOs) in Transportation Management Areas (TMAs – urban areas with a population exceeding 200,000), placing a greater emphasis on management and operations and enhancing the linkage between the CMP and the long-range regional transportation plan (RTP) through an objective-driven, performance-based approach. MAP-21 and FAST Act retained the CMP requirement while enhancing requirements for congestion and reliability monitoring and reporting. The most recent federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), retained the CMP requirement set forth in MAP-21.

A CMP is a systematic approach for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The region's CMP will continue to advance the goals of the 2014 RTP and strengthen the connection between the RTP and the Metropolitan Transportation Improvement Program (MTIP).

The goal of the CMP is to provide for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. As part of federal transportation performance and congestion management monitoring and reporting, Metro also continues to address federal MAP-21 and IIJA transportation performance monitoring and management requirements that were adopted as part of the 2018 Regional Transportation Plan (RTP). The performance targets are for federal monitoring and reporting purposes and are coordinated with the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART) and C-TRAN. The regional targets support the region's Congestion Management Process, the 2018 policy guidance on safety, congestion and air quality, and complements other performance measures and targets contained in Chapter 2 of the 2018 RTP.

e. Air Quality

The Air Quality Program ensures the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) for the Portland metropolitan area address state and federal regulations and coordinates with other air quality initiatives in the region.

While the region is no longer an active Maintenance Area for Ozone precursors or Carbon Monoxide (CO) and therefore is not required to complete air quality conformity analysis and findings for those pollutants for each RTP and MTIP update, the region is still required to comply with the State Implementation Plan (SIP) requirements that were developed and adopted in response to previously being out of compliance for those pollutants. The SIP requirements still in effect include the Transportation Control Measures (TCMs) adopted within the Ozone and CO SIPs.

Most immediately relevant of the TCMs is the requirement to annually monitor the region's motor vehicle miles traveled (VMT) per capita and institute spending and planning requirements if the rate increases significantly. Specifically, if the rate increases by 5% in a year, planning requirements are instigated to investigate the cause and propose remedies to reduce the VMT per capita rate. If the rate increases again in the second year by 5% or more, mandatory spending increases on programs that help reduce VMT would be instituted, potentially redirecting funds from other projects.

Metro also has agreements with the Oregon Department of Environmental Quality to cooperate on monitoring and analyzing emissions for all of the federal criteria pollutants and for other emissions known to impact human health as a part of the transportation planning and programming process. To do so, Metro keeps its transportation emissions model current to federal guidelines.

5. **Planning Factors**

The recently approved \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA) includes \$550 billion for new programs and \$650 billion for the continuation of core programs, which have been previously authorized under the [Fixing America's Surface Transportation \(FAST\) Act](#) and other authorizations. This approval represents a significant amount of new funding and programs and largely protects the priorities of the Biden administration through and beyond his initial term of office (the transportation funding incorporated in this bill extends through federal FY 2026). While the bill covers a 10-year period, much of the funding is spread over five years.

Current requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, eleven factors defined in federal legislation:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improving transportation system resiliency and reliability;
10. Reducing (or mitigating) the storm water impacts of surface transportation; and
11. Enhancing travel and tourism.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	<ul style="list-style-type: none"> • 2018 RTP policies are linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as “primary” areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period. • Highway LOS policy tailored to protect key freight corridors. • The 2018 RTP recognizes need for freight linkages to destinations beyond the region by all modes. 	<ul style="list-style-type: none"> • All projects subject to consistency with RTP policies on economic development and promotion of “primary” land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for freight improvements in Metro allocation process calls out the unique importance for these projects. • Coordinate with ODOT allocations to support their Transportation Plan Goal 3 of Economic Vitality for all investments, and includes a specific project funding program, the Immediate Opportunity Fund, that supports local development projects which demonstrate job growth. 	<ul style="list-style-type: none"> • 2018 Regional Transit Strategy designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements identified in the 2018 Regional Transit Strategy for major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.
2. Increase Safety	<ul style="list-style-type: none"> • The 2018 RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region’s 2040-growth management strategy). 	<ul style="list-style-type: none"> • All Metro allocation projects rated according to specific safety criteria. • All Metro allocation projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel. 	<ul style="list-style-type: none"> • Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
		<ul style="list-style-type: none"> • Coordinate with ODOT All Roads Transportation Safety funding program select projects with proven safety elements to address high crash sites/corridors. 	
3. Increase Security	<ul style="list-style-type: none"> • The 2018 RTP calls for implementing investments to increase system monitoring for operations, management, and security of the regional mobility corridor system. 	<ul style="list-style-type: none"> • Coordinate with ODOT on implementation of their Transportation Plan Goal 5 of Safety and Security. • Looking to incorporate recommendations from the current Metro area Emergency Transportation Routes technical study and any follow-up studies into funding programs. • TriMet has updated its approach and investments in public safety and security utilizing recommendations from its Transit Public Safety Advisory Committee to address racial justice issues. 	<ul style="list-style-type: none"> • System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
4. Increase Accessibility	<ul style="list-style-type: none"> • The 2018 RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. 	<ul style="list-style-type: none"> • Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region. 	<ul style="list-style-type: none"> • The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.
5. Protect Environment and Quality of Life	<ul style="list-style-type: none"> • The 2018 RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The 2018 RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The 2018 RTP conforms to the Clean Air Act. 	<ul style="list-style-type: none"> • The MTIP implements the Transportation Control Measures (TCMs) of the air quality SIP for CO and Ozone related emissions. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP and other regional sources to enhance endangered salmon and steelhead passage. 	<ul style="list-style-type: none"> • Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
5. Protect Environment and Quality of Life (continued)	<ul style="list-style-type: none"> • Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • 2018 RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues. 		
6. System Integration/ Connectivity	<ul style="list-style-type: none"> • The 2018 RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The 2018 RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The 2018 RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The 2018 RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be consistent with regional street design guidelines and the RTP that has resolved system integration and connectivity issues. • Freight improvements are evaluated according to resolving potential conflicts with other modes. 	<ul style="list-style-type: none"> • Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	intermodal links in the region.		
7. Efficient Management & Operations	<ul style="list-style-type: none"> • The 2018 RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed 2018 RTP projects include many system management improvements along regional corridors. • The 2018 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> • The regional travel options (RTO) and TSMO programs are funded through Metro allocations, • TDM/TSMO is encouraged to be included in the scope of capital projects to reduce SOV pressure on congested corridors. • ODOT also provides funding support to TDM and TSMO programs. • TriMet and SMART both operate TDM and Employer commute reduction programs. 	<ul style="list-style-type: none"> • Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.
8. System Preservation	<ul style="list-style-type: none"> • Proposed 2018 RTP projects include major roadway preservation projects. • The 2018 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> • Reconstruction projects that provide long-term maintenance are identified as a funding priority. • The ODOT Fix-It program and TriMet and SMART Preventive Maintenance programs that fund system preservation are two of the largest investment areas in the MTIP. 	<ul style="list-style-type: none"> • The 2018 RTP financial plan includes the 30-year costs of HCT maintenance and operation for planned HCT systems.
9. Resilience and Reliability	<ul style="list-style-type: none"> • The 2018 RTP policy chapter includes specific system resilience and reliability policies aimed at promoting predictable system management and operation needed to meet 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be adopted as part of the 2018 RTP and thereby found to be consistent with RTP policies for 	<ul style="list-style-type: none"> • HCT projects defined in the 2018 RTP are part of a regional reliability strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	broader RTP outcomes, such as economic vitality and transportation equity.	<p>resiliency and reliability through systems analysis of proposed RTP investments.</p> <ul style="list-style-type: none"> • MTIP coordination with ODOT's efforts to incorporate resilience into the Fix-It funding program including the effects of climate change on asset management approach to their maintenance projects. 	
10. Stormwater Mitigation	<ul style="list-style-type: none"> • The 2018 RTP policy chapter includes specific stormwater management policies that shaped the projects and programs in the plan. • Street design best practices for implementing the 2018 RTP stormwater policies were published in the 2019 Designing Livable Streets guidelines. 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be consistent with regional street design policy for stormwater management in the 2018 RTP and the 2019 Livable Streets guidelines that implement the policy. 	<ul style="list-style-type: none"> • HCT projects funded through the MTIP must be designed to be consistent with regional street design policy for stormwater management in the 2018 RTP and the 2019 Livable Streets guidelines.
11. Enhanced Travel and Tourism	<ul style="list-style-type: none"> • The 2018 RTP policy chapter includes specific system management policies aimed at promoting economic vitality, including travel and tourism as key components of the regional economy. • Proposed 2018 RTP projects were evaluated for consistency with regional policies as part of plan adoption. 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be adopted as part of the 2018 RTP and thereby found to be consistent with RTP policies for promoting economic vitality, including enhancing travel and tourism. 	<ul style="list-style-type: none"> • HCT projects defined in the 2018 RTP are part of a regional economic vitality strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)

* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

MAP-21 also requires state DOTs and MPOs to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The MAP-21 national goal areas are:

1. Safety
2. Infrastructure condition
3. Congestion reduction
4. System reliability
5. Freight movement and economic vitality
6. Environmental sustainability
7. Reduce project delivery delays

6. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not historically been involved in the planning process, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in meaningful opportunities for the public to participate in the planning process.

Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials and address the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

Metro's public involvement practices follow the agency's Public Engagement Guide (formerly the Public Involvement Policy for Transportation Planning) which reflects changes in the federal transportation authorization act, MAP-21. Metro's public involvement policies establish consistent procedures to ensure all people have reasonable opportunities to be engaged in planning and policy process. Procedures include outreach to communities underserved by transportation projects, public notices and opportunities for comment. The policies also include nondiscrimination standards that Metro, its subcontractors and all local governments must meet when developing or implementing projects that receive funding through Metro. When appropriate, Metro follows specific federal and state direction, such as those associated with the National Environmental Policy Act and Oregon Department of Land Conservation and Development rules, on engagement and notice and comment practices.

In 2012, Metro created a new public engagement review process, designed to ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices.

Title VI – In April 2022, Metro completed and submitted its Title VI Plan to ODOT. This plan is now being implemented through updates to Metro's RTP and MTIP, and through corridor planning and other agency activities in the region. It includes both a non-discrimination policy and complaint procedure. In December 2019, Metro submitted its updated Limited English Proficiency Plan as part of an updated Title VI Program to FTA. The next Title VI Plan will be released in 2027. The most recent Title VI Annual Compliance Report for ODOT, covering a 12 month period from July 1, 2020, through June 30, 2021 was accepted by ODOT December 30, 2021. The next annual report will be due Oct. 1, 2022, covering July 1, 2021 to June 30, 2022.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes.

Title VI and Environmental Justice in action – The information from and practices for engaging underserved communities were applied to the 2018 Regional Transportation Plan (RTP) update and the 2018-21 Metropolitan Transportation Improvement Program (MTIP), particularly in the civil

rights assessment, which sought to better assess the benefits and burdens of regional, programmatic investments for these communities. Using the information from the RFFA process and engaging advocates helped define and determine thresholds for analysis of effects on communities of color, with limited English proficiency and with low-income as well as communities of older and younger adults.

Diversity, Equity and Inclusion – In 2010, Metro established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro's diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention. Metro initiated the Equity Strategy Program, with the objective of creating an organizing framework to help Metro consistently incorporate equity into policy and decision-making. In 2014 as a result of the work of the diversity action team, Metro's communication department explicitly identified a community engagement division, with a focus on better engaging historically underrepresented communities. These efforts aim to go beyond current regulations and guidance for engaging and considering the needs of and effects on communities of color, with limited English proficiency and with low incomes, but work in coordination with Metro's Title VI and Environmental Justice civil rights program. The *Strategic Plan to Advance Racial Equity, Diversity, and Inclusion* was adopted in June 2016.

7. Disadvantaged Business Enterprise

The Metro Disadvantaged Business Enterprise (DBE) seeks to achieve the following:

- Ensure nondiscrimination in the award and administration of assisted contracts;
- Create a level playing field on which DBEs can compete fairly for assisted contracts;
- Ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- Ensure that only firms that fully meet 49 CFR 26 eligibility standards are permitted to participate as DBE's;
- Help remove barriers to the participation of DBEs in assisted contracts; and
- Assist the development of firms that can compete successfully in the marketplace outside the DBE program.

Policy Statement

Metro is committed to the participation of Disadvantaged Business Enterprise (DBEs) in Metro contracting opportunities in accordance with 49 Code of Federal Regulations (CFR) Part 26, Effective March 4, 1999.

It is the policy of Metro to practice nondiscrimination on the basis of race, color, sex, and/or national origin in the award and administration of Metro assisted contracts. The intention of Metro is to create a level playing field on which DBEs can compete fairly for contracts and subcontracts relating to Metro planning and professional service activities.

The Metro Council is responsible for establishing the DBE policy for Metro. The Executive Officer is responsible to ensure adherence to this policy. The Assistant Director of Administrative Services and the DBE Outreach Coordinator are responsible for the development, implementation and monitoring of the DBE program for contracts in accordance with the Metro

nondiscrimination policy. It is the expectation of the Executive Officer that all Metro personnel shall adhere to the spirit, as well as the provisions and procedures, of the DBE program.

This policy will be circulated to all Metro personnel and to members of the community that perform or are interested in performing work on Metro contracts. The complete DBE Program for contracts goals and the overall annual DBE goals analysis are available for review at the:

Metro
Contracts Division
600 NE Grand Avenue
Portland, Oregon 97232

8. Americans with Disabilities Act

Metro is committed to ensuring its programs, services, facilities and events are inclusive and accessible to people with disabilities. Over the last two decades Metro has completed reviews of its facilities and periodically reviews its policies and practices for compliance with a variety of laws, including the Title II of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act. Metro also systematically reviews new policies and practices for conformance to the requirements of federal and state civil rights and employment laws and requires design professionals, construction contractors and in-house maintenance staff to follow accessible design and construction standards, including the ADA Standards for Accessible Design and the Oregon Structural Specialty Code, during all new construction and renovations.

Metro provides services for people with disabilities –services include: devices and systems assistive listening devices, signage, American Sign Language or audio described interpretation, open captioning, Braille, etc.

An ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers was completed in July 2019. Many improvements are slated as part of the building's maintenance schedule; a fully specified timeline and budget forecast was developed the following year. The development of the self-assessment and transition plan for the Metro Regional Center building included engagement of staff and the public. The evaluation of programs is underway this year, the self-evaluation and transition plan is expected to conclude in December 2022. This process also includes engagement with staff and the public.

9. Lobbying

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system and will file the Disclosure of Lobbying Activities form pursuant to 31 USC 1352. A Metro employee outside of the Planning & Development Department and MPO staff does provide support to local elected officials who communicate regional priorities for updates to federal transportation policy and project funding to members of Congress (and potentially federal staff in the future). No federal funds are used to support these activities.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.23-5317, FOR THE PURPOSE OF
ADOPTING THE FISCAL YEAR 2023-24 UNIFIED PLANNING WORK PROGRAM AND
CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE
WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: April 7, 2023

Prepared by: John Mermin, john.mermin@oregonmetro.gov

Department: Planning

Meeting Date: May 18, 2023

ISSUE STATEMENT

The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds (and other regionally significant planning efforts).

ACTION REQUESTED

Staff will be seeking Approval of the 2023-2024 UPWP at the May 18 JPACT and Council meetings.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities within the UPWP are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

POLICY QUESTION(S)

Does the UPWP adequately correlate to the 2018 RTP Policy outcomes (described above) within the UPWP project descriptions?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

None recommended for this action.

STAFF RECOMMENDATIONS

Approve Resolution No. 23-5317 adopting a UPWP for the Fiscal Year 2023-24 and certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

How does this advance Metro's racial equity goals?

The UPWP contains Metro's Title VI and Civil Rights work plan which is basis for the agency's equity work.

How does this advance Metro's climate action goals?

UPWP contains Metro's Climate Smart work program as well as related activities that implement Metro's Climate Smart Strategy.

Community Feedback

The UPWP includes Metro's Public engagement work plan which supports community outreach across all the broader work program.

Legal Antecedents

This resolution adopts a UPWP for the Portland Metropolitan area, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 420 and title 49, of the Code of Federal Regulations, Part 13. This resolution also certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.

Anticipated Effects

Approval means that grants can be submitted and contracts executed so work can commence on July 1, 2023 in accordance with established Metro priorities.

Financial Implications

Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

BACKGROUND

What the UPWP Is

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of the transportation planning activities, the relationships between

them, and budget summaries displaying the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, the Oregon Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). It helps ensure efficient use of federal planning funds. The UPWP may be amended periodically as projects change or new projects emerge.

What the UPWP Is not

The UPWP is not a regional policy making document and does not make any funding allocations. Instead, the UPWP reflects decisions already made by JPACT, the Metro Council and/or the state legislature on funding and policy. The UPWP does not include construction, design or preliminary engineering projects. It only includes regionally significant planning projects (primarily those that will be receiving federal funds) for the upcoming fiscal year.

UPWP Adoption process

A link to download the Draft UPWP was sent out to Federal and State reviewers (and TPAC) on January 27. The required Federal and State consultation was held on March 6. Edits were made to reflect input from the consultation and TPAC. At its April 7 meeting, TPAC recommended adoption of the UPWP.

Staff will provide informational briefings to in April and then will ask for adoption at the May 18 JPACT and Council meetings. Staff will transmit the adopted UPWP to Federal & State partners by May 20. This allows time for the IGA to be signed by Metro's COO prior to June 30, allowing for federal funding to continue flowing into the region without delay.

Annual Self-Certification

As an MPO, Metro must annually undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements, as a prerequisite to receiving federal funds. The annual self-certification is processed in tandem with the Unified Planning Work Program (UPWP) and documents that Metro has met those requirements. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)

- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit B to Resolution No. 23-5317

Additionally, every four years, Metro undergoes a quadrennial certification review (with the Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) to ensure compliance with federal transportation planning requirements. The most recent quadrennial certification review occurred in December 2020. Metro has provided a table in the Appendix of the 2023-24 UPWP that describes progress in addressing the Federal Corrective Actions included in the 2020 review.

ATTACHMENTS

None

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

5.2 Resolution No. 23-5337 For the Purpose of Allocating \$18.8 Million of Carbon Reduction Program Funds for the Years 2022-2026, Pending Inclusion in the 2024-2027 MTIP (7:50 AM)

Action Items

Joint Policy Advisory Committee on Transportation
Thursday, May 18, 2023

JPACT Worksheet

Agenda Item Title: Carbon Reduction Program – Recommended Allocation

Presenters: Margi Bradway, Ted Leybold, Grace Cho

Contact for this worksheet/presentation: Grace Cho, Ted Leybold

Purpose/Objective

Provide JPACT members an overview of the proposed allocation for the Carbon Reduction Program (CRP) funds and request JPACT approve and recommend to Metro Council adoption of the Carbon Reduction Program funds allocation.

Outcome

JPACT members have an understanding of the following:

- The basic premise and details of the Carbon Reduction Program
- The recommended allocation of Carbon Reduction Program funds in the Portland metropolitan area
- The information which shaped and informed the development of the recommended allocation

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

Different allocation package options were developed for the Carbon Reduction Program funds. Since the development, JPACT provided further feedback and TPAC weighed in with a recommended option for allocation.

What packet material do you plan to include?

- Memorandum
- Draft Resolution 23-5337 For the Purpose of Allocating \$18.8 Million of Carbon Reduction Program Funds for the years 2022-2026, Pending Inclusion in the 2024-2027 MTIP
- Draft Staff Report for Resolution 23-5337 with Exhibits A-D.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING \$18.8)	RESOLUTION NO. 23-5337
MILLION OF CARBON REDUCTION)	
PROGRAM FUNDS FOR THE YEARS 2022-)	Introduced by Chief Operating Officer
2026, PENDING INCLUSION IN THE 2024-2027)	Marissa Madrigal in concurrence with
MTIP)	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 Bipartisan Infrastructure Law (BIL) created a new federal transportation funding program called the Carbon Reduction Program (CRP) with the explicit purpose to reduce transportation emissions through the development of carbon reduction strategies and fund projects designed to reduce transportation emissions; and

WHEREAS, the Bipartisan Infrastructure Law allocates Carbon Reduction Program funds to states and metropolitan planning organizations through formulas which factor in aspects such as population; and

WHEREAS, based on the formula allocation approximately \$18.8 million is forecast to be appropriated to the metropolitan region through the federal Carbon Reduction Program transportation funding program for federal fiscal years 2022 through 2026; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per federal regulation 23 CFR 450.324 to allocate Carbon Reduction Program funds to eligible projects and programs in the metropolitan region; and

WHEREAS, the Portland metropolitan region worked collaboratively to develop the Climate Smart Strategy to define actions for the region to meet state mandated greenhouse gas emissions reduction targets; and

WHEREAS, in 2014 the Metro Council adopted the Climate Smart Strategy by Ordinance No. 14-1346B, For the Purpose of Adopting a Preferred Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law; and

WHEREAS, the Climate Smart Strategy was foundational to inform and define the criteria used to select projects for the Carbon Reduction Program; and

WHEREAS, the nomination and selection of projects and programs to receive Carbon Reduction Program funds also considered other factors such as federal eligibility requirements, project delivery, complimentary investments by state agency partners, and stakeholder feedback collected; and

WHEREAS, TPAC considered the list of projects and programs recommended for funding by Metro staff, and recommended JPACT forward that list to the Metro Council for adoption; and

WHEREAS, JPACT considered the list of transportation projects and programs recommended by TPAC and voted to recommend the list attached as Exhibit A to the staff report of this resolution to the Metro Council for adoption; and

WHEREAS, receipt of these funds is conditioned on completion of requirements listed in Exhibit C to the staff report of this resolution; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on the programs and projects to be funded through the Carbon Reduction Program as shown in Exhibit A to the staff report of this resolution.

ADOPTED by the Metro Council this ____ day of ____, 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Date: Tuesday, May 9, 2023
To: Joint Policy Advisory Committee on Transportation (JPACT) and Interested Parties
From: Grace Cho, Senior Transportation Planner - Metro
Ted Leybold, Resource Development Manager - Metro
Subject: Carbon Reduction Program – TPAC Recommendation of Draft Allocation Package

Purpose

Provide JPACT members a summary of the TPAC recommended allocation of Carbon Reduction Program (CRP) funding and request JPACT recommend adoption of the Carbon Reduction Program Allocation to Metro Council.

Background

The Carbon Reduction Program is a new funding program established by the BIL and administered through the Federal Highway Administration (FHWA). Oregon is to receive an estimated \$82.5 million total in Carbon Reduction Program funding. The Oregon Department of Transportation (ODOT) ODOT will administered approximately \$53.9 million, \$26.8 million of which will be targeted to smaller cities and rural areas and \$29.8 million of which will be allocated across the entire state, including the Metro area.

The CRP funding administered by ODOT will be guided by the Statewide Transportation Strategy: 2050 Greenhouse Gas Vision, a statewide strategy for reduction of greenhouse gases from the transportation sector. Through direction outlined as part of CRP legislation, ODOT convened a group of stakeholders to provide input on program specific direction for CRP funds. With the Statewide Transportation Strategy as a starting point the stakeholder group, the CRP fund program direction further prioritized efforts and investments related to: vehicle and fuel technology, transportation options, system and agency operations, and system pricing.

The three large metropolitan organizations in Oregon – Portland, Eugene, and Salem - receive a direct suballocation of the Carbon Reduction Program funds based on formula. Metro's portion of the Carbon Reduction Program funding is approximately \$18.8 million total for the five federal fiscal years of BIL.

Carbon Reduction Program Funding Allocation Process -

The allocation of Carbon Reduction Program funds must be completed and submitted to FHWA no later than November 2023. Due to this compressed timeline Metro will award all five years of funding in one allocation process and staff will lead the development of several draft allocation packages informed by the Climate Smart Strategy and initial TPAC, JPACT and Metro Council member input. The gathering of input for developing draft allocation packages took place from December 2022 through March 2023. At April JPACT, members considered five different allocation packages and provided feedback. The feedback led to the narrowing of package options considered by TPAC and their recommendation to JPACT.

Input received throughout carbon reduction program allocation deliberations is summarized as part of Exhibit D in the staff report of Resolution 23-5337.

Upon adoption of a final allocation by the Metro Council, the awarded projects will be submitted to ODOT for incorporation into the statewide planning and funding allocation submission to the Federal Highway Administration. Individual project allocations will also be amended into the Metropolitan Transportation Improvement Program before they may be spent by the lead agency awarded funding.

TPAC Recommended Carbon Reduction Program Allocation Package

At the May 5th TPAC meeting, Metro staff presented two Carbon Reduction Program allocation options for considerations. The two allocation options were based on the input received from TPAC and JPACT members on the draft investment package options at their April meetings. The allocation options were:

Package C – Transit Corridors and Active Transportation		
	Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
	82 nd Avenue Bus Rapid Transit	\$5,000,000
	Line 33 McLoughlin Transit Signal Priority	\$4,000,000
	Climate Smart Implementation Program	\$1,800,000
	Active Transportation	\$3,000,000
	Subtotal:	\$18,800,000
Package E – Transit Corridors and Transportation System Management & Operations		
	Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
	82 nd Avenue Bus Rapid Transit	\$5,000,000
	Line 33 McLoughlin Transit Signal Priority	\$4,000,000
	Climate Smart Implementation Program	\$1,800,000
	Transportation System Management & Ops	\$3,000,000
	Subtotal:	\$18,800,000

Both package C and E were modified slightly prior to the May 5th TPAC meeting to reflect input provided on the draft packages. Modifications included:

- Language to address the uncertainty for the three corridor candidates to allow for repurposing excess or remaining funds for activities within the corridor including safe access to transit or other transit elements, as long as federal eligibility requirements are met.
- Further project description to outline the activities Metro will undertake for Climate Smart Implementation activities.
- Refinements and clarification to fund projects with the \$3 million going towards either Active Transportation (Package C) or Transportation System Management (Package E) would support/induce shifting trips to walking, biking, or transit and have high carbon emissions reduction benefits.

At the time of the TPAC meeting, Metro staff had begun an inquiry with TriMet on possible fund exchange of \$3 million dollars with TriMet, in recognizing the interest in the Package C was highly predicated on the ability to defederalize those funds. TriMet was unable to provide a response in time for the May TPAC meeting but expects to have a response about the fund exchange prior to the May 18th JPACT meeting. Information on the fund exchange possibility will be brought forward at the JPACT meeting.

TPAC members voted to recommend Package E: Transit Corridors and System Management and Operations option as the preferred allocation option for carbon reduction program funds. Of the 19 TPAC voting members, ten members voted in favor of package E, six voted against the recommendation of Package E because of their preference for Package C: Transit Corridors and Active Transportation, and there were three abstentions, reflecting the difficult decision TPAC had choosing between the options.

As part of the recommendation of Package E, TPAC recommended the following refinements be reflected in the recommended allocation package for the carbon reduction program funds. These include:

- An obligation date and/or a confirmation decision to pursue the Federal Transit Administration (FTA) Capital Investment Grant (CIG) Small Starts discretionary grant

program for the funds allocated to the 82nd Avenue and Tualatin Valley Highway corridor projects.

- Additional guidance to Transport in the allocation of the \$3 million to transportation system management technologies/projects to prioritize in addition to, but secondary to carbon emission reduction benefits:
 - reducing the impact of climate change and air pollution on marginalized communities
 - safe access to transit and schools
 - funding projects around the region and/or that have regionwide benefits.

The refinements are incorporated into Exhibits A and C of the Staff Report to Resolution 23-5337.

Requested Action for JPACT

- Recommend the allocation package for adoption by the Metro Council as Resolution 23-5377 and supporting materials.

Next Steps

The following table outlines the next steps for the carbon reduction program funds allocation.

Activity	Timeline
Request JPACT recommendation and refer to Metro Council for adoption	May 18, 2023
Metro Council adoption	June 15, 2023
Submit carbon reduction program allocation to ODOT Climate Office	Mid-June 2023
Program carbon reduction program awards in the 2024-2027 MTIP and STIP	Fall 2023
Submit statewide carbon reduction strategy to U.S. DOT	November 2023

IN CONSIDERATION OF RESOLUTION NO. 23-5337, FOR THE PURPOSE OF ALLOCATING \$18.8 MILLION OF CARBON REDUCTION PROGRAM TRANSPORTATION FUNDING, PENDING INCORPORATION INTO THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Date: May 9, 2023

Department: Planning, Development, and Research

Meeting Date: June 15, 2023

Prepared by:

Ted Leybold,

Ted.Leybold@oregonmetro.gov

Grace Cho,

Grace.Cho@oregonmetro.gov

ISSUE STATEMENT

The Carbon Reduction Program is a new transportation funding program established by the Bipartisan Infrastructure Law (BIL) and administered through the Federal Highway Administration (FHWA). Oregon is to receive an estimated \$82.5 million in Carbon Reduction Program funding. Metro, as the metropolitan planning organization (MPO) for the Portland region, allocates a portion of these funds, approximately \$18.8 million total, over five federal fiscal years. This resolution proposes the allocation of these funds to transportation projects and programs in the metropolitan region for Metro Council consideration.

ACTION REQUESTED

Approve and adopt Resolution No. 23-5337, allocating funding to regional investments as recommended by the Joint Policy Advisory Committee on Transportation (JPACT), and detailed in Exhibit A.

IDENTIFIED POLICY OUTCOMES

The federal policy direction of the newly created Carbon Reduction Program is “to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions.”

The State of Oregon, with whom Metro is coordinating the investment of Carbon Reduction Program funds, is guided by the Statewide Transportation Strategy: 2050 Greenhouse Gas (GHG) Vision. Through direction outlined as part of CRP federal legislation, ODOT convened a group of stakeholders to provide input on program specific direction for CRP funds. With the Statewide Transportation Strategy as a starting point the stakeholder group further program direction was developed to prioritize efforts and investments related to: vehicle and fuel technology, transportation options (demand management activities), system and agency operations, and system pricing.

Metro is guided on transportation investments for reduction in carbon emissions by the Climate Smart Strategy. There are nine strategies for reducing emissions, several of which are priority types of transportation investments that should be made to meet emission reduction targets. The Regional Transportation Plan also guides transportation investments in the region and priorities the following investment outcomes: Equity, Safety, Climate Smart Strategy implementation, and Managing Congestion

The package of projects funded through this resolution were recommended by JPACT based foremost on their ability to implement the region's Climate Smart Strategy, with a focus on high carbon emissions reduction and to progress the remaining three transportation investment priorities of equity, safety, and mobility.

In addition to their merit based on advancing the Climate Smart Strategy and regional transportation investment priorities, the package follows additional direction provided by JPACT and Metro Council members to invest in projects throughout the region, to support projects which reduce the disproportionate impact of climate and air pollution on marginalized communities, promote projects which increases safe walking and bicycling access to transit and schools, to support "transformative" projects in reducing emissions, and to use them to leverage additional funding.

Lastly, the package of projects funded through this resolution meet federal eligibility requirements outlined for the Carbon Reduction Program as well as consistency with the state program direction for the Carbon Reduction Program funds.

POLICY QUESTION(S)

Should the Metro Council approve the resolution and direct staff to move forward with programming funding to the selected projects as recommended by JPACT?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Policy options for Metro Council to consider include:

1. Approve the resolution thereby approving the funding allocations and project funding awards as outlined in Attachment A, and conditions of approval as outlined in Attachment C.
2. Remand the resolution back to JPACT with direction on desired changes or conditions.

STAFF RECOMMENDATIONS

Staff recommends Metro Council approval of Resolution 23-5337.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The recommended allocation of Carbon Reduction Program funds follows transportation policy direction established in the development of the 2018 RTP and the region's Climate Smart Strategy. The investments will advance the priority types of investments recommended by those plans and position the region to leverage significant new funding to make progress toward the priority plan outcomes.

How does this advance Metro's racial equity goals?

While reducing carbon emissions is the primary policy objective of these funds due to federal policy and regulatory direction, the allocation process also incorporates the RTP investment policy priority areas of equity, safety, and mobility. Advancing racial equity goals are demonstrated with this proposed allocation by the inclusion of the three largest investments to projects located in and benefiting Equity Focus Areas. Transit investments in the 82nd Avenue, Tualatin Valley Highway, and McLoughlin corridors were also identified as high priority investments during the extensive outreach process with marginalized communities conducted as a part of the 2020 Transportation Funding Measure process to improve access to jobs and community services by marginalized populations, particularly communities of color, and to improve safety of travel in their communities. Additionally, TPAC further directed Transport, in the allocation carbon reduction programs funds to transportation system management and operations, to select projects which serve marginalized communities disproportionately exposed to the impacts of climate change. Lastly investment in Climate Smart Strategy implementation will provide the tools and resources needed to update strategies, analyze potential investments, and reduce the impacts of emissions on marginalized communities.

How does this advance Metro's climate action goals?

Consistent with the Carbon Reduction Program federal policy objective and regulations, the primary policy objective of this funding allocation is to advance the region's Climate Smart Strategy. Recommended projects were identified based on their consistency with the priority investment types identified by the Climate Smart Strategy that will have the greatest potential to reduce greenhouse gas emissions. The allocations recommended also have the potential to leverage significant additional funding for implementation of projects that will reduce carbon emissions and contribute to meeting Metro's climate action goals.

Known Opposition/Support/Community Feedback

TPAC community representatives voted in opposition or abstained from the supporting the recommended option as they supported a similar option but one that invested \$3 million in active transportation projects rather than transportation system management projects.

Legal Antecedents

This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as Bipartisan Infrastructure Law or BIL) as implemented through the Code of Federal Regulations Title 23, Part 450, Subparts A and C and relevant rules issued by the USDOT.

The Regional Transportation Plan, adopted by JPACT and Metro Council in December 2018 (Ordinance 18-1421) provides transportation investment priority areas.

The Climate Smart Strategy, adopted by JPACT and Metro Council in December 2014 (Ordinance 14-1346B), provides priority investment categories to achieve emission reduction goals.

The allocation utilizes relevant portions of the 2025-2027 Regional Flexible Fund Allocation program direction as defined by Metro Resolution No. 21-5194, For the Purpose of Adopting the 2025-2027 Regional Flexible Funds Program Direction for the Portland Metropolitan Area, adopted September 9, 2021, related to direction on allocation of federal transportation funds.

Anticipated Effects

Adoption of this resolution would direct staff to program funding in the amounts specified to the identified transportation programs and projects into the upcoming 2024-2027 MTIP so they may become eligible to receive those federal transportation funds.

Financial Implications (current year and ongoing)

Adoption of the resolution would commit a portion of the funding to Metro Transportation Planning activities. These funds are administered on a cost reimbursement basis, requiring Metro to incur costs associated with the planning activities prior to receiving reimbursement thereby incurring carrying costs. Furthermore, the funds require a minimum match from Metro of 10.27% of total costs incurred. Funding will be available through Federal Fiscal Year 2026.

BACKGROUND

In November 2021, the Bipartisan Infrastructure Law (BIL) was approved. As part of BIL, several new funding programs were created and existing funding programs received increased funding.

The Carbon Reduction Program is a new funding program established by the BIL and administered through the Federal Highway Administration (FHWA). Oregon is to receive an estimated \$82.5 million total in Carbon Reduction Program funding. The Oregon Department of Transportation (ODOT) ODOT will administer approximately \$53.9 million, \$26.8 million of which will be targeted to smaller cities and rural areas and \$29.8 million of which will be allocated across the entire state, including the Metro area.

The three large metropolitan organizations in Oregon – Portland, Eugene, and Salem - receive a direct suballocation of the Carbon Reduction Program funds based on formula. Metro's portion of the Carbon Reduction Program funding is approximately \$18.8 million total for the five federal fiscal years of BIL.

Due to requirements outlined in BIL, the allocation of Carbon Reduction Program funds must be completed and submitted to FHWA no later than November 2023. Due to this compressed timeline Metro will award all five years of funding in one allocation process. Metro staff briefed TPAC, JPACT and the Metro Council in January of 2023 regarding the availability of funding, the federal policy and rules associated with the funds, and to receive guidance on the allocation of these funds to projects.

The federal policy and regulatory direction, regional policies and strategies, and additional input received during the January outreach was summarized in Exhibit B - Policy and Program Factors to Inform Carbon Reduction Program Investment Proposals. This document guided the consideration of investments by TPAC and JPACT in their recommendation to Metro Council.

The process to gather and incorporate stakeholder input into the development of the JPACT recommendation is summarized in Exhibit D.

A final recommendation for the allocation of the funds was made at the May JPACT meeting.
(To be completed describing the final recommendation process)

The adopted funding allocation will be submitted to ODOT for incorporation into the statewide planning and funding allocation submission to the Federal Highway Administration. Individual project allocations will also be amended into the Metropolitan Transportation Improvement Program before they may be spent by the lead agency awarded funding.

ATTACHMENTS

Exhibit A: Project Allocation List and Project Descriptions

Exhibit B: Policy and Program Factors Summary to Inform the Carbon Reduction Allocation Recommendation

Exhibit C: Conditions of Approval to Allocation of Carbon Reduction Program Funds

Exhibit D: Stakeholder Feedback to Inform Final Allocation Recommendations

Exhibit A to Staff Report of Resolution 23-5337
Project Allocation List and Project Descriptions

TPAC Recommended Investment Package	
Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
82 nd Avenue Bus Rapid Transit	\$5,000,000
Line 33 McLoughlin Transit Signal Priority	\$4,000,000
Climate Smart Implementation Program	\$1,800,000
Transportation System Management & Operations	\$3,000,000
Subtotal:	\$18,800,000

Description of Package Element Options

Tualatin Valley Highway Bus Rapid Transit (BRT): A \$5 million allocation for BRT project development funding for the TV Highway corridor to be matched by TriMet and with participation by local agencies toward a total of about \$20 million needed to complete the Project Development phase of the Federal Transit Administration's Capital Investment Grant (FTA CIG) Small Starts program. This work includes design, addressing National Environmental Protection Act (NEPA) requirements, development of FTA rating materials and other activities needed to get to a Small Starts Grant Agreement. The project lead agency will confirm the obligation of these funds or confirm a commitment by JPACT and the Metro Council to pursue an FTA CIG Small Starts application for future spending of these funds, by July 2026. If the region decided to not pursue an FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.

82nd Avenue Bus Rapid Transit: A \$5 million allocation for BRT project development funding for the 82nd Avenue corridor to be matched by TriMet and with participation by local agencies toward a total of about \$20 million needed to complete the Project Development phase of the Federal Transit Administration's Capital Investment Grant (FTA CIG) Small Starts program. This work includes design, addressing National Environmental Protection Act (NEPA) requirements, development of FTA rating materials and other activities needed to get to a Small Starts Grant Agreement. The project lead agency will confirm the obligation of these funds or confirm a commitment by JPACT and the Metro Council to pursue an FTA CIG Small Starts application for future spending of these funds, by July 2026. If the region decided to not pursue an FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.

Line 33 - McLoughlin Corridor Transit Signal Priority (TSP): Expansion of next generation transit signal priority first implemented in the Division Transit corridor to improve reliability of transit service. Expands capability of TriMet to implement TSP with new project partners and independent of a Bus Rapid Transit project in anticipation of implementing additional TSP projects across the region. Any remaining funds may also be used on systemic TSP needs to make the Line 33 elements perform optimally or on small capital stop amenities or safe transit access elements in the corridor. Project scope and funding would be coordinated with, and not displace, funding from other potential sources such as Congressionally directed spending or tolling mitigation funding.

Climate Smart Implementation Program: Resources to support implementation of the Climate Smart Strategy (CSS). This includes elements such as:

- monitoring and evaluation of CSS implementation (including analysis and reporting on progress in reducing emissions to meet federal CRP reporting requirements),
- development of improved emissions and Vehicle Miles Traveled forecasting and monitoring tools, including at the sub-area/corridor and project levels,
- update to the Climate Smart Strategy,
- communicating what the CSS is, how it is being implemented locally, what reductions are being achieving by implementation of the current strategy in public friendly formats to develop understanding, acceptance, and support for continued implementation of the strategy,
- technical support for incorporation of climate emission reduction policy and strategies into development of related transportation plans and policy
 - including regional coordination and support for local agency implementation of the new Climate Friendly & Equitable Communities update to state Transportation Planning Rule requirements

Approximately half of the allocation would be for work for tool development such as improvements to the state required Vision Eval forecasting tool, the regional travel demand model, tools to forecast emissions impacts of project level investments, and a best implementation practices toolkit. The other approximate half of the allocation would support a new Metro staff person to undertake the monitoring and evaluation work, communication of progress and benefits of Climate Smart Strategy implementation, coordination with state and local agencies, meeting federal reporting requirements, support of a Metro team in the update of the Climate Smart Strategy, and to provide local agencies with technical support for local implementation.

Transportation System Management & Operations (TSMO): Transportation system management and operations investments that improve the efficiency and safety of the existing transportation network and infrastructure. The Transport sub-committee of TPAC would be utilized to identify priority projects for funding with direction to prioritize TSMO investments that are eligible for federal carbon reduction program funds, have the greatest potential to reduce carbon emissions, and also reduce the impact of climate change on marginalized communities. TSMO projects that provide safer access to transit and schools are eligible and encouraged for consideration.

Exhibit B to Staff Report of Resolution 23-5337**Policy and Program Factors to Inform Carbon Reduction Program Investment Proposals**

The federal aim of the newly created Carbon Reduction Program is “to reduce transportation emissions through the development of State carbon reduction strategies and fund projects designed to reduce transportation emissions.” Because of the region’s effort to develop and adopt the Climate Smart Strategy in 2014, the region already has a developed action plan to reduce greenhouse gas emissions from light duty trucks and passenger vehicles through a combination of land use and transportation efforts. The development of this strategy was informed by the best technical analysis available regarding transportation investments to reduce carbon emissions from the transportation sector.

The newly created federal Carbon Reduction Program is a limited opportunity to implement the Climate Smart Strategy by investing into one or more of the investment areas identified.¹ The varied mix of strategies outlined in Climate Smart provides a wide span of options to invest CRP funds on the regional transportation system. Based on regional discussions of priority elements of the Climate Smart Strategy and a review of the federal Carbon Reduction Program funding policy objectives and eligible projects and activities, the following three Climate Smart Strategy elements have been prioritized for the development of the draft packages of projects for CRP funds.

- Make transit convenient, frequent, accessible, and affordable
- Make biking and walking safe and convenient
- Use technology to actively manage the transportation system

In addition, since providing an overview of the Carbon Reduction Program in January, members of TPAC, JPACT, and the Metro Council have weighed in with suggestions and ideas for the CRP allocation. This included identifying and prioritizing projects from the Climate Smart Strategy that could be most impactful and/or transformative in reducing emissions, as well as some specific project proposals. Metro staff has taken these suggestions and ideas into consideration as well as the following factors in identifying the elements of the package options.

Policy Direction

- Priority Climate Smart Strategy investment areas
 - Potential for greenhouse gas emissions reduction
- Opportunity to advance additional Regional Transportation Plan objectives, including Equity, Safety, and Mobility in addition to Climate
- Ability to address Climate Friendly Equitable Communities and other state, regional, or local climate change related objectives
- Consistency with state Carbon Reduction Plan priorities
- Provide funding across multiple areas of the region

Administrative

- Federal funding eligibility requirements
 - Including those specific to the Carbon Reduction Program
- Carbon Reduction Program requirements
 - Submission deadlines, timing of obligation of funding, and other limitations

¹ After considering federal funding eligibility requirements, state Carbon Reduction Plan priorities, regional opportunities, and other factors

- Program implementation needs
 - Evaluation tools and capacity, reporting, communications, policy refinement

Other

- ODOT's allocation process and priorities for Carbon Reduction Program funds and other investments in reducing carbon emissions
- Funding leverage opportunities
 - Especially funding opportunities presented by the Bipartisan Infrastructure Law
- Implement projects with the potential for a significant or transformative impact on reducing transportation emissions

Exhibit C to Staff Report of Resolution 23-5337**Conditions of Approval to Allocation of Carbon Reduction Program Funds****RECOMMENDED CARBON REDUCTION PROGRAM AWARDEE CONDITIONS OF APPROVAL**

Conditions of approval are mechanisms to ensure that projects are planned, designed, and built consistent with the project scopes as approved by JPACT and Metro Council, with federal regulations and with regional policies. Projects can be reviewed at any point in the process for consistency with the conditions of approval and action taken if they are not adhered to.

There are two sets of conditions which apply to Carbon Reduction Program (CRP) awarded projects: 1) conditions which address all projects; and 2) project-specific conditions.

The conditions for all projects outline expectations pertaining to the use of funds, project delivery, process, etc. The project-specific conditions outline expectations to create the best project possible in accordance to regional program policies and federal regulations. Recognizing that projects are at different stages of development (i.e. some are in planning phases while others are ready for construction), Metro may choose to waive or modify certain conditions for a project based on what is appropriate for the project's stage in development.

Conditions applied to all projects and programs:

1. Funding is awarded to the project as outlined in the JPACT-approved and Metro Council-adopted Carbon Reduction Program award. If any project is determined to be unfeasible or is completed without expending all of the Carbon Reduction Program funds awarded, any remaining Carbon Reduction Program funds for that project shall revert back to Metro for reallocation. Or the project sponsor/local jurisdiction receiving the Carbon Reduction Program funds for the project may request reallocation of the funds per the Metropolitan Transportation Improvement Program (MTIP) amendment process. Requested reallocation must meet federal and state eligibility requirements for the Carbon Reduction Program funds and meet consistency with the Climate Smart Strategy and the Regional Transportation Plan. Reallocation may necessitate JPACT and Metro Council approval.
2. The award amount is the total amount of Carbon Reduction Program funds provided to deliver the awarded project as it is defined in the award scope and as approved by JPACT and Metro Council. The project sponsor/local jurisdiction is expected to resolve any cost overruns or unexpected costs to emerge. It is understood by the project sponsor/local jurisdiction that Metro does not have any further financial commitment/responsibility beyond providing the amount awarded.
3. Project scopes will include what is written in the narrative project description outlined in Exhibit A of Resolution 23-5337 and project refinements in response to comments. Changes in project scopes, schedules, and budget must be requested and made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP (Please see 2024-2027 MTIP Administration section.) Changes in project scopes must be approved by Metro to ensure federal eligibility requirements and the original intent of the project is still being delivered.
4. All projects will follow the design approach and decision-making process as defined in the [Designing Livable Streets and Trails Guide](https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails)² (Metro; 3rd edition; October 2019) and any updates in effect at the time a funding intergovernmental agreement is signed. Other street

² <https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails>

and trail design guidelines, including those developed by local jurisdictions, the National Association of City Transportation Officials, the Institute of Transportation Engineers, the Oregon Department of Transportation, the American Association of State Highway and Transportation Officials, and the Federal Highway Administration, may also be referred to as long as the design approach and decision making process used are consistent with Metro's guidelines.

5. All projects will update local network maps and provide relevant network data to Metro. Metro will provide guidelines on network data submissions upon request. Additionally, all bicycle and pedestrian projects will implement sufficient wayfinding signage consistent with Metro sign guidelines (Ex. [Metro's Intertwine Design Guidelines](#).)³ and the Manual on Uniform Traffic Control Devices.
6. All projects with ITS elements will be consistent with National ITS Architecture and Standards and Final Rule (23 CFR Section 940) and Regional ITS Architecture. This includes completing a systems engineering process during project development to be documented through the systems engineering form and submitted to Metro for inventory purposes. For further guidance, consult [ODOT's ITS compliance checklist](#).⁴
7. All projects implementing Transportation System Management and Operations (TSMO) elements will provide information to Metro on the TSMO elements for inventory purposes. Metro will provide guidelines on how to provide TSMO data submissions.
8. All local jurisdiction/project sponsors shall acknowledge Metro as a funding partner. Acknowledgement will attribute credit to Metro on all project materials (print or electronic), such as reports, newsletters, booklets, brochures, web pages, and social media posts. Attribution on materials must read "Made possible with support from Metro." If marketing is done with audio only, spoken attribution language must be "This project is made possible with support from Metro." The local jurisdiction/sponsor delivering the project will include the Metro logo on all print ads, banners, flyers, posters, signage, and videos. Grantee will include the Metro logo on all marketing and advertising materials, both print and online (size permitting). Metro will provide partners with Metro logos and usage guidelines. Lastly, the local jurisdiction/project sponsor will extend invitations to Metro Councilors to attend events or engagements pertaining to the project.
9. All projects will carry out public involvement processes that meet federal Title VI and environmental justice requirements. As appropriate, local data and knowledge shall be used to supplement analysis and inform public involvement. Metro guidelines for public involvement can be found in the [Public Engagement Guide Appendix G: Local Engagement and Non-Discrimination Checklist](#).⁵
10. All projects are expected to measure the progress and performance of the Carbon Reduction Program-funded project. Local jurisdictions/project sponsors will identify a set of indicators for data collection and pre-and post-project monitoring. Metro will provide input and feedback into the indicators and datasets, especially to help respond to regional transportation performance measures. Indicators can be determined during the pre-implementation phase of the project.

³ <https://www.oregonmetro.gov/sites/default/files/2018/01/05/2017-Intertwine-Trail-sign-guidelines.pdf>.

⁴ <https://www.oregon.gov/odot/Maintenance/Documents/ITS-QualityPlan.pdf>

⁵ http://www.oregonmetro.gov/sites/default/files/final_draft_public_engagement_guide_112113.pdf

11. Carbon Reduction Program funds awarded to projects which are not flex transferred to the Federal Transit Administration (FTA) will follow the Federal Highway Administration (FHWA) project delivery process. For non-certified agencies receiving Carbon Reduction Program to deliver a project will be expected to work directly with a certified agency or ODOT to determine the administration and delivery of the project. Such agencies will comply with ODOT Local Agency Liaison (LAL) project pre-implementation requirements (e.g. completion of detailed scope of work, budget, project prospectus, etc.). The ODOT LAL requirements are expected to be in the proper format as part of the federal delivery process to facilitate MTIP & STIP programming, initiate development and execution of the Intergovernmental Agreement (IGA), and obligate and expend awarded federal funds for the project.

The awarded lead agency is required to complete or participate in the following project delivery & monitoring activities:

- Kick-off Meeting Coordination.
- MTIP/STIP programming to a realistic project delivery schedule that accounts for meeting funding obligation targets.
- Participate in project coordination meetings and reviews as called for and scheduled.
- Completing project pre-implementation (Pre-Preliminary Engineering or Planning phase obligation) actions and milestones to ensure project proceeds on schedule, including completing a project scoping document with a thorough scope, schedule and budget with milestones and deliverables.
- Complete and execute a project IGA in time to obligate funds as programmed
- Participation in Project Delivery Actions, including attending Project Development Team (PDT) review meetings, completing and submitting project Milestone Reports and Progress Updates, providing any performance measurement project data, providing project delivery status updates, and addressing questions raised by the Metro advisory committees.
- Providing project close-out/final reports and billings.

Conditions applied to specific projects and programs:

1. Transportation System Management and Operations – TransPort:

- TransPort, a subcommittee of the Transportation Policy Alternatives Committee (TPAC) will lead the allocation of \$3 million in Carbon Reduction Program funds.
- Allocation of Carbon Reduction Program funds must meet federal eligibility requirements pertaining to the Carbon Reduction Program. Due to the nature and intent of the Carbon Reduction Program, certain activities are not eligible, and TransPort cannot allocate funding towards those type of activities, even if they are consistent with the Regional TSMO Strategic Plan.
- The primary direction is to allocate funds to projects that maximize the reduction of carbon emissions.
- Additional direction for the allocation of Carbon Reduction Program funds is outlined as follows:

- i. Fund projects throughout the region or to projects which have clear region-wide benefits.
 - ii. The selection of projects prioritizes those technologies and strategies which reduce the disproportionate impacts of climate change and air pollution on marginalized communities.
 - iii. The selection of projects prioritizes those technologies and strategies which promote or support safe access to schools and transit, by means other than driving and ultimately reduce vehicle miles traveled.
- Additionally, any TSMO-related activities funded with Carbon Reduction Program funds must be consistent with the Oregon Carbon Reduction Strategy.
- 2. **82nd Avenue Bus Rapid Transit (BRT) – TriMet and Metro:**
 - The Carbon Reduction Program awards are to advance project development activities for the 82nd Avenue Bus Rapid Transit project and prepare the project for the Federal Transit Administration (FTA) Capital Investment Grant (CIG) application cycle. As outlined in the project description in Exhibit A, the project lead agency will confirm the obligation of these funds, or commitment by JPACT and the Metro Council to pursue an FTA CIG Small Starts application for future spending of these funds, by July 2026. If the region decides to not pursue an FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.
- 3. **Tualatin Valley Highway Bus Rapid Transit (BRT)– TriMet and Metro:**
 - The Carbon Reduction Program awards are to advance project development activities for the Tualatin Valley Highway Bus Rapid Transit project and prepare the project for the Federal Transit Administration (FTA) Capital Investment Grant (CIG) application cycle. As outlined in the project description in Exhibit A, the project lead agency will confirm the obligation and spending of these funds, or commitment by JPACT and the Metro Council to pursue an FTA CIG Small Starts application for future spending of these funds, by July 2026. If the region decides to not pursue an FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.
- 4. **McLoughlin Avenue Transit Signal Priority (TSP) – TriMet and Clackamas County:**
 - As outlined in the project description in Exhibit A, any remaining funds after the delivery of the projects may also be used on systemic TSP needs to make the Line 33 elements perform optimally or on small capital stop amenities or safe transit access elements in the corridor. Additionally, if other potential sources such as Congressionally directed spending or tolling mitigation funding emerge to fund the TSP project, the project scope and funding would be coordinated with, and not displace, funding.
- 5. **Climate Smart Strategy Implementation – Metro**
 - Metro will coordinate the tool development work and implementation work program with other planning activities in the region and state during the development of the annual Unified Planning Work Program (UPWP).

Exhibit D to Staff Report of Resolution 23-5337
Stakeholder Feedback to Inform Final Allocation Recommendations
Summary of Stakeholder Input – November 2022 – January 2023

The following section summarizes the feedback provided during the initial introductions of the Carbon Reduction Program fund and the allocation process through the TPAC recommendation to JPACT.

2023 RTP Workshop

At the November 10 Metro Council and JPACT workshop on the 2023 RTP, Metro staff provided a refresher on the Climate Smart Strategy. Since the Climate Smart Strategy has been integrated into subsequent regional transportation plans (2014 RTP, 2018 RTP) after its adoption, the 2023 RTP presents an opportunity to update related policies in the Plan and develop a long-term transportation investment strategy which will bring the region back on track to meet the greenhouse gas emissions reduction target set forth by the state.

At the workshop, regional leaders participated in a set of exercises ranking the different Climate Smart investment areas for: 1) further implementation; 2) greatest benefit to people living in the Portland metropolitan region; and 3) preference on ambitiousness in pursuing. Under the three different ranking exercises, the following three ranked in the top in each exercise. Across all three exercises, “Making transit convenient, frequent, accessible, and affordable,” was the top ranked Climate Smart investment area in each.

- Make transit convenient, frequent, accessible, and affordable – through increased transit service, including high-capacity transit
- Make biking and walking safe and convenient – through new active transportation connections
- Use technology to actively manage the transportation system – through system management and operations

These non-binding results indicate that the region’s leaders are interested in advancing Climate Smart Strategies/investment areas for implementation.

Metro Council Work Session

Following the 2023 RTP workshop, Metro and ODOT Climate Office staff jointly presented information about the federal Carbon Reduction program at the Metro Council work session. The presentation outlined the new program and provided insight into the priority investment areas for ODOT’s allocation. ODOT emphasized the need for partnerships to achieve Oregon’s greenhouse gas emissions reduction goal and making complementary investments. Metro staff outlined three potential Climate Smart Strategy investment areas to emphasize with CRP funds. These three areas include:

- Transit
 - Capital transit investments
 - Improvements in the right-of-way to increase speed and reliability of buses and MAX
- Active Transportation
 - New biking and walking connections to schools, downtowns, jobs, and other community places

- Completes the regional active transportation network and supports the 2040 growth concept
- System Management and Operations
 - Variable message signs and speed limits
 - Transit signal priority, bus pullouts
 - Signal timing and ramp metering

The Metro Council were asked to provide feedback and direction on the potential Climate Smart Strategy investment areas as well as other wishes the Council would like to see as part of the allocation of CRP funds. Feedback from the Metro Council included:

- Continue to support and leverage the planning work undertaken as part of the Transportation Funding Measure in 2020, in areas that would be eligible for CRP funds
- Invest into our current corridor projects, including Tualatin Valley Highway and 82nd Avenue
- Make a regional investment with the limited dollars presented with CRP, but also be context sensitive to the different counties in the region
- Accelerate implementing community plans that seek to reduce greenhouse gas emissions
- Leverage other funding opportunities presented with the BIL and with other partners
- Support microtransit and transit services which better serve communities not well reached by traditional transit providers.

TPAC

Metro staff in conjunction with ODOT Climate Office staff provided an overview of the Carbon Reduction Program at the January 6, 2023, TPAC meeting. In the presentation, Metro staff outlined the details of the new federal funding program and the staff proposed Climate Smart Strategy investment areas to shape allocation proposals for discussion. The following is feedback from TPAC to help shape and inform the next steps for staff to develop Carbon Reduction Fund allocation proposals for discussion.

- Agree with leveraging the work and consensus building undertaken as part of the transportation funding measure in 2020, but not constrained by what was included in the package which went before voters. Consider some of the corridors/candidate projects which did not make the final package put forward to voters.
- Have the allocation proposal reflect regional balance
- Consider those projects which can meet eligibility requirements from the 25-27 Regional Flexible Fund cycle which were not awarded grant funds
- Consider adding the Climate Smart Strategy - Provide information and incentives to expand the use of travel options – or transportation demand management (TDM) as part of the CRP allocation proposal
- Work actively with local jurisdictions on identifying candidate projects for the allocation proposal developed by Metro staff. Following a process similar to the earmark process would be positive.
- Consider quantifying greenhouse gas emissions reduction for candidate projects and have it inform the final allocation proposal. At a minimum, have allocation efforts be informed by emissions reduction potential.
- Prioritize allocating Carbon Reduction Program funds to projects and programs which do not have other sources of funding. For example, while electric vehicles and infrastructure are an eligible activity for new funding program, there is also another federal funding program exclusively available for electrification.

- Focus on “doable” projects that can show off the success of the Carbon Reduction Program. This can help support the program’s continuation into the future.
- In considering potential transportation system management and operations (TSMO) project candidates, work with the Transport sub-committee of TPAC to identify a project or technology update which would have wide reaching regional or systemic benefit in lieu of smaller site-specific project(s).
- Consider focusing Carbon Reduction Program funds on projects in areas with high vehicle miles traveled and a lack of transportation options.
- Consider adding to the allocation proposal projects which accelerate the transition of transit fleet vehicles to alternative fuels
- While the Carbon Reduction Program funds focus on greenhouse gas emissions reduction, consider candidate projects in the allocation proposal which result in greater safety. In particular, projects which complete the pedestrian and bicycle network in areas of high crashes provide the dual benefit of emissions reduction and safety.
- Use updated information from efforts like the City of Portland’s VisionEval work to help inform which types of projects will be an effective use of Carbon Reduction Program funds and get the most emissions reduction cost-benefit.
 - Consider investing funds to advance the region’s capabilities in understanding, measuring, and advancing how to best reduce carbon emissions.
- Provide additional information/details on use of the \$1.8 million proposed for Climate Smart implementation.
- Have ODOT’s climate office to keep the MPO table (i.e., TPAC, JPACT, Metro Council) and the R1ACT informed on the allocation process for the state Carbon Reduction Program funding as there is interest in knowing more about providing input to the state allocation process.

JPACT

Metro staff in conjunction with ODOT Climate Office staff provided an overview of the Carbon Reduction Program at the January 19, 2023, JPACT meeting. In the presentation, Metro staff outlined the details of the new federal funding program and the staff proposed Climate Smart Strategy investment areas to shape allocation proposals for discussion. The following is feedback from JPACT to help shape and inform the next steps for staff to develop Carbon Reduction Fund allocation proposals for discussion. Feedback included: implement the region’s Climate Smart Strategy priority projects and programs, and investments that could have significant or transformative impacts on reducing transportation emissions.

- Support development of bus capital improvements in the 82nd Avenue and Tualatin Valley highway corridors,
- Support transit signal priority (TSP) for the Line 33 McLoughlin bus,
- Support the advancement of Electric Bikes usage
- Support electrification of the TriMet bus fleet,
- Support for specific active transportation projects unfunded from the previous Regional Flexible Fund Allocation cycle,
- Support for system management and Intelligent Transportation System (ITS) projects, and safe routes to schools projects.

Summary of Stakeholder Input on Allocation Proposal Package Options – April 2023

Since providing TPAC, JPACT, and Metro Council an overview of the Carbon Reduction Program funding at the end of 2022 and in early 2023, Metro staff develop a set of allocation proposal package options which were presented to TPAC and JPACT in April 2023. Feedback on the allocation proposal package options included:

TPAC comments

- Preference for the corridor elements included in Packages A, B, and C, over the funding of Regional Flexible Fund Allocation projects represented by Package D.
- Safe bicycling infrastructure a priority over electric bike program.
- Question the ability to effectively administer and implement Electric Bike, Safe Routes to Schools, or Active Transportation capital projects with small amount of federal funds. Request to investigate the possibility of a fund exchange of federal CRP funds for local funds to make implementation of small capital projects more feasible was made.
- Support for a Transportation System Management and Operations (TSMO) allocation element administered through the Transport sub-committee, with policy direction to prioritize carbon reduction projects such as expansion of Transit Signal Priority (TSP).
- Desire for clarification on what happens to corridor project funding if projects do not proceed or get funded from other sources, with requests for funding to stay in a corridor on other project elements.
- Consideration of not setting a precedent of funding project elements that are identified for potential mitigation of tolling impacts (such as elements of Line 33 TSP).
- Need further description of recommended project elements, including the Metro led Climate Smart Implementation program element.

JPACT comments.

- Washington County Coordinating Committee discussions favored Package Option E that included an \$3 million allocation to System Management and Operations projects to be recommended by the Transport sub-committee of TPAC.
- Safe access to schools be clarified as a potential part of System Management & Operations or Active Transportation options should those options move forward.

Development of TPAC Recommendation on Allocation of Carbon Reduction Program Funds – May 2023

At the May 5th TPAC meeting, Metro staff presented two Carbon Reduction Program allocation options for considerations. The two allocation options were based on the input received from TPAC and JPACT members on the draft investment package options at their April meetings. The allocation options were:

Carbon Reduction Program Allocation Package Descriptions Considered by TPAC

Package C – Transit Corridors and Active Transportation		
	TV Hwy BRT	\$5,000,000
	82 nd Ave BRT	\$5,000,000
	Line 33 McLoughlin Transit Signal Priority	\$4,000,000
	Climate Smart Implementation Program	\$1,800,000
	Active Transportation	\$3,000,000
	Subtotal:	\$18,800,000

Package E – Transit Corridors and Transportation System Management & Operations		
	TV Hwy BRT	\$5,000,000
	82 nd Ave BRT	\$5,000,000
	Line 33 McLoughlin Transit Signal Priority	\$4,000,000
	Climate Smart Implementation Program	\$1,800,000
	Transportation System Management & Ops	\$3,000,000
	Subtotal:	\$18,800,000

Allocation Package Options – Description of Elements

Recommended by TPAC: Tualatin Valley Highway Bus Rapid Transit (BRT): Funding to undertake bus rapid transit project development for the Tualatin Valley Highway BRT corridor. The \$5 million allocation to be matched by TriMet and with participation by local agencies toward a total of about \$20 million needed to complete the Project Development phase of the FTA CIG Small Starts program. This work includes design, NEPA, development of rating materials and other activities needed to get to a Small Starts Grant Agreement. If the region decided to not pursue an FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.

Recommended by TPAC: 82nd Avenue Bus Rapid Transit (BRT): Funding to undertake bus rapid transit project development for the 82nd Avenue corridor. The \$5 million allocation to be matched by TriMet and with participation by local agencies toward a total of about \$20 million needed to complete the Project Development phase of the FTA CIG Small Starts program. This work includes design, NEPA, development of rating materials and other activities needed to get to a Small Starts Grant Agreement. If the region decided to not pursue an FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.

Recommended by TPAC: Line 33 - McLoughlin Corridor Transit Signal Priority (TSP): Expansion of next generation transit signal priority first implemented in the Division Transit corridor to improve reliability of transit service. Expands capability of TriMet to implement TSP with new project partners and independent of a Bus Rapid Transit project in anticipation of implementing additional TSP projects across the region. Any remaining funds may also be used on systemic TSP needs to make the Line 33 elements perform optimally or on small capital stop amenities or safe transit access elements in the corridor. Project scope and funding would be coordinated with, and not displace, funding from other potential sources such as Congressionally directed spending or Tolling mitigation funding.

Recommended by TPAC: Climate Smart Implementation Program: Resources to support implementation of the Climate Smart Strategy (CSS). This includes elements such as:

- monitoring and evaluation of CSS implementation (including analysis and reporting on progress in reducing emissions to meet federal CRP reporting requirements),
- development of improved emissions and Vehicle Miles Traveled forecasting and monitoring tools, including at the sub-area/corridor and project levels,
- update to the Climate Smart Strategy,
- communicating what the CSS is, how it is being implemented locally, what reductions are being achieving by implementation of the current strategy in public

friendly formats to develop understanding, acceptance, and support for continued implementation of the strategy,

- technical support for incorporation of climate emission reduction policy and strategies into development of related transportation plans and policy
 - including regional coordination and support for local agency implementation of the new Climate Friendly & Equitable Communities update to state Transportation Planning Rule requirements

Approximately half of the allocation would be for work for tool development such as improvements to the state required Vision Eval forecasting tool, the regional travel demand model, tools to forecast emissions impacts of project level investments, and a best implementation practices toolkit. The other approximate half of the allocation would support a new Metro staff person to undertake the monitoring and evaluation work, communication of progress and benefits of Climate Smart Strategy implementation, coordination with state and local agencies, meeting federal reporting requirements, support of a Metro team in the update of the Climate Smart Strategy, and to provide local agencies with technical support for local implementation.

Recommended by TPAC: Transportation System Management & Operations (TSMO):

Transportation system management and operations investments that improve the efficiency and safety of the existing transportation network and infrastructure. The Transport sub-committee of TPAC would be utilized to identify priority projects for funding with direction to prioritize TSMO investments that have the greatest potential to reduce carbon emissions. TSMO projects that also provide safer access to schools are eligible and encouraged for consideration.

Active Transportation: Pedestrian, bicycle and transit access capital projects. Project scale would be smaller than typical RFFA and state funded projects. Projects that are expected to perform best to increase walk and bike trips would be encouraged as a priority to maximize reductions in carbon emissions. Active transportation projects that also provide safer access to schools are eligible and encouraged for consideration. TriMet has agreed to investigate their capacity to fund exchange CRP funds for local funding to facilitate improved delivery of these projects. It has not yet been determined whether they have an eligible project and local fund capacity, but if ultimately feasible, the exchanged funds could not be made available until late in FY 2025 after TriMet had received equivalent CRP funds. If fund exchange is determined infeasible, projects would need to proceed through the standard federal-aid delivery process

Both package C and E were modified slightly prior to the May 5th TPAC meeting to reflect input provided on the draft packages. Modifications included:

- Language to address the uncertainty for the three corridor candidates to allow for repurposing excess or remaining funds for activities within the corridor including safe access to transit or other transit elements, as long as federal eligibility requirements are met.
- Further project description to outline the activities Metro will undertake for Climate Smart Implementation activities.
- Refinements and clarification to fund projects with the \$3 million going towards either Active Transportation (Package C) or Transportation System Management (Package E) which would support/induce shifting to walking, biking, or transit and have high carbon emissions reduction

At the time of the TPAC meeting, Metro staff had begun an inquiry with TriMet on possible fund exchange of \$3 million dollars with TriMet, in recognizing the interest in the Package C was highly predicated on the ability to defederalize those funds. TriMet was unable to provide a response in time for the May TPAC meeting but expects to have a response about the fund exchange prior to the May 18th JPACT meeting. Information on the fund exchange possibility will be brought forward at the JPACT meeting.

TPAC members voted to recommend Package E: Transit Corridors and System Management and Operations option as the preferred allocation option for carbon reduction program funds. Of the 19 TPAC voting members, ten members voted in favor of package E, six voted against the recommendation of Package E because of their preference for Package C: Transit Corridors and Active Transportation, and there were three abstentions, reflecting the difficult decision TPAC had choosing between the options.

As part of the recommendation of Package E, TPAC recommended the following refinements be reflected in the recommended allocation package for the carbon reduction program funds. These include:

- An obligation date and/or a confirmation decision to pursue the Federal Transit Administration (FTA) Capital Investment Grant (CIG) Small Starts discretionary grant program for the funds allocated to the 82nd Avenue and Tualatin Valley Highway corridor projects.
- Additional guidance to Transport in the allocation of the \$3 million to transportation system management technologies/projects to prioritize in addition to, but secondary to carbon emission reduction benefits:
 - reducing the impact of climate change and air pollution on marginalized communities
 - safe access to transit and schools
 - funding projects around the region and/or that have regionwide benefits

The refinements are incorporated into Exhibits A and C of the staff report to Resolution 23-5337.

6.1 High Capacity Transit Strategy Update: Draft Report (8:20 AM)

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, May 18, 2023

JPACT Worksheet

Agenda Item Title: High Capacity Transit Strategy Update: Report and Recommendations

Presenter: Ally Holmqvist, Senior Transportation Planner, Metro

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

Purpose/Objective

With the pipeline of corridor investments for the region established, the final milestone for the High Capacity Transit Strategy looks backward to document how we got here and looks forward to create the roadmap for putting the pipeline to use in implementing the vision. The strategy renews our regional commitment to HCT as an essential tool for achieving many regional goals. The strategy update calls for HCT projects that fit within the context of communities, serve as the foundation of our regional transportation system, and provide an important tool for supporting community development and maximizing regional goals. To realize these investments and all the benefits they bring, the region will need strong partnership, local champions, and engaged communities to ensure HCT maximizes value to everyone in our region.

High capacity transit is one part — a key part, but still one of many parts — of the broader transit strategy. The Regional Transit Strategy establishes a broad vision using all the tools in our transit toolbox to expand the coverage of the local transit network and even make connections outside of the region, improve frequency on most arterial streets, make the bus better through priority treatments on corridors with greater delay and provide the highest quality investments (e.g., light rail, rapid bus, streetcar) where the most people need to move quickly along major travel corridors (see Figure 1 below). It's also broader than transit type and service — other actions implementing the strategy include investing in transit infrastructure (e.g., tunnel, dedicated lanes, signal priority), collaborating between transit providers and local jurisdictions, and expanding transit supportive elements (e.g., crossings, travel demand management). A corridor's inclusion in the vision, regardless of tier, reinforces its need for continued investment both in land use and corridor planning to develop the transit-supportive environment and with other tools in the transit toolbox to begin growing service so that we can have what we need in place first to successfully take transit to the next level in the future.

Action Requested/Outcome

JPACT provides feedback on the draft report, particularly the actions and recommendations for implementing the high capacity transit network vision, and reviews next steps for the HCT Strategy Update as the effort merges with the 2023 RTP Update process.

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

Earlier this fall, JPACT, along with other Metro and County coordinating committees and regional stakeholders, provided feedback on the investment priorities and identified additional considerations for high capacity transit investment readiness. Since then, the Project Management Team (including staff from Metro and TriMet) has worked with the Working Group (including regional partners) to make adjustments to the corridor investment tiers and develop a report establishing the regional strategy for high capacity transit.

The draft report documents the regional strategy for high capacity transit investment — most importantly what it will take and how we can work together to realize the network vision. The report opens by setting the stage for how this work continues the legacy of the 1982 Light Rail System Plan and 2009 High Capacity transit plan, building from the foundation established by the

2040 Growth Concept and Regional Transit Strategy. It outlines what we were looking to do with this update, including taking stock of existing conditions, challenges and opportunities for high capacity transit, and why it was important to undertake now. It describes the process we went through together, including who was involved and how, and the outcomes for the policy framework, network vision, and corridor tiers. The appendix will include the technical memos previously reviewed at the other key milestones of the process to further document the details of this work. The report also includes call-out boxes throughout to highlight key points, themes or information, including best practices, what we heard from community, and lessons learned. Several adjustments to the corridor investment tiers developed with the working group are included in the final high capacity transit vision within the report:

- Given the community interest in the Killingsworth portion of the Line 72, its Tier 2-consistent evaluation score, and active consideration underway as part of the 82nd Avenue project, as well as the longer-term timeline planned for advancing streetcar on the NW Lovejoy to Hollywood corridor – the tiering of these corridors was swapped. Killingsworth from Swan Island to Parkrose is now Tier 2 and NW Lovejoy to Hollywood Tier 3.
- Given the current adjacent light rail line and the questions around feasibility for rapid bus along Burnside in the Washington County, we have removed the westside segment of Burnside from the corridor.

Then, most importantly, the report outlines the actions and recommendations that collectively make up the strategy for implementing the high capacity transit network vision. The implementation chapter kicks off by describing all of the different elements that create an environment supportive of high capacity transit and make a corridor investment successful: land use, urban context, and transit-oriented development; community stability and resilience; transit access, complete streets, safety and mobility options; transportation demand management programs and policies; transit affordability and fare programs; and transportation system management and operations. These actions are the culminating outcome from the framework of prior planning work, reflecting what we know now from more recent challenges and opportunities and emerging best practices explored earlier in the report. In addition to highlighting the importance of federal funding resources to design and construct these capital projects and the work needed to secure long-term funding resources for the future operation and maintenance of these completed projects, the report also recommends specific actions that regional partners can take to move corridors forward based on their tier status generally. A given corridor may have completed some to many of these actions already, so a working corridor-specific matrix of compiled opportunities, challenges, and recommendations for future corridor planning processes identified through planning efforts to date will also be included in the report appendix.

This spring, staff will be working with decision-makers, advisory committees stakeholders, and community organizations to refine the draft report. Additionally, the team is already reaching out directly to all of the community groups and advisory committees, advocacy organizations, agency stakeholders and business organizations engaged as part of other milestones throughout the process to indicate how their feedback informed the outcome and invite additional input on the draft report. In June, the HCT Strategy will be incorporated into the 2023 RTP document for public review in July and consideration for adoption in November.

What packet material do you plan to include?

1. Major Milestones and Meetings Outline (updated)
2. HCT Strategy Report: Executive Summary
3. HCT Strategy Report: Full Report Draft
4. Draft Engagement Summary Appendix (in progress)



HIGH CAPACITY TRANSIT STRATEGY UPDATE

Key Meeting Dates and Engagement Activities for Project Milestones

Outcome: Feedback on the draft report. Discuss 2023 RTP investment strategy. Preview public review process.

Date	Who
April 19	HCT Working Group #6: Draft Strategy Report and RTP Investment Strategy <ul style="list-style-type: none"> • HCT Report • RTP Investment Strategy • RTP Public Review Preview
May 3	East Multnomah County Transportation Committee TAC
May 4	Clackamas County C-4 TAC
May 4	Washington County Coordinating Committee TAC
May 10	Transportation Policy Alternatives Committee (TPAC)
May 15	East Multnomah County Transportation Committee (policy)
May 15	Washington County Coordinating Committee (policy)
May 17	Clackamas County C-4 Subcommittee (policy)
May 17	Metro Technical Advisory Committee (MTAC)
May 18	Joint Policy Advisory Committee on Transportation (JPACT)
May 24	Metro Policy Advisory Committee (MPAC)
May 30	Metro Council (work session)
April-May	<ul style="list-style-type: none"> • Project webpage <ul style="list-style-type: none"> ○ HCT Storymap ○ Targeted outreach on report with previously engaged stakeholders ○ Draft report documents and executive summary • Fact Sheet #6: What is the region's strategy for HCT? • Engagement with advisory and policy committees

Summer 2023

Outcome: RTP Priorities and Public Review Period (including HCT).

Date	Who
June 2	TPAC: Recommendation to JPACT on release of the draft plan and project list for public review (by Resolution)
June 12	Metro Council (Discussion)
June 15	JPACT: Consider action on TPAC recommendation (by Resolution)
June 29	Council: Consider action on JPACT recommendation (by Resolution)
June-August	<ul style="list-style-type: none"> • RTP Project webpage: Public review draft documents • Briefings to Metro technical and policy committees and county coordinating committees <ul style="list-style-type: none"> ○ July will also include discussions on Ch.8: Implementation • Online public comment survey and hearing(s)

Fall 2023**Outcome:** RTP adoption.

Date	Who
August 4	TPAC: Review draft Ordinance and outline of adoption package
September 13	TPAC Workshop: Draft Public Comment Report and Recommended Changes
September 20	MTAC: Draft Public Comment Report and Recommended Changes
October 6	TPAC: Draft Public Comment Report and Recommended Changes
October 18	MTAC: Recommendation to MPAC
October 19	JPACT: Introduce final 2023 RTP action (Ordinance)
October 25	MPAC: Recommendation to the Metro Council
November 3	TPAC: Recommendation to JPACT
November 16	JPACT: Consider final action (by Ordinance)
November 30	Metro Council: Consider final action (by Ordinance)
September-November	<ul style="list-style-type: none"> RTP Public Hearings RTP Project webpage: Final documents



HIGH CAPACITY TRANSIT Strategy Update



Introduction

Since greater Portland's Blue Line MAX light rail service began in 1986 and the 2040 Growth Strategy was adopted in 1995, high-capacity transit (HCT) has served as the backbone of the region's growth and prosperity. The 2009 HCT Plan laid the groundwork for the continued expansion of the system, including investments like the FX Division Transit project.

Despite periodic downturns in the economy, competition for resources among many regional needs, and most recently a global pandemic, HCT continues to play a vital role in meeting the region's goals.

The High Capacity Transit Strategy Update refreshes the vision described in the 2009 Plan, and provides a shared vision and action plan for developing new HCT corridors. It includes an adaptable approach to HCT investments that is nimble, flexible, and cost-effective, with a greater emphasis on potential rapid bus corridors.

This strategy update is part of the Regional Transportation Plan (RTP), which is being updated in 2023.

What does this strategy update do?

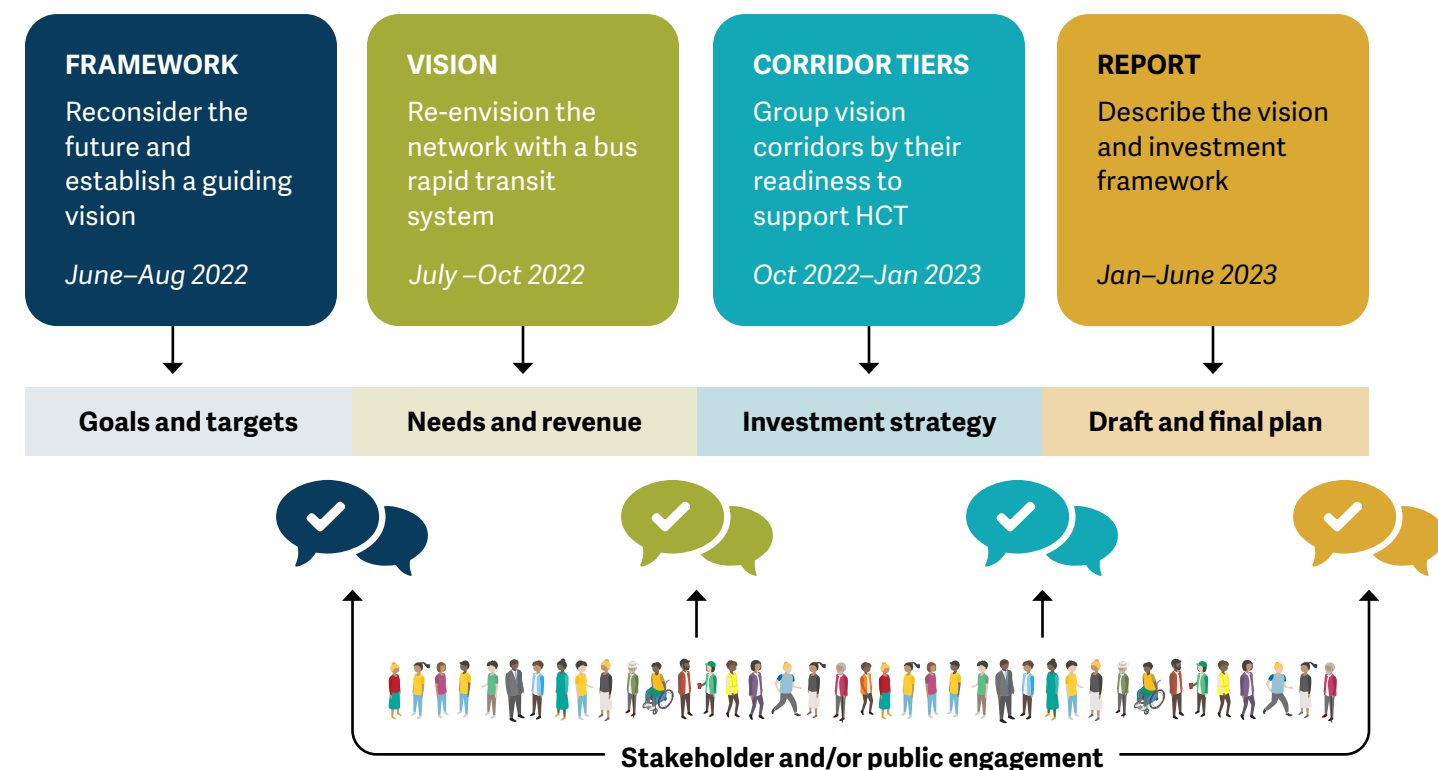
- Summarizes the regional vision for HCT investment, strategies for moving HCT corridors forward towards implementation, and policies for supporting HCT
- Includes a tiered plan for developing future HCT corridors
- Accounts for regional growth, how community needs have changed, and how travel is different
- Highlights the important role of local agencies and partners in moving HCT corridors forward
- Guides near- and long-term decision-making
- Sets the region up for funding these projects
- Addresses system operations improvements and "state of good repair" investments

Why update the HCT strategy?

Since greater Portland's HCT strategy was first developed in 2009, much has changed:

- The region's awareness and level of urgency has increased on issues like inequalities based on people's race and income, housing affordability and displacement, the impacts of climate change, and safety.
- The pandemic brought major changes to how and where people travel. Concerns about personal safety and health continue to impact how people use transit and how providers operate today.
- Population and job growth has continued, with tens of thousands more people making the region their home since 2009.
- Finding money for HCT investments has become a greater challenge. There are limited local dollars available for matching federal grants, directly funding HCT corridor design and construction, or operating HCT corridors.

What were the phases of the HCT strategy update?



How does the HCT strategy update support our regional goals?



Equity

- Improve access to high-quality transit and faster travel for people with low incomes and other underserved communities
- Improve local air quality
- Minimize displacement of people or businesses and maintain housing affordability



Climate

- Shift more driving trips to transit to reduce GHG emissions
- Help address congestion by investing tolling revenues into HCT in congested corridors
- Use electric transit vehicles or other clean fuels to reduce emissions



Mobility

- Provide an affordable alternative to driving
- Connect regional and town centers as part of the 2040 Growth Concept
- Ensure a safe, welcoming system that is attractive to riders
- Make sure people can safely and comfortably get to HCT stations
- Invest in the existing HCT system to fix chokepoints, like the Steel Bridge



Economy

- Support healthy communities and bolster local economies
- Make sure HCT connects people, jobs, and essential services
- Minimize time spent waiting while transferring to make multiple trips easier
- Develop housing near HCT that welcomes people of all incomes and backgrounds and avoids displacement
- Help the region grow in a way that preserves farm and forestlands



Safety

- Make transit rider safety the highest priority
- Consider the pros and cons of different safety programs, such as education and communication versus enforcement
- Design streets to be safe for all people

What is high-capacity transit?

High capacity transit is a type of public transportation that moves a lot of people quickly and often.



Light Rail Transit (LRT)



Bus Rapid Transit (BRT) and Rapid Bus



Commuter Rail

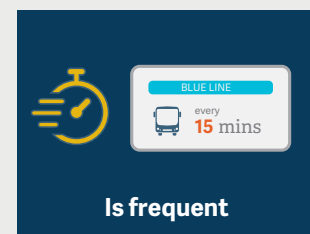


Streetcar

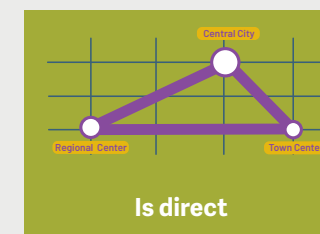


Commuter rail and streetcar expand the reach of the high capacity transit network. Further investment in the elements that make transit high quality would increase their capacity to move more people (e.g., frequency, speed, and/or span).

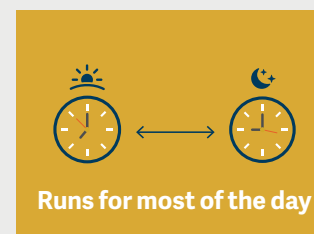
High-capacity transit ...



Is frequent



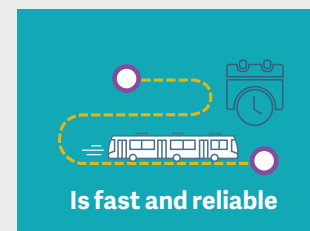
Is direct



Runs for most of the day



Serves places with a mix of and many destinations



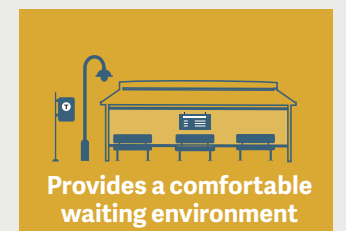
Is fast and reliable



Moves lots of people



Has its own track or bus lane



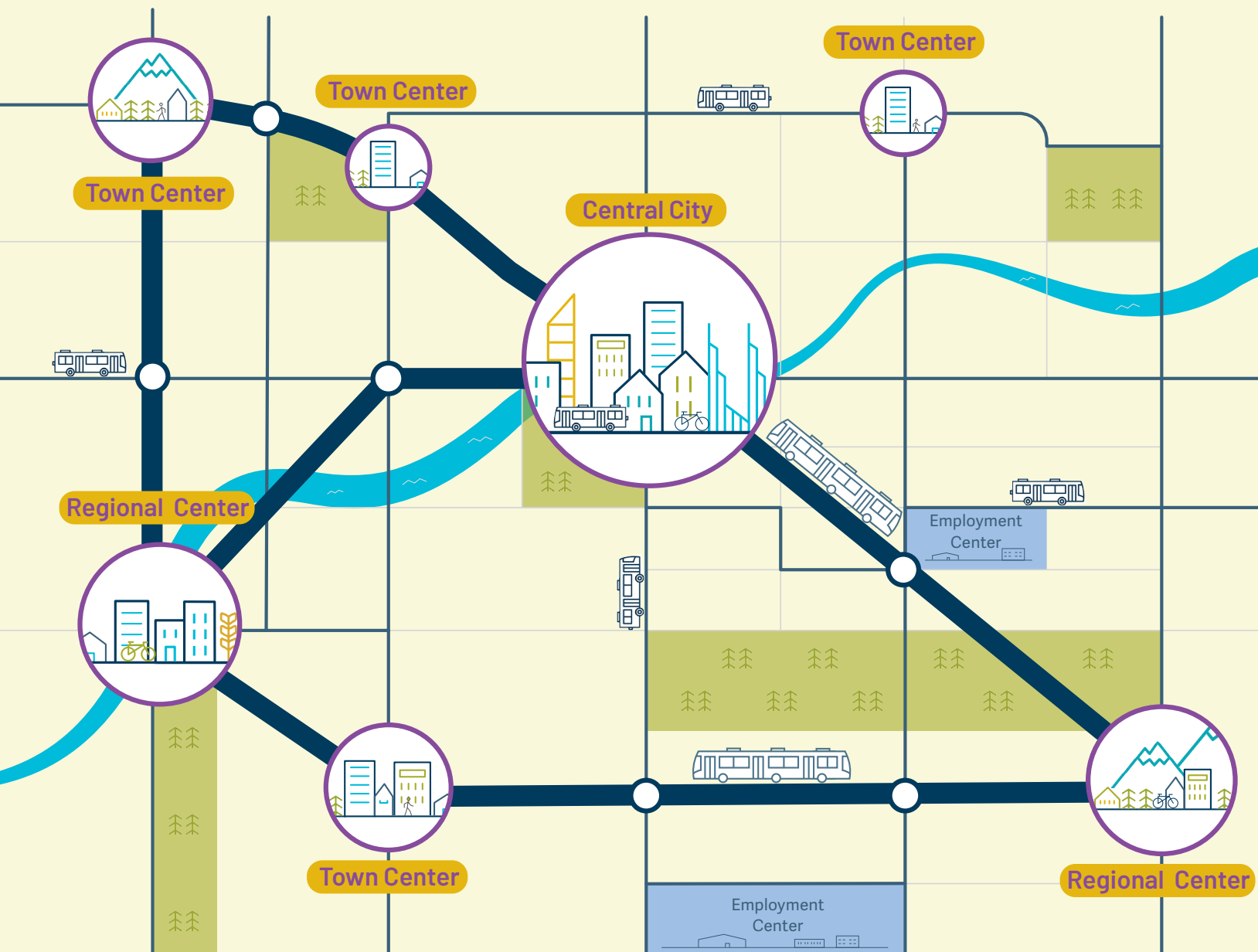
Provides a comfortable waiting environment

High-Capacity Transit Vision

The HCT Vision is the future network of HCT corridors with enhanced features such as shelters and real-time travel information, as well as dedicated travel space for transit that moves more people quickly and comfortably.

The vision reimagines a strong HCT network that supports compact land development, broadens connections, and increases options for getting around the region.

Well-connected and people-focused, the vision creates connections between activity centers; along corridors; to jobs, services, and other major destinations (e.g., colleges, hospitals, affordable housing); and prioritizes mobility improvement for communities of color and other marginalized communities.



How did we develop the Vision?

The project team worked with partners and the public to answer these questions:

- Where are more people traveling today and where will they want to travel in the future?
- What connections link the most people and underserved communities to jobs, important services and other places?
- How long does a transit trip in a certain area currently take compared to driving?
- How much could an investment in high capacity transit improve travel?
- What are the needs and priorities of community members and organizations, businesses, agency partners and elected officials

What did we hear from the community?

Metro and TriMet talked with people at many community events, meetings and took feedback through the project website. We heard the following priorities from the community:

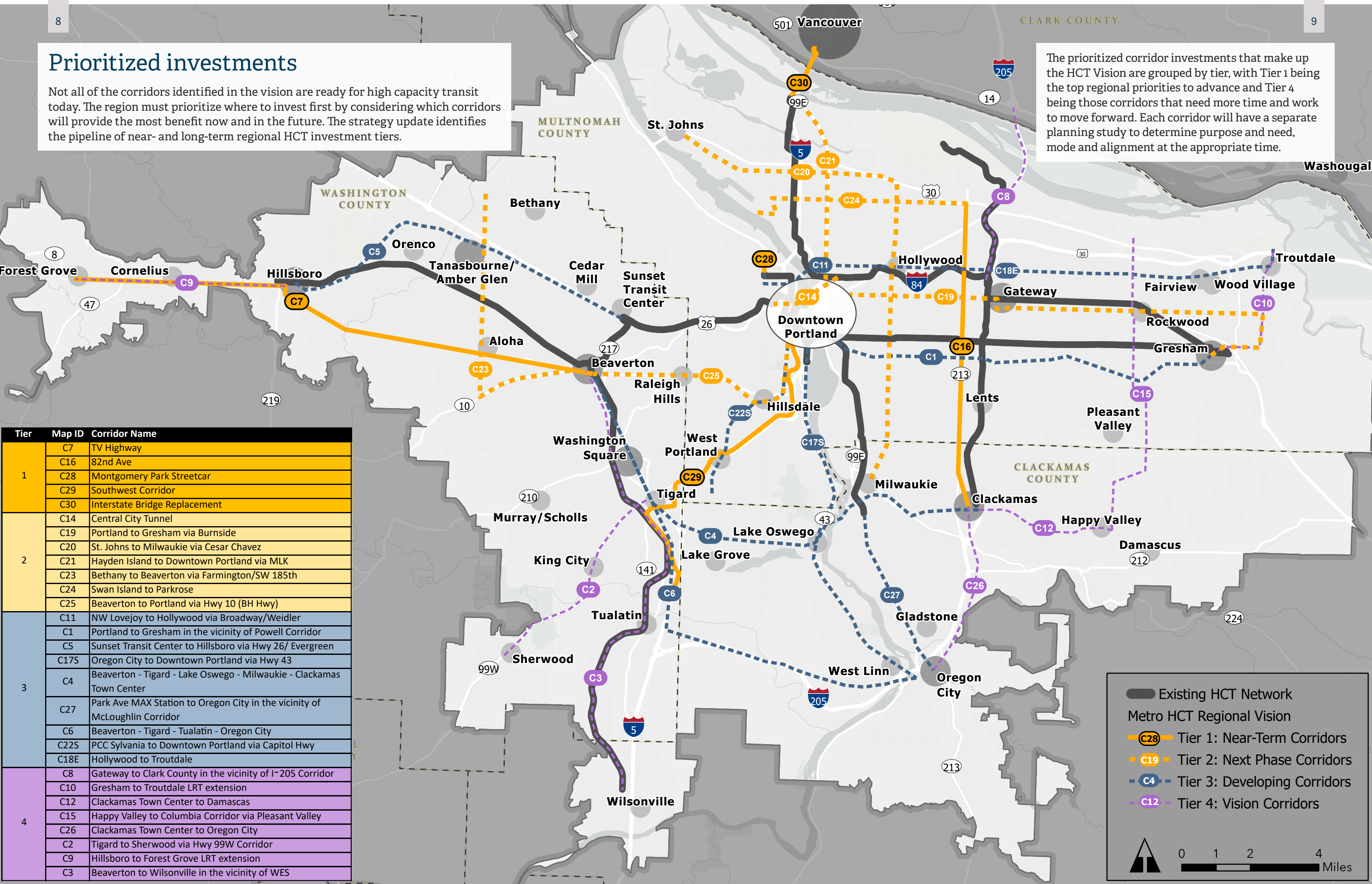
- **Community stability:** strong support for investments in corridors to maintain housing and business affordability and avoid displacement.
- **Safe access to transit:** Support for facilities that enable safe and comfortable walking and biking to transit and waiting at the transit stop (crosswalks, sidewalks, lighting, bus stop amenities).
- **Transit service:** support for more frequent, faster, and reliable service. Support for expanding service, particularly to growing areas and town centers in the broader region.
- **Broaden access:** better serve community members who are older, who do not speak English, who have mobility or other disabilities, who have health conditions, who are travelling with children, or who are in school.



Prioritized investments

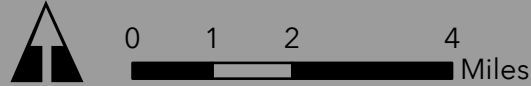
Not all of the corridors identified in the vision are ready for high capacity transit today. The region must prioritize where to invest first by considering which corridors will provide the most benefit now and in the future. The strategy update identifies the pipeline of near- and long-term regional HCT investment tiers.

The prioritized corridor investments that make up the HCT Vision are grouped by tier, with Tier 1 being the top regional priorities to advance and Tier 4 being those corridors that need more time and work to move forward. Each corridor will have a separate planning study to determine purpose and need, mode and alignment at the appropriate time.



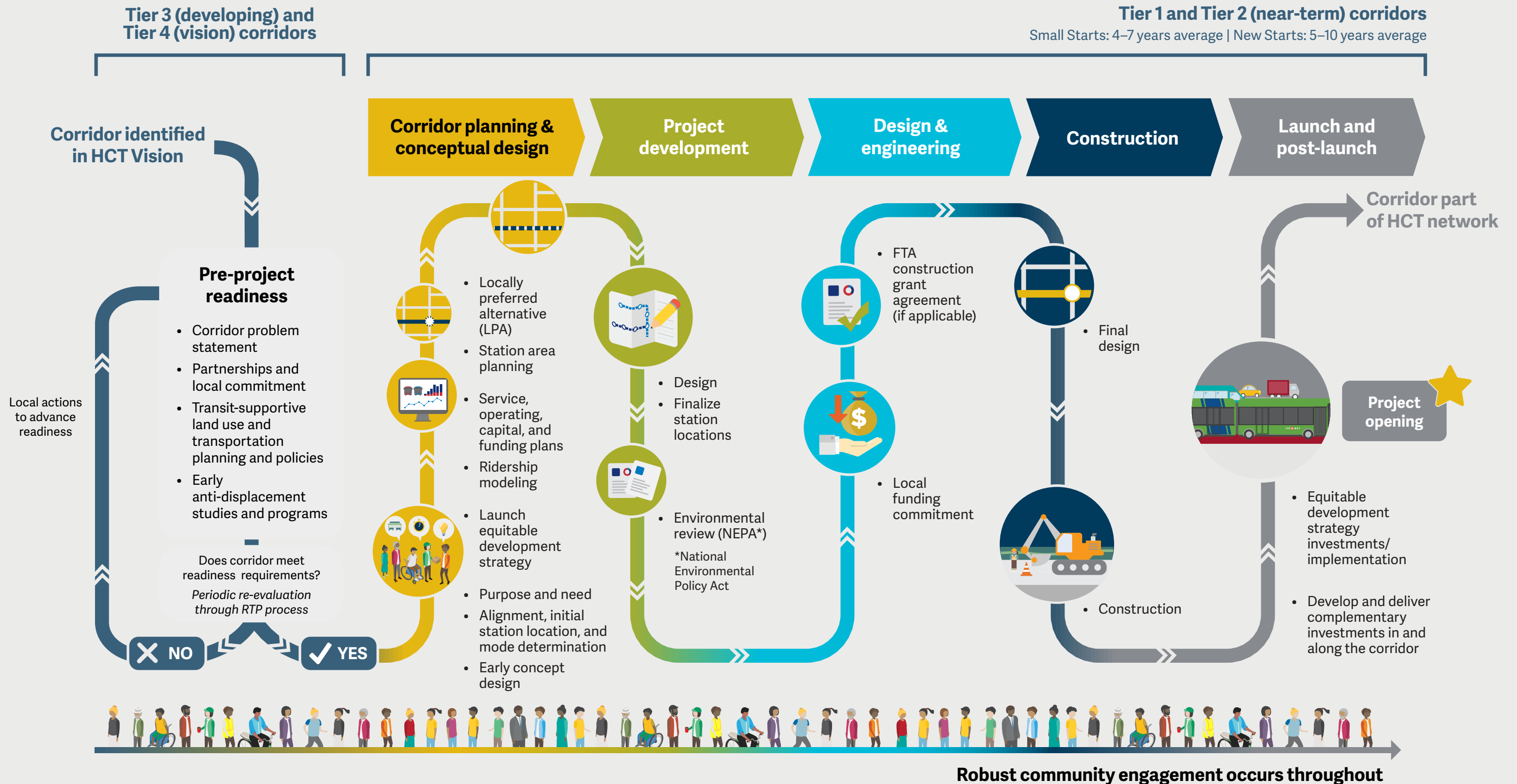
Tier	Map ID	Corridor Name
1	C7	TV Highway
	C16	82nd Ave
	C28	Montgomery Park Streetcar
	C29	Southwest Corridor
	C30	Interstate Bridge Replacement
2	C14	Central City Tunnel
	C19	Portland to Gresham via Burnside
	C20	St. Johns to Milwaukie via Cesar Chavez
	C21	Hayden Island to Downtown Portland via MLK
	C23	Bethany to Beaverton via Farmington/SW 185th
	C24	Swan Island to Parkrose
3	C25	Beaverton to Portland via Hwy 10 (BH Hwy)
	C11	NW Lovejoy to Hollywood via Broadway/Weidler
	C1	Portland to Gresham in the vicinity of Powell Corridor
	C5	Sunset Transit Center to Hillsboro via Hwy 26/ Evergreen
	C17S	Oregon City to Downtown Portland via Hwy 43
	C4	Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center
	C27	Park Ave MAX Station to Oregon City in the vicinity of McLoughlin Corridor
	C6	Beaverton - Tigard - Tualatin - Oregon City
	C22S	PCC Sylvania to Downtown Portland via Capitol Hwy
	C18E	Hollywood to Troutdale
4	C8	Gateway to Clark County in the vicinity of I-205 Corridor
	C10	Gresham to Troutdale LRT extension
	C12	Clackamas Town Center to Damascas
	C15	Happy Valley to Columbia Corridor via Pleasant Valley
	C26	Clackamas Town Center to Oregon City
	C2	Tigard to Sherwood via Hwy 99W Corridor
	C9	Hillsboro to Forest Grove LRT extension
	C3	Beaverton to Wilsonville in the vicinity of WES

- Existing HCT Network
- Metro HCT Regional Vision
 - C28 Tier 1: Near-Term Corridors
 - C19 Tier 2: Next Phase Corridors
 - C4 Tier 3: Developing Corridors
 - C12 Tier 4: Vision Corridors



How will corridors move forward?

The figure below shows how corridors move through different stages of planning, engineering, and construction.



Supporting HCT development

Near-term HCT investments take existing strong transit connections to the next level, while highlighting current and future corridor needs like safety, access and livability. For transit investments to be successful, other transit supportive improvements are key to creating an environment that encourages current and future transit ridership while meeting regional objectives around equity and affordability.

The strategy update presents the transit-supportive elements that make a corridor ready for high capacity transit investment. The figure below shows some of the strategies and recommendations for setting a corridor up for success as it moves forward in the project development process. More information on each element is available on p. 14.





Land use, urban context, and transit-oriented development



Community stability and resilience



Transit access: complete streets, safety, and mobility options



Transportation demand management programs and policies



Transit affordability and fare programs



Transportation system management and operations

Why does it matter?	Density and mixed uses support high-frequency service and modeshare goals	Strategies to ensure existing residents and small businesses benefit from HCT investments	Multimodal streets help people get to and from transit safely	Incentivize alternatives to driving, and increase attractiveness and awareness of transit options	Make transit more affordable and accessible to all people	Make transit a competitive alternative to driving
What does it include?	<ul style="list-style-type: none"> • Supportive land uses including mixed use developments • Transformation potential through transit-oriented development and higher-density development aligned with 2040 Growth Concept and the community's vision for growth • Supportive planning and policies • Local commitment to corridor investment 	<ul style="list-style-type: none"> • Robust community input and engagement • Equitable development and affordable housing strategies • Local anti-displacement policies and actions • Targeted support for small businesses 	<ul style="list-style-type: none"> • Pedestrian network completion (sidewalks, crossings, accessibility, lighting, etc.) • Bicycle network connections • Transit-supportive street design • Transit stop and station amenities • Mobility hubs • Shared mobility options • First/last mile connections • Shuttles • Bicycle parking and storage 	<ul style="list-style-type: none"> • Parking policies • Education and outreach • Employer benefits programs • Transportation wallet programs • University/school affiliate programs (i.e., student passes, education programs) 	<ul style="list-style-type: none"> • HOP Pass • Reduced Fare Programs: Youth, Low-income, Honored Citizen, and Veterans • Free fare grant programs • Employer-sponsored transit discount programs 	<ul style="list-style-type: none"> • Optimize existing transit system operations and performance • Transit-priority treatments • Passenger information technology
When is it done?	All stages	Pre-project and ongoing	All stages	Pre-project and ongoing	Pre-project and ongoing	Pre-project, as part of implementation, and ongoing
Who is responsible?	<ul style="list-style-type: none"> • Local jurisdictions • Metro • Transit service providers • DLCD 	<ul style="list-style-type: none"> • Local jurisdictions • Local Housing Authorities • Metro • CBOs • <i>Chambers of Commerce / business organizations</i> 	<ul style="list-style-type: none"> • Local jurisdictions • Metro • Transit service providers • <i>Shared mobility providers</i> • ODOT 	<ul style="list-style-type: none"> • Local jurisdictions • Metro • Transit service providers • ODOT • <i>Employers and schools/universities</i> • CBOs 	<ul style="list-style-type: none"> • Transit service providers • Metro • <i>Employers and schools/universities</i> • CBOs 	<ul style="list-style-type: none"> • Local jurisdictions • Transit service providers • Metro • ODOT

Notes: Partners shown in *italics*. CBO: Community-based organization. DLCD: Oregon Department of Land Conservation and Development. ODOT: Oregon Department of Transportation.

Where will the money come from?

The Federal Transit Administration administers several grant programs that could support HCT investments. These federal programs have long been an important source of funding for the region's existing HCT system and will continue to be an essential component of HCT investment in the Portland region.

Local funding is crucial to meeting the match requirements of federal grants – “match” refers to the amount of local (or sometimes other state/federal money) required to secure a grant. To be competitive, the region generally needs to provide a 50% local match.

Not every project will need federal funding, though. Some corridors may be able to advance with local funds, especially those rapid bus corridors that have lower capital investment needs.

Operations

Funding to design and construct HCT corridors is only part of the funding story. Long-term funding is also needed to operate HCT corridors – ongoing dollars to pay drivers and keep systems maintained and supported. There are several dedicated sources of funding for transit capital projects, but fewer grant sources for ongoing operations. All HCT corridor projects will need to develop a plan to fund operations and maintenance of these investments.

Looking forward

The region's multi-decade investment in MAX light rail will continue to be the backbone of the regional transit system, connecting the Central City and regional centers. As we look to advance new HCT corridors to serve more people and jobs aligned with land use goals, new approaches like rapid bus corridors present promising opportunities for system expansion. Rapid bus can provide many of the benefits of light rail at a cost that is more in line with current regional funding constraints, reduces the risk of potential displacement, and helps connect town and regional centers in constrained corridors. Other HCT approaches—streetcar in dense urban areas and light rail extensions to serve more regional centers—will also help us implement the vision.

The strategy update calls for HCT projects that fit within the context of communities, serve as the foundation of our regional transportation system, and provide an important tool for supporting community development and maximizing regional goals.





Metro



DRAFT High Capacity Transit Strategy Update

April 2023



Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for 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 to make recommendations to the 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. JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions.

Project web site: oregonmetro.gov/rtp

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration

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INTRODUCTION

Renewed commitment

The Portland metropolitan area is an incredible place. Our region has vibrant communities, neighborhoods with distinctive personalities, and a world-class transit system. The communities of the Portland metropolitan region have worked together over the past decades to create one of the most livable regions of the country and strive to make our region the greatest place to live, work and play.

Since Portland's MAX light rail Blue Line service from Portland to Gresham began in 1986 and the 2040 Growth Strategy was adopted in 1995, high capacity transit (HCT) has served as the backbone of the region's growth and prosperity.

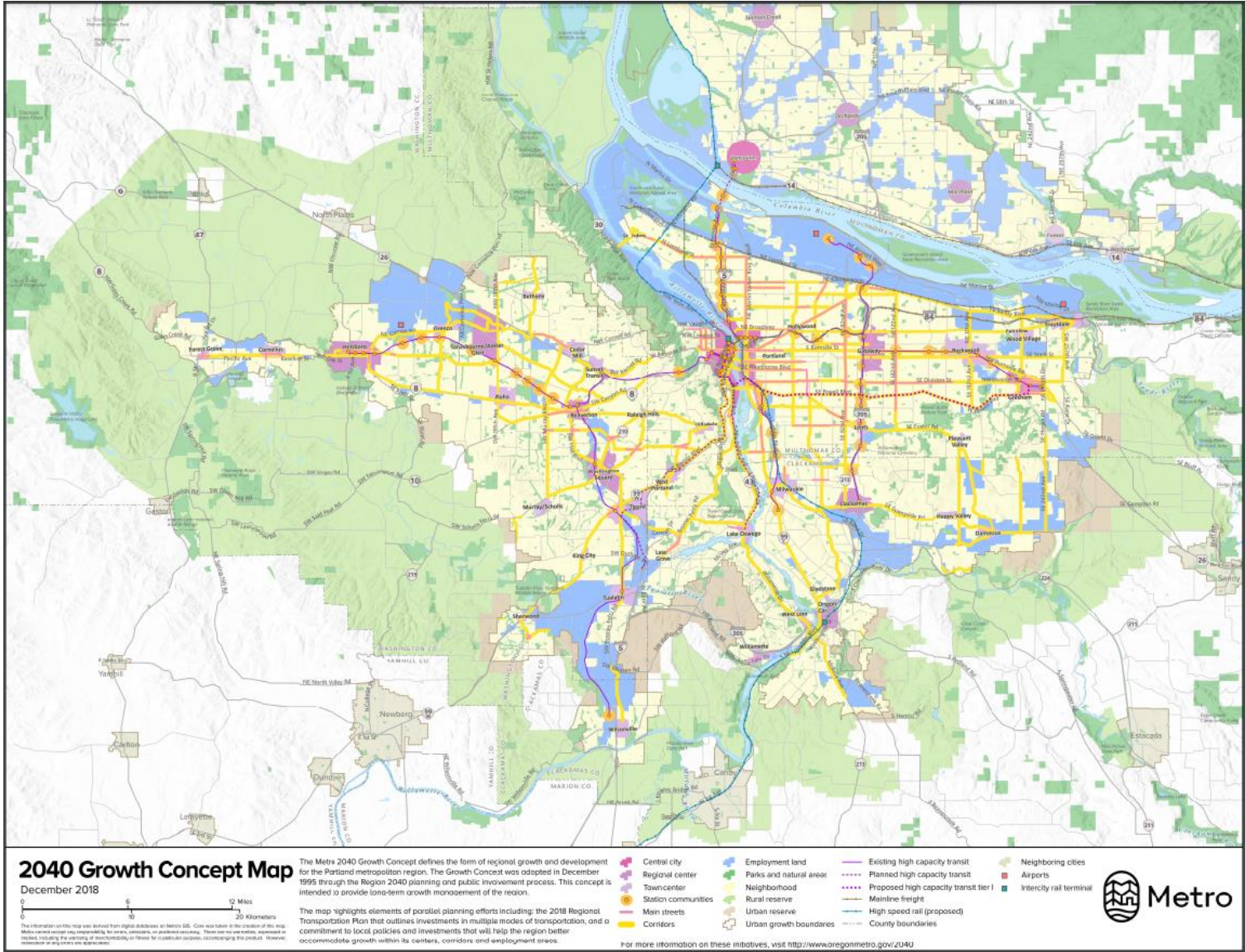
Despite periodic downturns in the economy, competition for resources among many regional needs, and most recently a global pandemic, HCT continues to play a vital role in achieving the region's goals. With many investments completed and continued work needed to achieve regional land use, economic, climate and safety goals, the region is doubling down on its commitment to HCT. HCT is a proven tool for achieving thriving, compact communities, furthering equity goals, and connecting people to opportunity every day. **This 2023 HCT strategy update reaffirms our regional commitment to HCT as a cornerstone of community development** and provides an actionable vision and plan for advancing HCT across the region. This strategy update recognizes that the region needs to adapt its approach to HCT investments — **rapid bus is a newer approach in this region that presents major opportunities to achieve HCT outcomes in a funding-constrained environment.**

HCT helps the greater Portland region grow in a way that supports healthy, vibrant communities and that preserves farmland and forestland. As envisioned in the 2040 Growth Concept (Figure 1) — the blueprint for how the Portland region grows — HCT plays a key role in connecting people with services, places to shop, work and school. High-quality transit connections also provide viable and affordable alternatives to driving, thus creating better transportation options and making greater Portland more equitable and climate friendly.

Rapid bus

This term refers to rubber-tired HCT modes that include bus rapid transit (BRT) and frequent express (FX)-style HCT services. In general, these services offer the core elements of HCT including exclusive guideways, enhanced amenities, and frequent, branded service. Rapid bus is distinct from "better bus" improvements that focus on spot treatments for speed and reliability.

Figure 1. Regional 2040 Growth Concept



This HCT strategy update is part of the Metro Regional Transportation Plan (RTP), which is being updated in 2023. This strategy update:

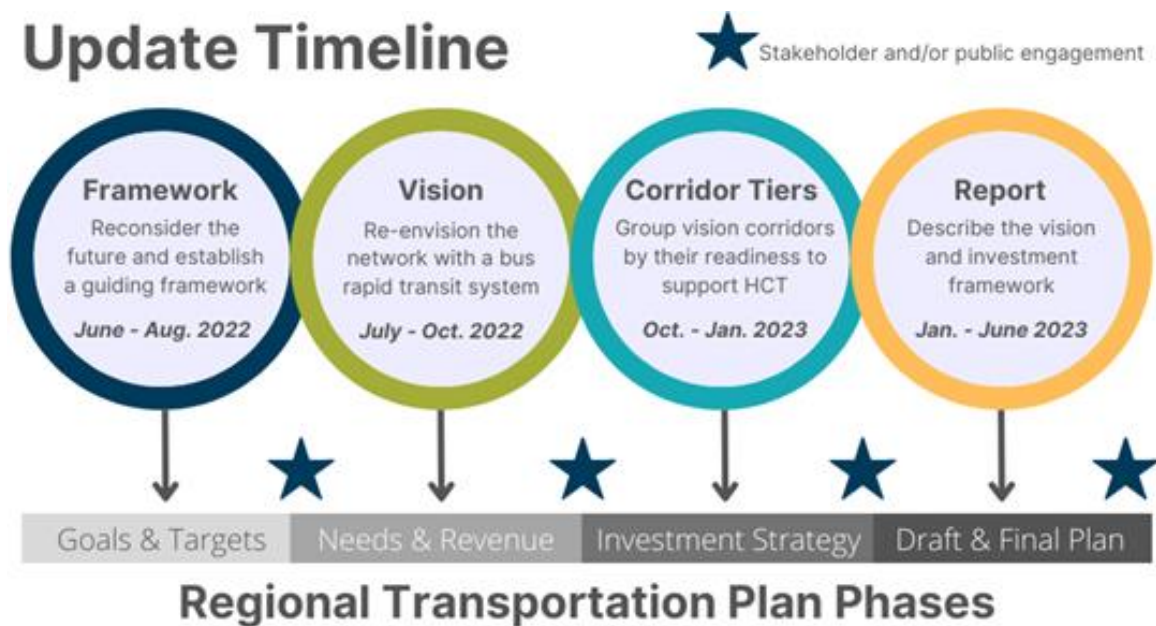
- summarizes the regional vision for HCT investment, strategies for moving HCT corridors forward, and a shared policy framework for supporting and implementing HCT
- identifies and prioritizes corridors to envision where a higher quality of transit service would provide the most benefit to the greatest number of people
- provides a roadmap for realizing the vision for HCT investment to guide near- and long-term decision-making related to HCT investments
- takes into account how the region has grown, how communities and their needs have changed, how transit and travel are different, and how the funding landscape has evolved
- establishes a pipeline of corridor investments helping the region to be competitive for federal funding for HCT
- identifies the steps needed to advance corridor investments working in close partnership with local agencies.

This HCT strategy update is not a comprehensive review of the regional transit structure or its management or a complete service analysis of the existing HCT system. Rather, it provides a vision for continued HCT investment that aligns with the RTP and the regional 2040 Growth Concept. Much future work and commitment are needed to advance the investments described in this strategy.

Project process and timeline

Metro began the HCT strategy update process in the summer of 2022. Figure 2 describes the overall timeline for the project. Metro and TriMet co-led development of this strategy update with significant participation from a working group composed of regional stakeholders: Clackamas, Multnomah, and Washington Counties; Clark County Public Transit Benefit Area Authority (C-TRAN); Oregon Department of Transportation; City of Portland; Portland Streetcar; South Metro Area Regional Transit (SMART); and Southwest Washington Regional Transportation Council.

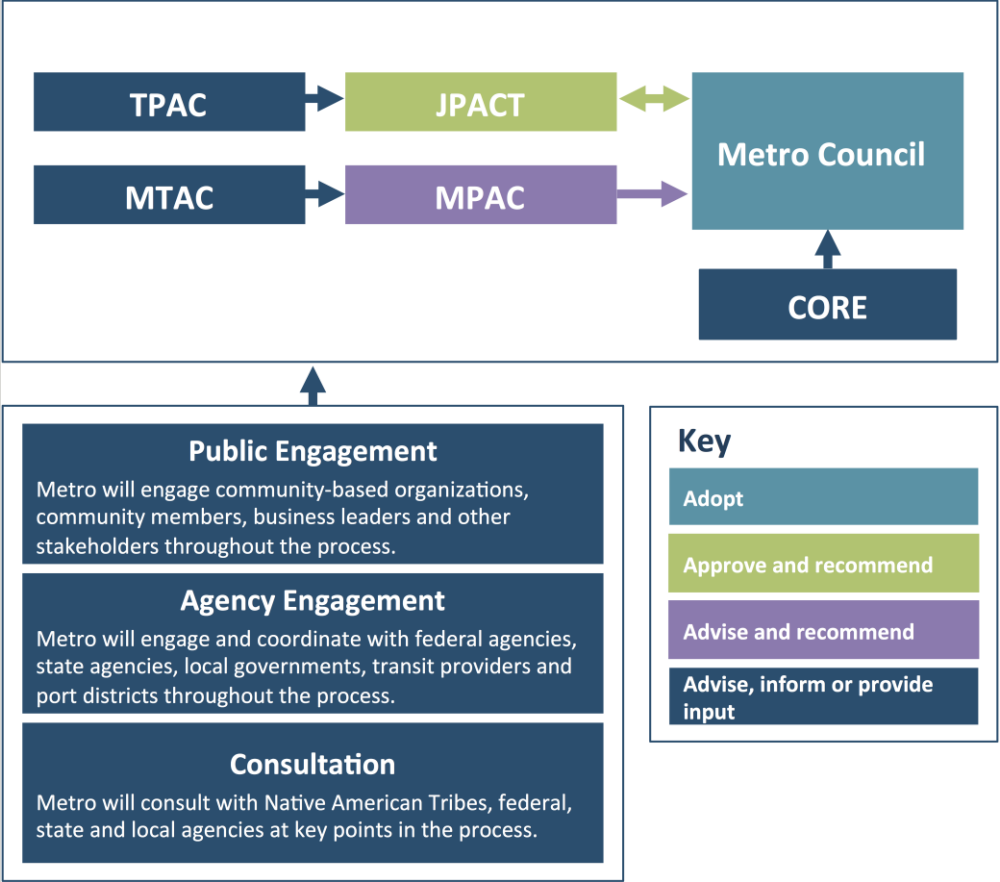
Figure 2. Update timeline



This strategy update was informed throughout by public engagement through tools such as online surveys and open houses, presentations and discussions at dozens of local meetings, and community-led events and workshops. Appendix A includes a summary of this outreach and the input provided. Metro committees were also informed by public and agency engagement when providing input and advising at each milestone in the process.

Decision-making process

The chart below shows how different groups guided the HCT strategy update process. Ultimately, the Metro Council approves the final 2023 Regional Transportation Plan, which this strategy is a component of.



CORE = Committee on Racial Equity; JPACT = Joint Policy Advisory Committee; MPAC = Metro Policy Advisory Committee; MTAC = Metro Technical Advisory Committee; TPAC = Transportation Policy Alternatives Committee

Engaging community

Community input influenced all major milestones for this strategy through the following activities.

Surveys

- RTP)summer MetroQuest survey
- winter storymap survey.

Focus groups and forums

- two joint events: RTP Community Leaders Forum and Westside Multimodal Improvement Study Business Forum
- two meetings with both TriMet's Transit Equity Advisory Committee and Committee on Accessible Transportation
- two meetings with Clackamas County small transit providers
- two agency lessons learned focus groups: Metro/TriMet and C-TRAN
- one small business focus group and one presentation to the Washington County Chamber of Commerce.

Public events

- nine tabling events held at various locations throughout the region
- three community events and activities held by community-based organization partners such as Centro Cultural, The Street Trust and Verde.

Advisory committee meetings

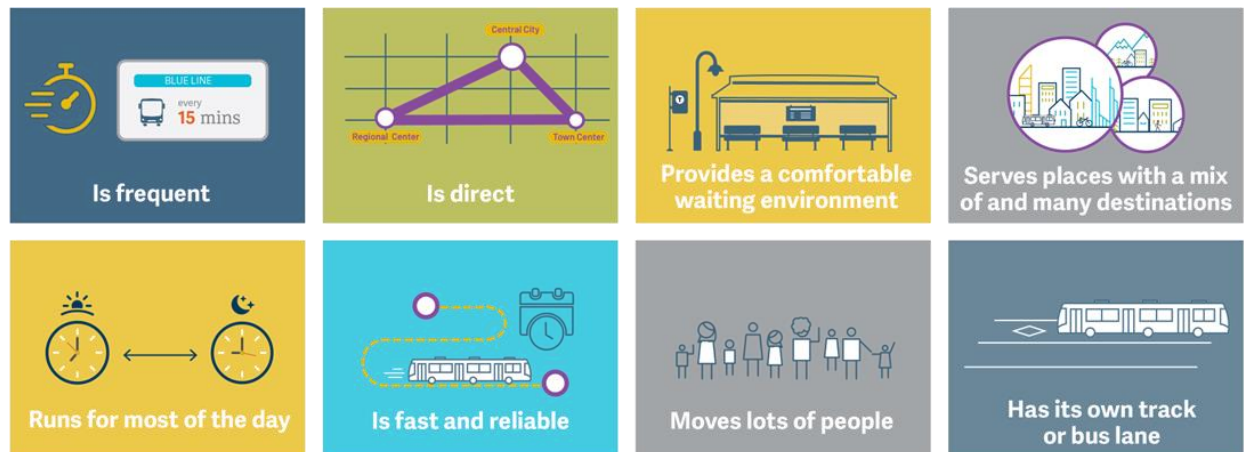
- six meetings with the HCT Working Group
- nineteen meetings with partner jurisdictional staff (Transportation Policy Alternatives Committee; Metro Technical Advisory Committee; Clackamas, East Multnomah, and Washington County Technical Coordinating Committees)
- nineteen meetings with elected officials (Metro Policy Advisory Committee; Joint Policy Advisory Committee; East Multnomah, and Washington County Policy Coordinating Committees).

HIGH CAPACITY TRANSIT

Defining high capacity transit

HCT is a type of public transportation that moves a lot of people quickly and often. It provides a higher quality of service with greater benefits to more people with improved convenience and travel time. See Figure 3 for the characteristics of high capacity transit.

Figure 3. Characteristics of high capacity transit



High capacity transit modes

Train-based HCT includes:

- rapid streetcar and streetcar (depending on context)
- light rail transit
- commuter rail and heavy rail.

Rapid bus-based HCT options include:

- bus rapid transit (BRT)
- corridor-based BRT

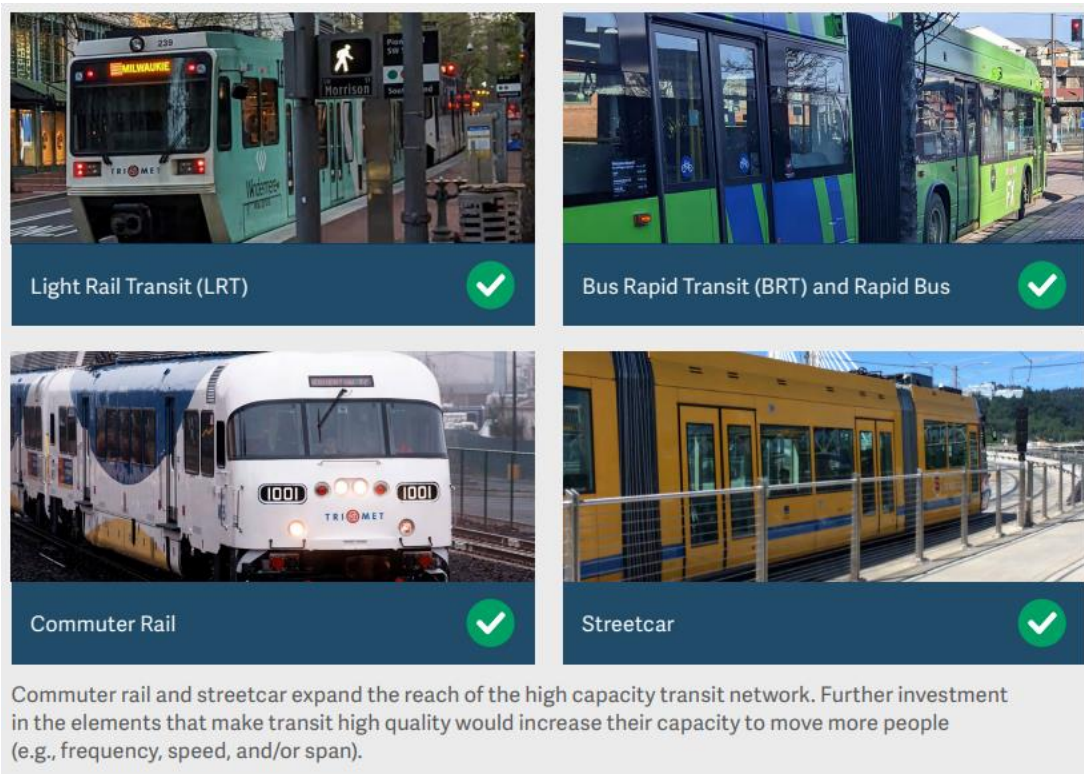
Bus rapid transit is a strategy for serving high-volume corridors with rail-like capacity for a smaller investment. These systems feature distinctive branding, a majority of dedicated bus-only lanes, and passenger amenities such as real-time information systems.

Regardless of mode, HCT investments include:

- some degree of roadway priority
- fast boarding due to off-board payment and multiple-door boarding
- comfortable waiting spaces with real-time information

- limited stops
- improvements to the surrounding streetscape for better pedestrian access.

Figure 4. High capacity transit modes



Additionally, this strategy update encompasses other system elements including:

- light rail transit operations improvements
- existing HCT corridor “state of good repair” investments.

While not defined as HCT, TriMet’s Better Bus program (also known as enhanced transit corridor investments), as well as investments in operating the regional frequent service bus network are closely related to and support HCT. These investments include elements of HCT such as high frequency service or speed and reliability improvements, but they are not directly addressed by this strategy update. Many frequent transit corridors and better bus corridors are candidates for HCT investments.

Elements that make a transit investment high capacity

High capacity transit has both a level of enhanced amenities and transit priority — which work together to move more people more comfortably than other types of regional or local transit — that are implemented as part of a corridor-level capital project. The type or mode varies and can include light rail, commuter rail, rapid streetcar, bus rapid transit or corridor-based rapid bus.

Enhanced amenities are features that improve efficiency and enhance the user experience. These include vehicles that are larger and allow boarding from all doors, stations with near level boarding, and frequent service (15 minutes or better). It also refers to amenities such as covered waiting areas, real-time bus or train arrival information, schedules, ticket machines, enhanced lighting, benches, bicycle parking, and even civic art and commercial services. Together, these features make high capacity transit more convenient and comfortable.

Enhanced priority investments are a package of physical features along much or most of a corridor that get people to destinations faster and on time. These include dedicated transit space or lanes in the street, also known as “exclusive guideway.” In our region, MAX light rail vehicles operate on tracks with exclusive guideway while rapid buses operate in a mix of dedicated and shared street space. Rapid bus investments provide priority space for buses on the roadway and/or priority at traffic signals to achieve the transit speed and reliability characteristic of high capacity transit. These investments make transit more attractive for current and future riders.

History of regional high capacity transit planning

In 1974, there was a paradigm shift in how the Portland region addressed growth and approached transportation policy. Following public outcry over the expected cost and the destruction of neighborhoods required for its construction, elected leaders rejected the Mt. Hood Freeway project. Instead, the region set aside plans for 54 new highway projects in favor of a robust network of HCT and developed the 1982 Light Rail System Plan. The region’s first light rail line — the MAX Blue Line — opened in 1986 and heralded in this new era in transportation for the region.

After several expansions in the 1990s and early 2000s, including the MAX Red and Yellow Lines, the Regional High Capacity Transit System Plan was developed in 2009 to guide future regional HCT capital investments. The HCT plan provided a framework on where to spend limited transportation dollars: where local jurisdictions had committed to supportive land uses, high-quality pedestrian and bicycle access, management of parking resources, and broad-based financial and political support. As a result, the region has seen the addition of the MAX Green and Orange Lines and will soon see both the MAX Red and Yellow Lines extended through the A Better Red MAX improvements project (under construction) and the Interstate Bridge Replacement Program MAX Yellow Line extension to Vancouver, Washington (planning). At the same time, planning for the new Southwest Corridor MAX line is moving forward.

The 2018 Regional Transit Strategy (an element of the 2018 RTP) refreshed the region's HCT strategy in advance of a major regional funding measure put to the voters in 2020. This funding measure was ultimately not successful, and funds are still needed to support expansion of the transit network. Since that time, greater Portland's first rapid bus project (FX2-Division) opened, and planning began for two additional rapid bus projects: 82nd Avenue and Tualatin Valley Highway. Rapid bus has provided a new opportunity to think differently about what the region's HCT network could look like in the future. It can be more flexible and cost-effective to implement than light rail and has the potential to move projects more quickly through the federal project development process. Further, it is an opportunity to leverage federal funding. The 2021 Bipartisan Infrastructure Law authorized \$109 billion for transit infrastructure and made more funding available for Small Starts Capital Investment Grant rapid bus projects.

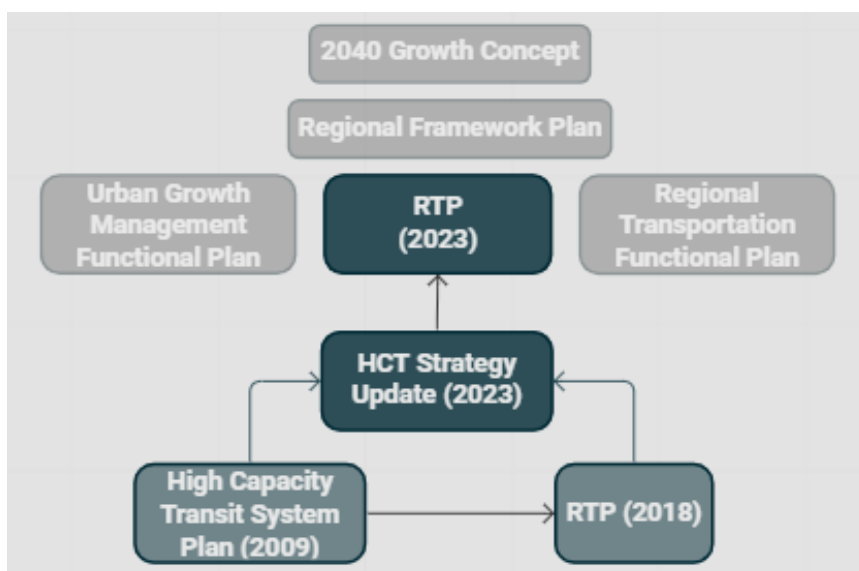
HIGH CAPACITY TRANSIT POLICY FRAMEWORK

Role of HCT strategy update within the regional transportation plan process

The Metro 2023 RTP update is the process to refine the region's transportation investment blueprint for the next 20 years and beyond. The RTP process evaluates the available revenues for transportation spending, assesses the region's needs, and presents a list of prioritized projects and programs to achieve the Portland metropolitan region's transportation goals. The RTP recognizes that demand for transportation investments exceeds existing financial capacity; prioritization is necessary to demonstrate fiscal constraint for federal reporting processes and to ensure we take intentional steps in expanding our transportation system.

This HCT strategy update sets the vision and priorities for regional HCT corridors. It falls under the Regional Transit Strategy, which is a part of the RTP that provides the region's overall vision for meeting future transit needs. As shown in Figure 5, the RTP continues to support the 2040 Growth Concept: the region's long-range land use and transportation plan for managing growth. The Regional Framework Plan identifies regional policies to implement the 2040 Growth Concept goals.

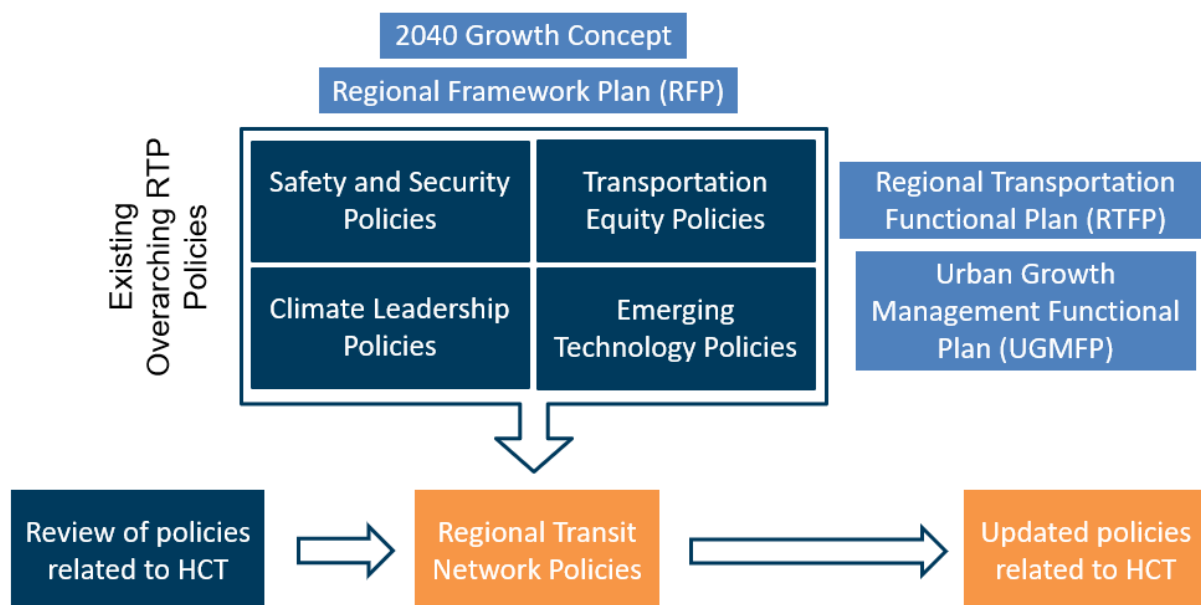
Figure 5. Related regional plans and policies



As shown in Figure 6 below, the RTP includes overarching policies that guide the Regional Transit Network Policies.¹ This HCT strategy update recommends updates to these policies; the updates will guide how Metro evaluates transportation projects including identifying and prioritizing investments that will advance the regional HCT network in a fashion that benefits the most people.

¹ Two “functional plans” – the Regional Transportation Functional Plan and the Urban Growth Management Functional Plan – provide additional guidance to local jurisdictions to implement the policies in the RTP.

Figure 6. Regional transit network policies in relation to the RTP and other Metro plans



As part of this HCT strategy update, plans and policies from state and federal agencies; transit providers including TriMet, SMART, and C-TRAN; and cities and counties in the region were reviewed to document relevant policies or efforts. Appendix C, Policy Framework, provides additional detail on the local and regional plans that were reviewed and their respective relationships to the update.

Regional transit strategy

High capacity transit is one part — a key part, but still one part — of the broader transit strategy. It plays a specific role in moving many people quickly along major travel corridors. The regional transit strategy is implemented by improving transit service, investing in transit infrastructure, collaborating between transit providers and local jurisdictions, and expanding transit-supportive elements.

Transit service improvements Local and regional transit service improvements designed to meet current and projected demand in line with local and regional visions and plans.

Capital investments in transit New enhanced transit strategies such as signal priority, dedicated lanes or HCT options such as rapid bus, light rail, commuter rail or high speed rail.

Transit supportive elements Includes programs, policies, capital investments and incentives such as travel demand management and physical improvements such as sidewalks, crossings and complementary land uses.

Incorporating community feedback in the policy framework

Community stability Strong support for investments in corridors to maintain housing and business affordability and avoid displacement.

Safe access to transit Support for safe and comfortable facilities for walking and biking to transit and for waiting at the transit stop (crosswalks, sidewalks, lighting, bus stop amenities).

Transit service Support for more frequent and reliable service. Support for expanding service, particularly to growing areas and town centers in the broader Metro region.

Broaden access Better serve community members who are older, who do not speak English, who have mobility challenges or other disabilities, who have health conditions, who are travelling with children, or who are in school.

Priority corridors for transportation investments include:

- Multnomah: 82nd Ave., Powell Blvd., 122nd Ave., Downtown Portland
- Clackamas: McLoughlin Blvd., 82nd Ave., Highway 212/Sunrise, Clackamas to Columbia/181st Ave.
- Washington: Tualatin Valley Highway, SW 185th Ave., Burnside/Barnes Road.

Other related regional work

Other recent regional studies, planning efforts or work underway informed development of this strategy and include:

- Mobility Corridors Atlas (2014)
- Strategic Plan to Advance Racial Equity, Diversity and Inclusion and Equity Framework (2016)
- Southwest Corridor Equitable Development Strategy (2017) and Locally Preferred Alternative (2018)
- Division Transit Locally Preferred Alternative (2019)
- Designing Livable Streets and Trails Guide (2019)
- Regional Framework for Highway Jurisdictional Transfer (2021)
- Regional Congestion Pricing Study (2021)
- Transportation System Management and Operations Strategy Update (2021)
- Regional Mobility Policy (2019-22)
- Tualatin Valley Highway Corridor Study (2022-23)
- 82nd Avenue Corridor Study (2023)
- Transit-Oriented Development Strategic Plan Update (2022)
- Emerging Transportation Trends Study (2022)
- Climate Smart Strategy Update (2022)

Challenges/opportunities

This strategy update revisits investment priorities based on new and emerging regional issues, challenges and opportunities including the possibilities presented by rapid bus, the transit priorities identified through recent work by Metro and partners, and the lessons learned from the work of peer regions and in the wake of the COVID-19 pandemic. This strategy update considers and responds to these recent trends through the updated policies and the HCT vision described in later sections.

What issues were considered in the 2009 plan?

Our Place in the World

In 2008, Metro developed the document, *Our Place in the World*, which highlighted global issues that were creating challenges for the Portland metropolitan region at the time.² While these challenges were central to the 2009 HCT plan, many are still relevant today and to this strategy update:

- Growth has brought opportunity and prosperity to the region, but it has also brought growing pains.
- Uncertain energy supplies and the rising price of petroleum products affect transportation project costs and household transportation expenses. Increasing costs will make travel more difficult for those of modest means and make it imperative that our transportation system provides affordable transportation choices across the region.
- Expanded transit service will be necessary to reduce the region's impact on climate change and improve air quality.
- Current sources of transit funding are not enough to support system expansions needed to serve the region's rapidly growing ridership.

System design considerations

The 2009 HCT plan documented a number of considerations regarding the design of the HCT system, many of which continue to be relevant today.

Grid versus radial system The 2009 plan identified corridors that would continue to build out a radial HCT network. New cross-region routes that would create a grid connection between markets may become priorities for the region once the radial system is fully realized and/or markets generate enough riders to justify an HCT investment. Grid systems provide additional person-carrying

² Metro, [Our Place in the World](#), October 2008. Pages 23-24 are specific to integrated transportation networks and travel options.

capacity and travel choices but are only feasible if there are enough riders to support parallel lines that are high frequency to minimize transfer time. The FX2-Division line illustrates corridor-based rapid bus as a strategy that can build out the HCT grid.

Passenger capacity (network density versus coverage)

Transit vehicle capacity and frequency determine person-carrying capacity. Light rail provides a higher passenger capacity per hour of service. The MAX system was developed to fit downtown Portland's 200-foot blocks; this limits the light rail trains to two cars. The 2009 plan identified strategies to increase passenger-carrying capacity including increasing frequency on existing lines, adding new lines serving existing corridors, adding parallel lines with minimum one-mile spacing, and considering a tunnel under downtown that would allow longer trains and support faster travel across the region; the region has continued to study a tunnel solution.

Branching As the region expands, branching lines from a common route could be considered to serve multiple end-of-line destinations. This strategy remains applicable, particularly for rapid bus lines.

Rail interoperability The potential to build streetcar tracks to accommodate MAX trains in specific segments was identified as a consideration to provide system redundancy. Streetcar design standards typically do not allow MAX trains to operate on streetcar tracks. Streetcar and MAX currently interoperate on the Tilikum Crossing bridge, which is also shared with buses. Shared rail and bus segments can maximize the utility of investments in constrained corridors.

Vehicle features Low floors, fare payment at stations or on board, multiple wide doorways, and other "universal design" features streamline boarding and alighting and maximize accessibility. As with the frequent express FX2-Division project, an iconic vehicle can become a symbol of the HCT brand that makes it easier for riders to identify and use.

Service quality considers the total customer system experience. HCT includes:

- moderate to full transit priority, i.e., speed and reliability
- very frequent service (every 15 minutes or more often)
- long hours of service on weekdays and weekends
- longer station spacing of one-third to one-half mile or more for fast travel time
- high-quality station access is important since HCT stations are farther apart
- high-quality station amenities including shelters and real-time information.

**Appendix B:
Regional
Transit Modes**
summarizes the
characteristics
of HCT and
other regional
transit modes

Land use and urban form Mixed land uses concentrated within walking distances of HCT stations are critical to fostering walkable communities and successful HCT performance. High-quality transit service and pedestrian access must be in place to realize a significant drop in per capita vehicle miles traveled that occurs as neighborhoods and regional centers transition from a character of closer to 10 persons and employees per acre to one of 25 to 50 persons per acre — an environment supporting rapid bus and light rail investment.

Transit system constraints The 2009 plan identified that the Steel Bridge, the Rose Quarter Transit Center and at-grade light rail crossings increase transit delay.

What has evolved since the 2009 HCT plan?

Since 2009, the region’s awareness and level of urgency has heightened around issues including social equity-related disparities based on people’s race and income, housing affordability and displacement, the impacts of climate change and eliminating traffic deaths and serious injuries through the Vision Zero program. The pandemic brought additional transformation around how and where people travel. It has also resulted in more urgent personal safety and health concerns, and has continued to impact how transit is utilized and delivered. This section summarizes takeaways from several recent efforts that analyzed these trends.

Metro and TriMet Forward Together and Emerging Trends Studies

In preparation for the 2023 RTP and the Forward Together service plan, Metro and TriMet, respectively, conducted research into current and emerging trends for transportation in the region.³ Key trends related to HCT that were identified through these efforts are described below.

An evolving approach to high capacity transit

Since the 2009 plan was adopted, the regional funding landscape has changed. Federal funding now requires a much more significant match than in the past — typically, 50% as opposed to 10% in past decades. With few dedicated local funding sources, funding for major HCT investments presents a substantial challenge. Rapid bus and related “rubber-tire” HCT investments can provide all the benefits of HCT, often at a reduced cost compared to other modes. While each HCT corridor will go through a refinement process that examines the most appropriate HCT mode, the region recognizes that rapid bus and similar investments represent a cost-effective path forward for introducing HCT in the face of uncertain funding.

³ Metro, Emerging Trends, [Executive Summary](#), October 2022. TriMet, Forward Together, [Existing Conditions and Market Analysis Reports](#), April/May 2022.

Declining transit ridership and a gradual recovery Nationally and on TriMet, transit ridership declined by 4% between 2010 and 2019, although ridership began to increase in the year before the COVID-19 pandemic. Between February and April 2020, regional transit ridership dropped by nearly 70%, and TriMet reduced service by 20%. As of early 2023, ridership is recovering and is expected to be at pre-pandemic levels by 2026 supported by the service plan envisioned in Forward Together (see Figure 7).

Shifts in when and where transit is needed Peak commute demand has declined since the pandemic as many people continue to work from home (see Figure 8). But not everyone is able to work remotely, and lower-wage workers are less likely to have that option. The pandemic showed that people in lower-income areas continued to ride transit at higher rates.

Figure 7. Estimated Service and Ridership Changes, 2021

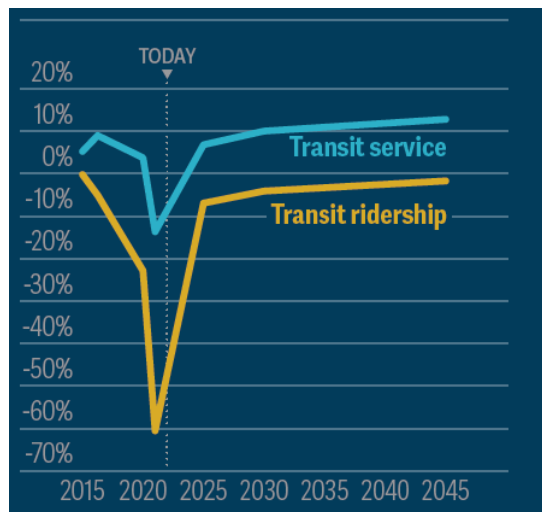


Figure 8. Oregon Remote Work Levels

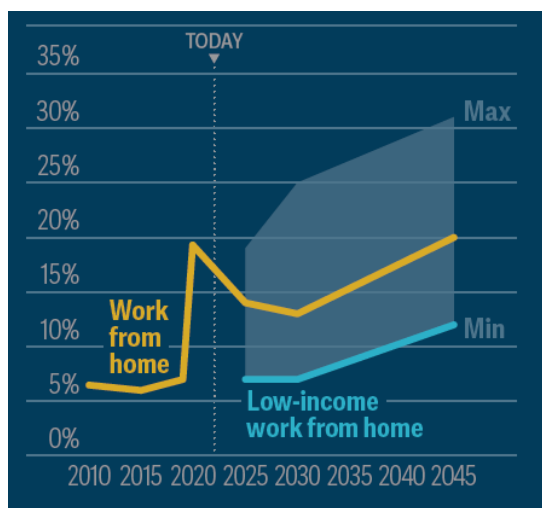


Figure 9. People with low incomes in relation to transit service (Forward Together⁴)



Impacts of climate change

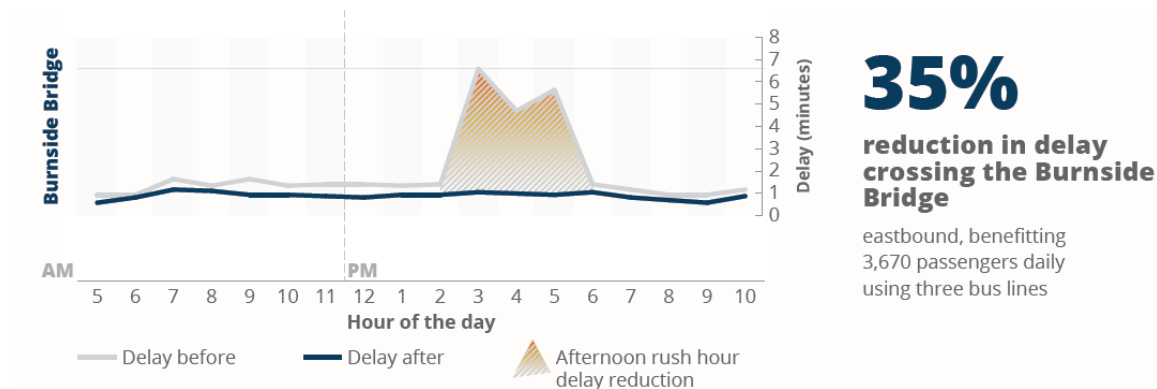
Reducing the impacts of climate change can benefit low-income communities and communities of color who are more likely to live in areas of high flood risk and areas that experience urban heat island effects from a sparse tree canopy.

Growing and lingering personal safety concerns Personal safety on transit vehicles is now a top concern of riders. Some potential riders remain concerned about their health and choose not to use transit. The number of people experiencing houselessness has grown, including the numbers of unhoused residents at or near transit stops. Severe injuries and traffic fatalities have also increased in recent years.

Similarly, pedestrian and cyclist safety has declined during and post pandemic. Regional agencies are focused on addressing the root causes, which include an increase in traffic speeding, facility gaps, poor lighting and other issues.

Improvements to make transit faster, more reliable, and more attractive TriMet, Metro, the City of Portland (including its Rose Lane Plan) and other jurisdictions have studied hundreds of bus-priority lane and spot improvement projects between 2018 and 2022; more than 50 were implemented. Figure 10 provides an example of the effectiveness of one of these investments: the Burnside Bridge.

Figure 10. Before-and-after effects of Burnside Bridge bus-priority improvements



Safe and Healthy Urban Arterials

In preparing for the RTP, Metro developed this RTP policy brief describing existing conditions, challenges and policy considerations for urban arterials in the region, which are of high importance for transit.⁵ Eight of the 10 highest-ridership TriMet

⁵ Metro, [Safe and Healthy Urban Arterials Policy Brief](#), October 2022.

bus routes are on urban arterials that carried 25% of TriMet's ridership in 2020. Takeaways from the report are included below.

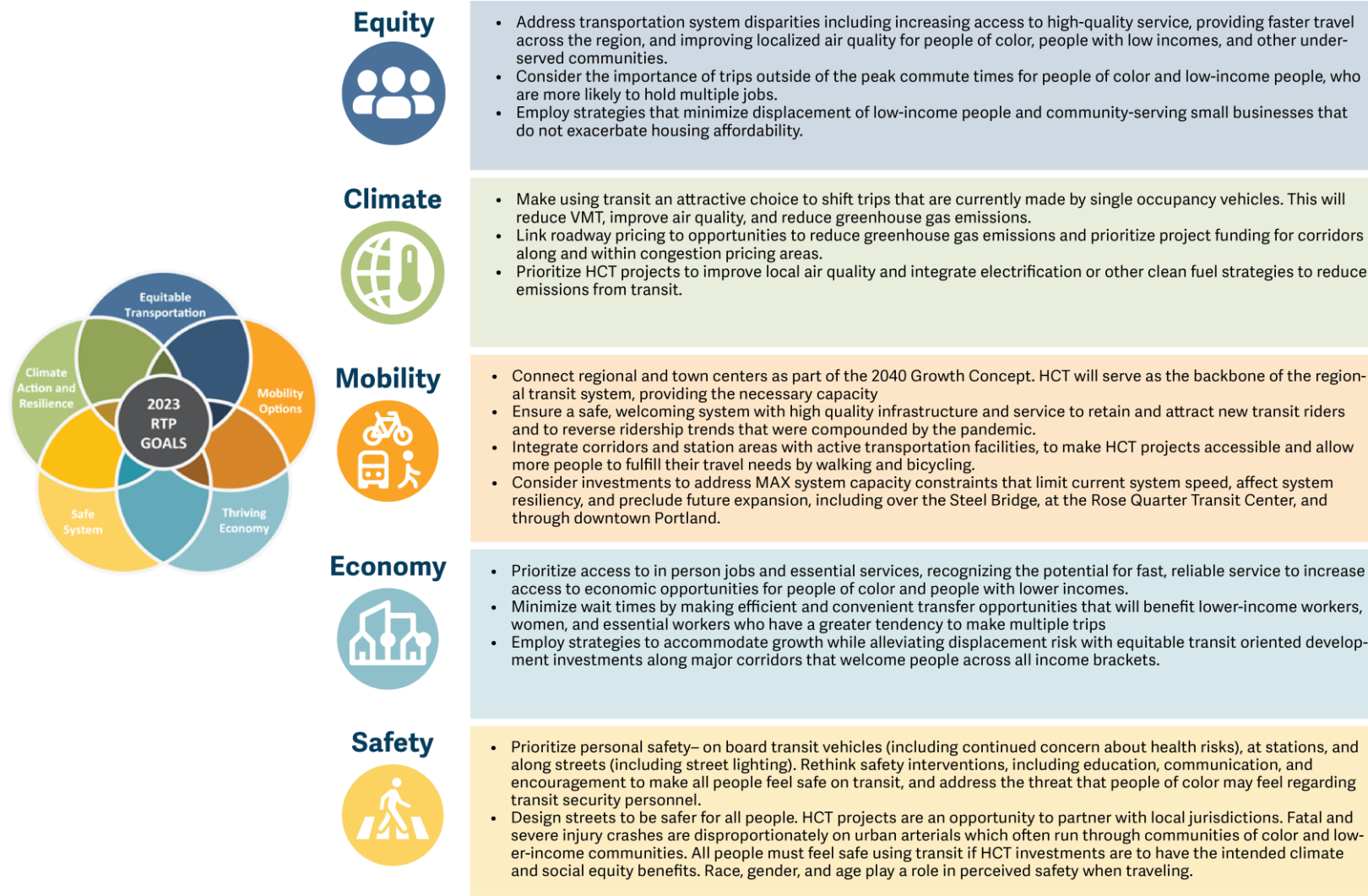
- Urban arterials represent 5% of roadway miles but have over 40% of serious and fatal crashes, as well as a disproportionate number of serious bicycle and pedestrian crashes and fatalities.
- Two-thirds of urban arterials are in areas with higher populations of people of color and people with lower incomes; fatal and severe injury crashes disproportionately affect these communities.
- Urban arterials are critical for implementing the regional growth concept since they serve many of the region's regional centers, town centers and station communities where the most housing and job growth will occur.
- Existing zoning, design and safety deficiencies, outdated standards, lack of funding, and complex coordination are among the challenges to addressing needs and creating thriving centers along urban arterials.

The policy brief identified policy, design and funding challenges for the RTP to address in defining a new approach for urban arterials that addresses equity and safety issues. HCT investments identified for urban arterial corridors could be a key mechanism for coordinating improvements on these streets.

Synthesis of challenges and opportunities to be addressed

Figure 11 below illustrates the five pillars of the 2023 RTP goals and how they relate to HCT opportunities.

Figure 11. HCT opportunities related to 2023 RTP goals



High capacity transit policy framework updates

High capacity transit is the backbone of both the 2040 Growth Concept and Climate Smart Strategy,⁶ as well as the foundation for the transit network in the RTP which is a key tool for implementing both documents. The 2040 Growth Concept sets forth a vision for connecting the central city to regional centers such as Gresham, Clackamas and Hillsboro with fast and reliable HCT; these connections will help greater Portland concentrate development and growth in its centers and corridors.

Based on a review of existing regional, state and federal policies; evaluation of the challenges and opportunities described above; and review of policies in similar regions; this strategy update refined the policy framework to better reflect current and future regional priorities and desired outcomes for HCT. Key considerations included:

- prioritizing social equity in transit investments by emphasizing the importance of high-quality service to make transit work for everyone
- addressing climate change as another key priority for transit investment, recognizing that climate and equity are interrelated challenges for the region
- prioritizing maintenance as key to preserving a resilient and reliable system, and
- more clearly addressing the role of the better bus program as a distinct tool for increasing reliability of the transit system.

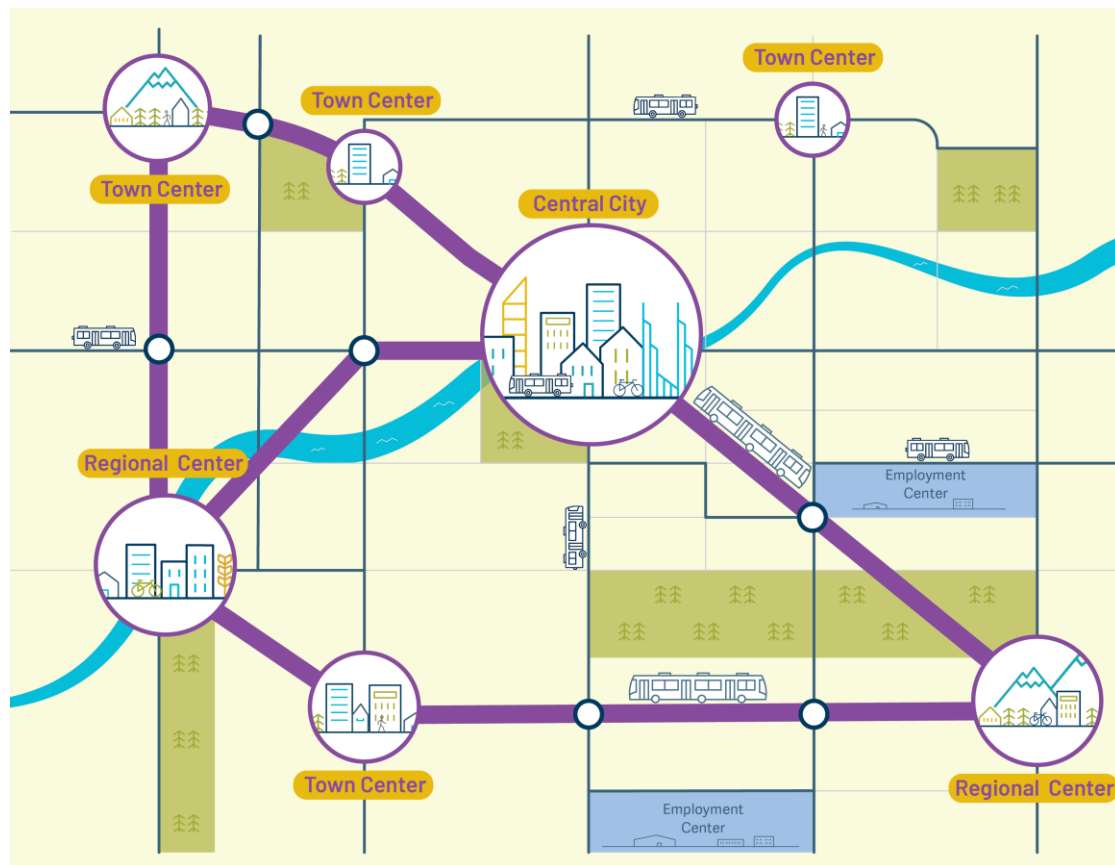
A key element of the policy framework is defining what HCT looks like in greater Portland and the role that it plays in the regional transportation network. This strategy update recharacterized high capacity transit to:

- lead with the *purpose* of HCT, which is to serve as the backbone of the regional transportation (not just transit) network
- expand the *role* of HCT to connecting regional centers and major town centers (see Figure 12)
- integrate *social equity* by emphasizing that HCT should connect people who are marginalized by society (e.g., communities of color), suffer from institutional or structural discrimination or rely on transit (i.e., people of color, limited English proficiency, 18 or under, 65 or over, low-income, differently abled) with high-quality transit
- define the *essential attributes* of high-quality transit as fast, frequent, safe and reliable

⁶ <https://www.oregonmetro.gov/climate-smart-strategy>

- emphasize that HCT provides the needed *capacity* to serve the region's highest demand corridors
- specify the *levels of transit priority*, aspiring to operate in exclusive guideway to the extent possible
- specify the *transit modes* that may be considered, which include corridor-based rapid bus such as the FX2-Division line, that may not have majority exclusive guideway.

Figure 12. Regional transit network concept



Defining bus rapid transit

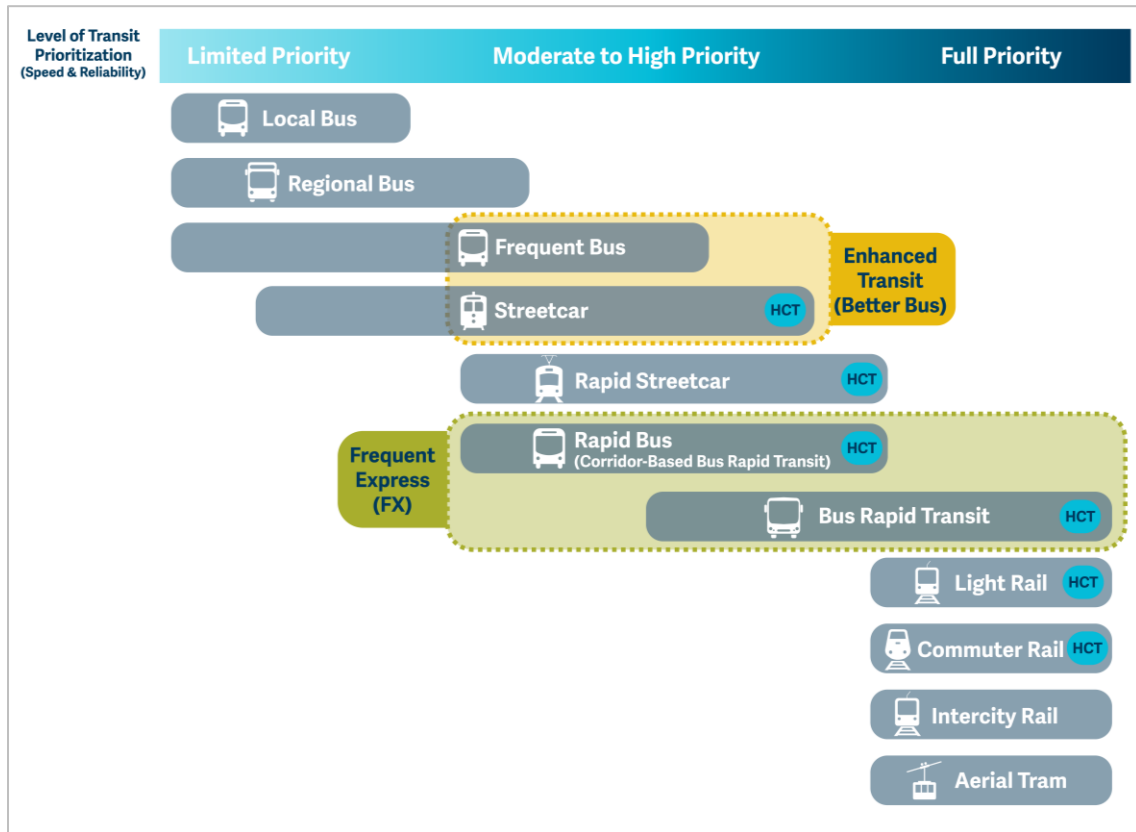
Federal funding has been and will continue to be essential to advancing most HCT corridors. BRT, as defined by the Federal Transit Administration's Capital Investment Grant program, must include:

- more than 50% of the route is in a fixed, separated guideway dedicated for public transportation during peak periods
- defined Americans with Disabilities Act-compliant stations with shelters and route schedules
- solutions for faster travel time at congested intersections
- bi-directional weekday service for at least 14 hours a day arriving at least every 15 minutes all day or 10 minutes at peak and 20 minutes at all other times
- weekend service for at least 10 hours a day arriving at least every 30 minutes all day
- unique branding.

The program also considers projects that are corridor-based BRT. These projects do not have requirements for weekend service, and the corridor does not need to have exclusive guideway. Corridor-based BRT projects must still include the other elements noted above.

Figure 13 below illustrates the modes that are HCT, ranging from light rail or rapid bus (bus rapid transit) with majority exclusive guideway to corridor-based rapid bus with a mix of exclusive and shared right of way (such as the FX2-Division high capacity bus service) to a streetcar mode.

Figure 13. Spectrum of regional transit modes



Better bus: Example of a city-led initiative

Cities all over Greater Portland can work with TriMet to support shared goals.

The City of Portland developed an Enhanced Transit Toolbox that describes many types of speed and reliability improvements that can be implemented as part of better bus enhancements.

Better bus investments complement HCT by improving the speed and reliability of regional transit and improving access to jobs, services, recreation and other essential destinations in the Metro area. Better bus includes spot treatments that enhance bus speed and reliability, but it does not include the comprehensive corridor investments of HCT. The diagram to the right compares common better bus and frequent express (FX) rapid bus treatments.

Street Design	● ● ●
Signal Improvements	● ● ●
Queue Jumps	▶ ● ●
Dedicated Bus Lanes	● ● ●
Distinct Branding	FX ●
Enhanced Stations	●
Specialized Buses	●
All-Door Boarding	●
Transit Signal Priority	●
Street Access Improvements	●
FX	BetterBus

HIGH CAPACITY TRANSIT VISION DEVELOPMENT PROCESS

High capacity transit vision

The HCT vision is the comprehensive future network of HCT corridors with enhanced amenities and transit priority that work together to move more people, more quickly than other types of regional or local transit. Well-connected and people focused, the vision will create convenient connections between people and jobs, services, commerce and other major destinations (e.g., colleges, hospitals, affordable housing). The vision prioritizes those who depend on transit or lack travel options, particularly communities of color and other marginalized communities.

The vision builds on prior work and:

- reflects the vision and goals adopted as part of the 2023 RTP Update process, described in the HCT policy framework section
- carries forward regional goals and investment priorities using the 2018 RTP HCT Readiness and Assessment criteria developed based on those priorities in partnership with regional stakeholders
- connects regional and town centers to support the 2040 Growth Concept
- maintains consistency with the Federal Transit Administration's Capital Investment Grant Program project justification criteria
- reflects the greater Portland region's history of success with the Federal Project Development process (advancing one corridor every 3 years)
- considers investments within the RTP horizon and beyond (thinking toward the next growth concept horizon of 2070)
- contemplates optimal network design (e.g., radial, grid, multihub) and character (e.g., coverage, spacing, intensity).

The vision will take years to achieve, but significant progress has been made in the last 35 years. Some HCT corridors identified are not ready to move forward today; they lack the population density or number of jobs to warrant a major transit investment such as HCT. However, the vision recognizes that these places are where future growth is focused and that as time goes on, they will become viable and important corridors for HCT investment. Other corridors are already clear regional priorities — such as the Southwest Corridor project — where all of the

Reflecting local and community visions

Community feedback show strong support for the following corridors. This feedback was essential to refining the HCT vision:

- Lombard/Killingsworth
- Martin Luther King Jr. Blvd.
- Cesar Chavez
- Clackamas to Columbia
- Halsey
- Burnside
- Powell
- Highway 212/Sunnyside
- I-205
- McLoughlin
- WES/Route 76 - Beaverton to Wilsonville
- Highway 26
- 185th Avenue
- Highway 99W

right ingredients are in place today. The vision combines all of these corridors, representing the full buildout of the region's HCT system.

Evaluation approach

Metro enacted a two-step process, very similar to the 2018 Regional Transit Strategy process. The first step considered a broad universe of potential future HCT corridors and narrowed to those best aligned with regional goals. The second step focused on readiness, or the ability for a given corridor to move forward in the near versus long term. Once the prioritized short list of corridors was identified, community feedback and discussions with regional stakeholders refined the list of corridors and priorities.

The following sections provide a brief summary of the evaluation process; for more details, please see Appendix D, Level 1 Screening, and Appendix E, Readiness Evaluation. The process is illustrated in Figure 14.

Core evaluation criteria

Mobility Ridership and travel time

Land use and market support

Urban form, centers and land use

People and job density

Cost effectiveness

Operating and capital project

cost per rider Equity benefit and access to jobs and services

Environmental benefit

Vehicle miles traveled

Figure 14. Regional HCT plan update process

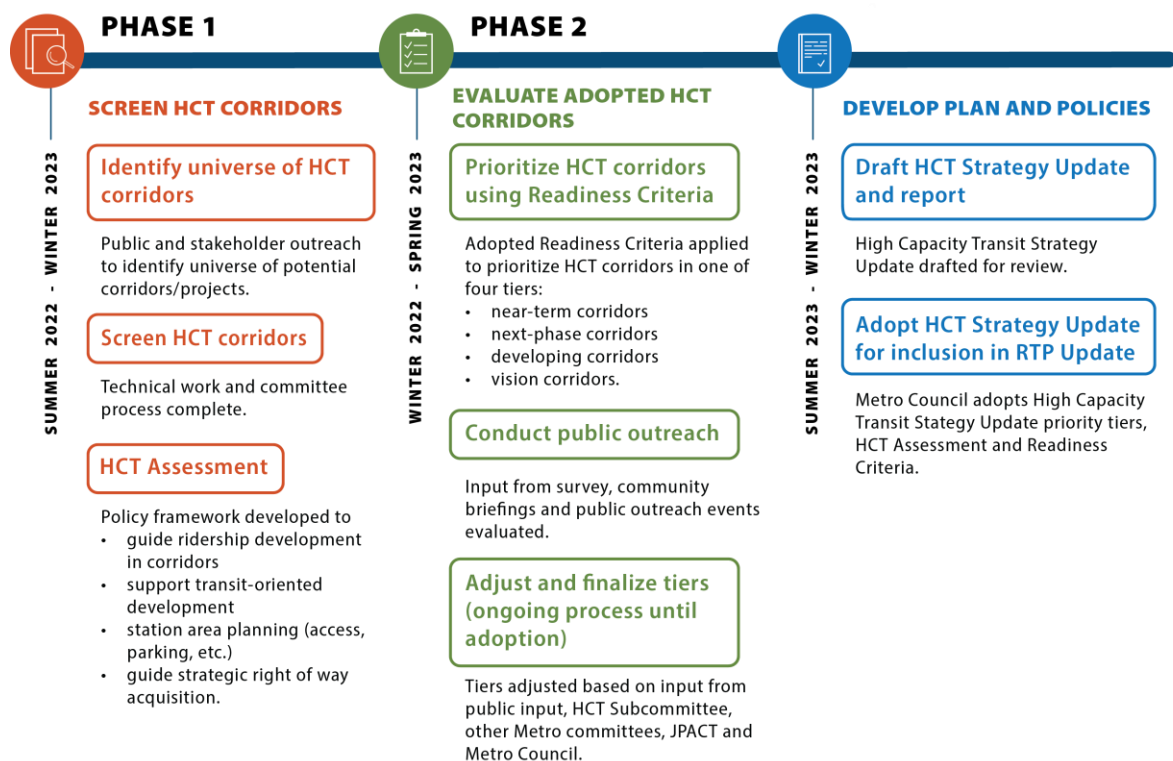
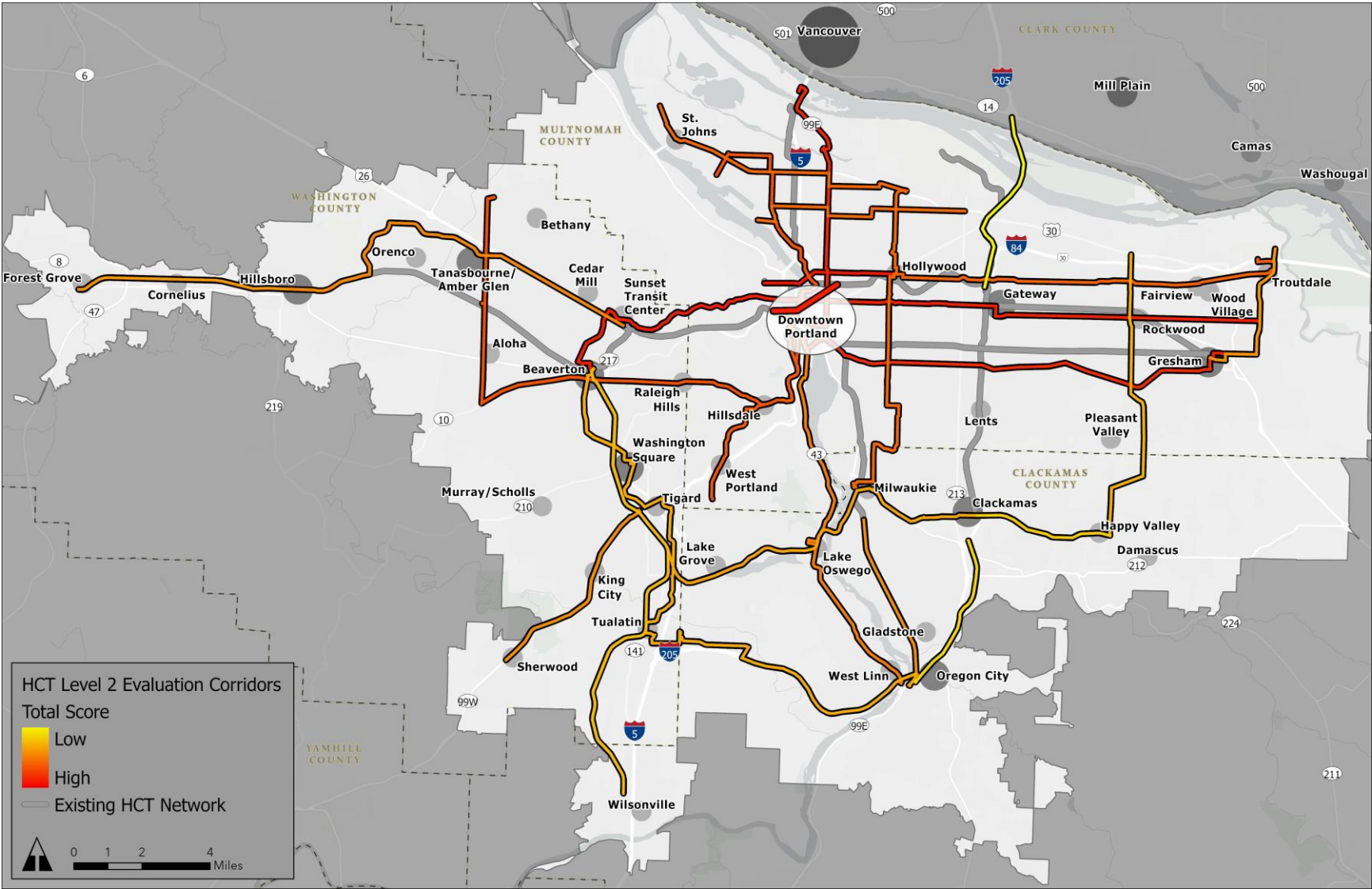


Figure 15 shows the initial scoring from the evaluation which considered the following:

1. Where are more people traveling today and where will they want to travel in the future?
2. What connections link the most people and historically marginalized communities to jobs, essential services and other major destinations?
3. How long does a transit trip in a certain area currently take compared to other travel options? How much could an investment in high capacity transit improve travel?
4. What are the needs and priorities voiced by community members and organizations, businesses, agency partners and elected officials.

The HCT corridors shown are representative; that is, they do not necessarily represent the exact corridor that would advance. Additional work outside of this strategy update is required to define the exact corridor, termini and mode.

Figure 15. Level 2 evaluation corridor scores



Readiness assessment

To use resources cost-effectively and consistent with regional mobility, equity and environmental priorities, HCT is a tool for connecting centers of activity where a high number of people live, work, and visit. The readiness assessment considered the following factors that are known to contribute to successful HCT corridor implementation and that reflect federal funding priorities:

- very compact urban form (e.g., grid, small blocks) that places destinations and affordable housing options near transit (with limited parking)
- very dense mix of uses and a balance of jobs and housing that create a place where activity occurs at least 18 hours a day
- mix of many and diverse essential services near transit: grocery stores, medical clinics and educational institutions
- well-designed streets and buildings that encourage walking and rolling
- streets with space to accommodate larger buses or trains and that are designed to include elements prioritizing transit
- good street connectivity with safe, direct and convenient access to walk and roll to, from, and beyond transit stops and stations
- local plans, strategies and partnerships that underpin transit-supportive places.

Table 1 shows the readiness criteria used for corridor evaluation.

Table 1. Readiness criteria

Category	Metric
Documented Support	Community support Transit-supportive land use Work completed to date
Physical Conditions in the Corridor	Physical space Miles of sidewalks within one-half mile of the corridor, normalized Miles of street with bike facility present within one-half mile corridor, normalized
Implementation Complexity	Corridor length Freight corridor

HIGH CAPACITY TRANSIT CORRIDOR INVESTMENT PRIORITIES

The strategy update prioritizes corridors to create a pipeline for implementation over time. In the past 30 years, Metro and TriMet have taken on a major investment analysis about every 3 years. This number has increased in recent years as four regional corridor planning efforts have been initiated since the 2018 Regional Transit Strategy was adopted, including two rapid bus projects. More corridors could potentially move forward if additional resources are devoted.

Prioritized investments

This strategy update identifies near- and long-term regional HCT investment priorities. Mode decisions will be made as corridors enter into the FTA alternatives analysis process, but most corridors assume rapid bus as the primary investment mode.

To distinguish near-term regional priorities from corridors that will need time to develop, a simple set of priority tiers was established. Funding is a major constraint in moving corridors forward both because of federal funding timelines and requirements, as well as a lack of local funding to move projects forward. Obtaining funding through the FTA Capital Investment Grants program, whether Small Starts or New Starts funded, takes 7 or 8 years or more from initiation of a federal alternatives analysis to completion of a full funding grant agreement and construction. Additionally, only those HCT corridors that meet strict federal funding criteria are eligible for federal funding. In most cases, lower-tier corridors do not have sufficient land use, population, and employment density in place to be competitive for increased investment in the short term.

Table 2 shows the HCT vision corridors ranked by priority tier. Near-term regional priority corridors (Tier 1) should be advanced first and work on these corridors is already underway. However, no corridor is guaranteed advancement, and every corridor has the opportunity for rapid advancement by meeting the High Capacity Transit Assessment and Readiness Criteria in the 2023 RTP.

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 next 4 years.	Tier 1 corridors include those with adopted locally preferred alternatives or have active work underway. They were <i>not</i> included in the evaluation detailed in the HCT vision development process section above because 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
2	Next-phase corridors	Corridors in which implementation may be viable if recommended land use planning and policy actions are implemented.	Tier 2 corridors scored well on Level 2 and Readiness criteria; they are candidates for HCT investment and could be ready to advance toward implementation in the next 5 years.	C14	Central City Tunnel
				C19	Portland to Gresham via Burnside
				C21	Hayden Island to Downtown Portland via MLK
				C23	Bethany to Beaverton via Farmington/SW 185th
				C25	Beaverton to Portland via Hwy 10 (BH Hwy)
				C20	St. Johns to Milwaukie via Cesar Chavez
				C24	Swan Island to Parkrose
3	Developing corridors	Corridors in which implementation may be viable if: 1. There is additional land use investment; and 2. There is a local champion to support corridor development; or 3. There is interest in development, but land use and ridership potential are not yet supportive.	Tier 3 corridors were those in which more work would be needed before they become candidates for investment. Some scored well on Level 2 but not on Readiness criteria, which may mean that corridors may not yet have sufficient population density/land use policies in place. Alternatively they could have scored moderately on Level 2 and Readiness criteria. These corridors have a longer-term path to implementation.	C1	Portland to Gresham in the vicinity of Powell Corridor
				C22S	PCC Sylvania to Downtown Portland via Capitol Hwy
				C18E	Hollywood to Troutdale
				C11	NW Lovejoy to Hollywood via Broadway/Weidler
				C17S	Oregon City to Downtown Portland via Hwy 43
				C5	Sunset Transit Center to Hillsboro via Hwy 26/ Evergreen
				C27	Park Ave MAX Station to Oregon City in the vicinity of McLoughlin Corridor
				C4	Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center
				C6	Beaverton - Tigard - Tualatin - Oregon City

Tier	Tier description	Explanation	ID	Corridor
4	Vision corridors	Corridors in which implementation may be viable when projected land use, policy outcomes and projected ridership is in line with HCT investment.		
		Tier 4 corridors are those that scored lower on Level 2 or Readiness criteria. Additional planning work, and increased land use and population density would be needed to support HCT investment. These corridors may be candidates for other types of investments.		
			C2	Tigard to Sherwood via Hwy 99W Corridor
			C9	Hillsboro to Forest Grove LRT extension
			C10	Gresham to Troutdale LRT extension
			C15	Happy Valley to Columbia Corridor via Pleasant Valley
			C3	Beaverton to Wilsonville in the vicinity of WES
			C12	Clackamas Town Center to Damascus
			C26	Clackamas Town Center to Oregon City
			C8	Gateway to Clark County in the vicinity of I-205 Corridor

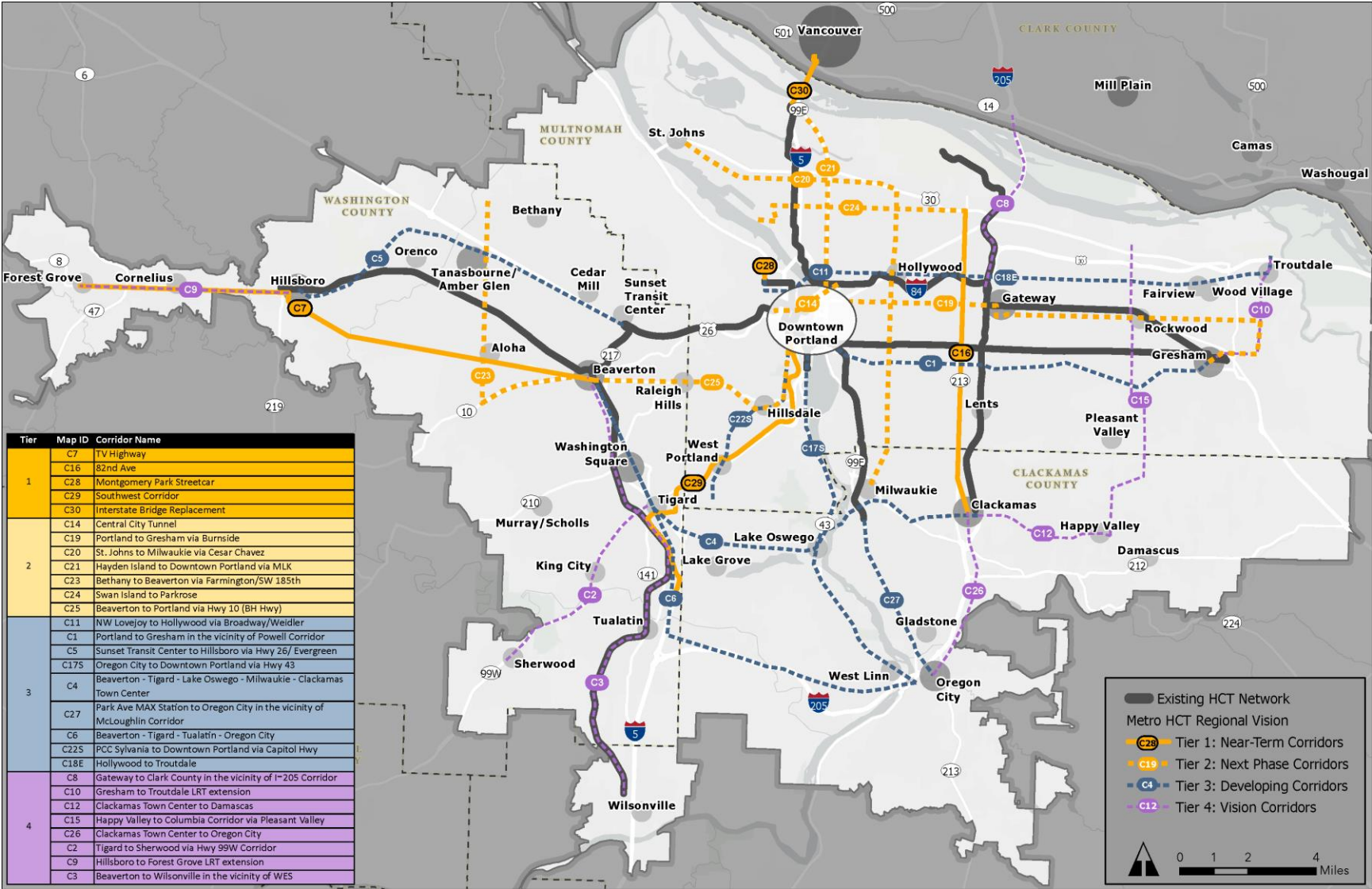
Figure 16 shows the corridors by tier. The corridors shown on this map were used to define and analyze potential HCT investments, but do not necessarily represent the ultimate corridor or termini of any given corridor. Much additional work, described in the next sections of this report, is required to further define and refine these corridors, their HCT modes, and many other components.

Community priorities

These vision tiers also reflect community investment priorities which indicated clear need for and interest in high capacity transit solutions for near-term and next-phase corridors for better access to neighborhoods, jobs, and community places. Additional community priorities are focused on making high capacity transit for comfortable to use:

- increasing capacity to reduce crowding
- reducing bus travel and waiting time
- providing lighting, especially at the stop
- installing shelters offering protection from the weather
- ensuring stops are safe to access and comfortable to wait at
- increasing feeling of safety and security on the bus.

Figure 16. HCT regional vision corridors by tier



IMPLEMENTING THE VISION

Supporting high capacity transit development







High capacity transit investments take existing strong transit connections to the next level in accessibility and priority on the roadway and at the signal – while shining a light on the corridor in which it travels to improve safety, access and livability for current and future riders. For transit investments to meet success and be utilized to its fullest potential, other elements and improvements around the transit service and infrastructure are needed. The following general types of transit supportive elements factor into creating an environment that encourages transit ridership while meeting regional objectives around equity and affordability:

- land use, urban context, and transit-oriented development
- community stability and resilience
- complete streets: transit access and safety
- transportation demand management policies and programs
- transportation system management and operations
- transit affordability and fare programs.

Figure 17 presents these transit supportive elements and the strategies that can be considered under each.

Figure 17. Overview of transit-supportive elements



						
Element	Land Use, Urban Context, and Transit-Oriented Development	Community Stability and Resilience	Transit Access: Complete Streets, Safety, and Mobility Options	Transportation Demand Management Programs and Policies	Transit Affordability and Fare Programs	Transportation System Management and Operations
Why does it matter?	Density and mixed uses support high-frequency service and modeshare goals	Strategies to ensure existing residents and small businesses benefit from HCT investments	Multimodal streets help people get to and from transit safely	Incentivize alternatives to driving, and increase attractiveness and awareness of transit options	Make transit more affordable and accessible to all people	Make transit a competitive alternative to driving
What does it include?	<ul style="list-style-type: none"> Supportive land uses including mixed use developments Transformation potential through transit-oriented development and higher-density development aligned with 2040 Growth Concept and the community's vision for growth Supportive planning and policies Local commitment to corridor investment 	<ul style="list-style-type: none"> Robust community input and engagement Equitable development and affordable housing strategies Local anti-displacement policies and actions Targeted support for small businesses 	<ul style="list-style-type: none"> Pedestrian network completion (sidewalks, crossings, accessibility, lighting, etc.) Bicycle network connections Transit-supportive street design Transit stop and station amenities Mobility hubs Shared mobility options First/last mile connections Shuttles Bicycle parking and storage 	<ul style="list-style-type: none"> Parking policies Education and outreach Employer benefits programs Transportation wallet programs University/school affiliate programs (i.e., student passes, education programs) 	<ul style="list-style-type: none"> Hop fastpass, e.g., enables fare capping and other discount options Reduced Fare Programs: Youth, Low-income, Honored Citizen, and Veterans Free fare grant programs Employer-sponsored transit discount programs 	<ul style="list-style-type: none"> Optimize existing transit system operations and performance Transit-priority treatments Passenger information technology
When is it done?	All stages	Pre-Project and Ongoing	All stages	Pre-project and ongoing	Pre-project and ongoing	Pre-project, as part of implementation, and ongoing
Who is responsible?	<ul style="list-style-type: none"> Local jurisdictions Metro 	<ul style="list-style-type: none"> Local jurisdictions Metro CBOs (i.e., Community-Based Organizations) 	<ul style="list-style-type: none"> Local jurisdictions Transit service providers ODOT Metro 	<ul style="list-style-type: none"> Local jurisdictions Transit service providers Metro CBOs Employers 	<ul style="list-style-type: none"> Transit service providers Employers 	<ul style="list-style-type: none"> Transit service providers ODOT Metro

The role of community engagement

Community engagement is a core priority of Oregon communities; it is the first goal in Oregon's statewide land use goals. Intentional and authentic community engagement conducted throughout the HCT planning process informs project development and can galvanize lasting community support. Engagement improves projects and outcomes by helping hone the problems addressed by HCT corridor investments, avoiding or mitigating impacts, and identifying how the investment can best meet needs.

Buy-in from residents, employees, and other stakeholders living in and around a transit corridor is crucial, underlying each of the six elements presented above. Community engagement creates opportunities for co-creation, giving both agency staff and residents an equal stake in decision-making — jointly designing, planning, and executing project work. A key component of co-creation is centering events designed and led by residents, including **street design workshops, walk audits, and charrettes**. These events cement residents' ownership of the narrative surrounding their communities and the changes they wish to see.

Land use, urban context, and transit-oriented development

The value of HCT lies in its ability to move large numbers of people at high frequencies. The land uses and development context around station areas are critical to realizing HCT's full potential. Higher density zoning allows for more people to live, work, and play in proximity to transit, while mixed use developments create a variety of destinations for people to access in one place. This makes transit a convenient and attractive option for large numbers of people, effectively reducing the number of trips needed to be taken by car.

There are many considerations when designing transit-supportive land uses and urban contexts, from local community support to government policies.

Existing conditions and context. Many communities feel strongly about the character and role of their neighborhood against the wider urban context, especially those who are at risk of displacement. Existing anchor institutions such as major employment centers or regional destinations will also heavily impact ridership potential. Understanding the needs and concerns of existing residents, businesses, and other stakeholders is crucial to project success.

Future transformation potential as imagined under the 2040 Growth

Concept and the community's vision for growth. Planning solely based on the existing land use and urban context isn't enough, especially when considering the time and cost of developing transit infrastructure. Supportive land use decisions should be visionary in their approach, factoring in the unrealized potential for further density or growth. Considering the long-term land use vision helps future-

proof HCT investments, ensuring the infrastructure can accommodate future needs, which can save resources in the long term.

Supportive local planning and policies. Local and regional jurisdictions can create the legislative space for transit-supportive decisions to be made. The state's Climate Friendly and Equitable Communities amendments to the Transportation Planning Rule require policies such as eliminating parking minimums with new development. Developing station area plans are an early action in corridor development that help tailor local zoning codes and policies to the local context and community-supported vision.

Commitment to corridor HCT delivers economic potential to entire corridors, and local jurisdictions should be on-board with the opportunities and impacts that will cascade along the route that transit services will take. This could mean matching local investments, zoning, and redevelopment opportunities to the rights-of-way and urban streetscape throughout the corridor.

Community stability and resilience

HCT infrastructure brings new and improved travel options to our region. HCT is an important element of our regional transit system and providing people with access to jobs and other opportunities. However, HCT investments can incentivize redevelopment of property along project corridors and have historically led to land value and rent increases. Taking intentional steps to prevent the displacement of local residents and small businesses, particularly those of lower income backgrounds and historically marginalized communities, is an important part of equitably investing in HCT. Building community resilience to change is a complex and multifaceted process and is not limited to one stage of an HCT project's lifecycle. Many elements should be put in motion during early planning, but require ongoing reassessment and engagement.

Understanding demographic and market trends. Trends in demographics and market indicators can identify whether a corridor is currently undergoing gentrification and displacement (residential and commercial), and help jurisdictions evaluate the potential risk for further gentrification and displacement that may accompany proposed transit investments, and prioritize policies and programs to mitigate potential impacts.

Equitable development and affordable housing strategies. Creating an equitable development framework that guides all land use and development planning in a project corridor helps a community evaluate its guiding principles to ensure that equity is an ongoing part of the planning and development conversation, and includes affordable housing and anti-displacement strategies. The Southwest Corridor Equitable Development Strategy and Equitable Housing Strategy (see callout below) are recent local examples. Metro's transit-oriented

development program is one resource providing funding to stimulate private development of higher-density, affordable and mixed-use projects near transit.

Local anti-displacement policies and actions Cities have policy tools that they can deploy to prepare for potential gentrification and displacement. Readiness for HCT includes steps to mitigate that risk through community input, partnerships with local organizations, and allocating funds to support or subsidize projects/programs. Metro is currently scoping an agency-wide, cross-departmental anti-displacement action plan that will also be a resource to regional partners looking to implement local strategies.

Targeted support for small businesses As communities change, small businesses benefit from outreach and designated support to ensure they understand the changing market, potential rent changes, and have access to programs that may help them stay in an area. Additionally, support is needed during construction to avoid disrupting local businesses and keep customers coming in the doors.

[Southwest Corridor Equitable Development Strategy](#) and Equitable Housing Strategy

Thanks to a Federal Transit Administration grant, Metro worked with partners from the community to explore how a proposed light rail and other investments in the Southwest Corridor could support community development and improve the quality of life for people of all incomes and backgrounds. This process built relationships among government and community members, employers, affordable housing providers, business leaders, philanthropic organizations and educational institutions. It established a new group, the Southwest Equity Coalition, and a pilot project grant program to support continued implementation of the strategy. One element nested within the broader effort is the Equitable Housing Strategy. A joint effort between the cities of Portland and Tigard, the strategy laid the groundwork for early actions to prevent displacement, and plan for more housing options and opportunities in the corridor. It also includes actions for building capacity in under-represented communities for advocacy and public involvement — one example being the SW Community Grants Program funding community-based partners to organize and engage low-income tenants related to affordable housing and transit issues.

These innovative tools can be replicated to create more equitable outcomes as greater Portland plans expansions to the HCT network.

Planning for transit-oriented development

Both Metro and TriMet are working on updates to transit-oriented development plans.

Metro's Transit-Oriented Development Strategic Plan Update is exploring opportunities for better implementing regional racial equity strategies and furthering climate mitigation and resilience goals, including contracting and workforce, community-based organization development partnerships, inclusionary investment decision-making, urban heat island mitigation design requirements, energy efficiency standards, and parking ratios and other traffic demand management incentives. The plan guides transit-oriented development program activities to acquire land and provide gap funding for nonprofit and for-profit private developers to support the construction of higher density buildings in areas served by frequent service bus, streetcar or light rail. Similarly, Metro's Affordable Housing Bond Program allocated 10% of its funds to a site acquisition program where access to transit was identified as the top desired nearby amenity by community.

TriMet's draft Regional Transit-Oriented Development Plan builds on the guidelines approved by the Board of Directors in May 2020 to provide clarity and structure to the Transit-Oriented Development Program. The plan includes information and guidelines for the inventory, evaluation and prioritization of TriMet sites in the transit-oriented development program. It details how TriMet promotes transit-oriented development across the region. Most importantly, the plan empowers communities and partners to provide feedback regarding where transit-oriented development projects are located, how sites are selected, and how decisions are made. The plan is designed to provide transparency to all elements of TriMet's transit-oriented development work and is focused on creating equitable transit-oriented development projects for everyone.

Transit access: complete streets, safety, and mobility options

Most transit trips begin and end with active transportation. The quality of access to transit stops and stations can make a marked difference in the usefulness of transit services. This means investing in the streetscape around transit station areas, completing pedestrian and bicycle networks and to HCT stations, and partnering with mobility service providers to ensure people can safely reach HCT services.

Multimodal and Complete Streets Completing the local sidewalk and bicycle facility network, providing wayfinding and street lighting will make it safer for all people to access transit. Promoting disability-friendly transit services means committing to Americans with Disabilities Act-compliant crossings, sidewalks, and curb ramps, as well as transit platforms that offer level boarding onto vehicles. Resources including the National Association of City Transportation Officials [Transit Street Design Guide](#) provide guidance on how city streets can be adapted to serve the needs of all people accessing transit facilities. The Oregon Department of Transportation has also developed updated guidance for accommodating all modes on state highways, the [Blueprint for Urban Design](#).

First and last mile mobility options

Bikeshare, carshare, circulator shuttles, and rideshare are all travel options that can be made available at HCT stations, allowing riders to easily switch between modes and complete the first or last part of their trips. Providing secure bicycle storage encourages bicycle owners to consider riding to and from transit. These travel options and amenities can be integrated with Complete Streets efforts and integrated into mobility hubs — locations where transportation services come together providing options for people to access and comfortably make connections to and from transit.

Transportation demand management programs and policies

For many people, driving (alone) is the default means of travel, especially if existing systems and policies incentivize and subsidize driving and parking. Transportation demand management programs seek to shift trips to travel modes such as transit, active transportation (walking and biking), and ridesharing through incentives that make them more attractive and feasible for everyday trips. A lack of knowledge and understanding of transit is a common barrier to transit use, making strategic distribution of transit information and resources an important element of transit success. Transportation demand

Safe and healthy urban arterials

Another focus area for the 2023 Regional Transportation Plan update is developing safe and healthy urban arterial roadways. State and local transportation agencies have been working to enhance safety on urban arterials for decades. While these corridors serve an important regional mobility function in connecting centers, they are typically more dangerous due to higher speeds, volumes and more travel lanes than minor arterials and are the most complicated roads to make improvements on because they require a lot of coordination and planning. Successful high capacity transit projects have illustrated the capacity of regional partners to coordinate effectively to complete complex, multimodal corridor projects. The safe and healthy urban arterial policy brief identifies strategic actions that regional partners can take to support developing urban arterials as complete streets and increase access to current and planned transit routes.

Access to transit study

An emerging trend in local transit services is using smaller vehicles that range from vans and shuttles to small buses with fixed to flexible routes to fill the gap between traditional bus and rail services, as well as local destinations. In some cases, these services use ride-hailing and other new technologies to provide on-demand micro transit services.

In close coordination with public transit service providers in the region, Metro will explore how these emerging trends improve transit access and convenience, and how they might fit into a broader strategy to fill gaps in transit service that connect people in more suburban areas. This study will make recommendations for consideration in the 2028 RTP update.

management programs come in many different shapes and sizes depending on design and context.

Employer-based programs Employers can offer commuter benefits such as subsidized transit passes or bikeshare credit instead of parking permits, which encourages employees to make their regular trips without their cars. Employers are also an important stakeholder to partner with in raising awareness of transit options, and encouraging ridership.

Municipal and agency policies Jurisdictions can manage parking supply and parking costs to support the competitiveness of transit. Parking policies that support transit include matching parking pricing to demand, shared parking between uses, unbundling parking from rental and for-sale residential and commercial space, and removing minimum parking requirements for new developments. Transportation wallet programs in the City of Portland are another successful example that incentivizes transit and active transportation use over driving and parking. Establishing parking districts around station areas can be a helpful policy and planning tool to achieve transportation demand management goals.

Transit affordability and fare programs

For lower-income people, the cost of transportation can be a substantial if not disproportionate financial burden. Per trip transit fares can be high especially for families and for those making frequent short trips. Part of making HCT accessible lies in establishing fare policy that enable more people to choose transit as a regular option. The following considerations can further help price transit competitively to make it an attractive choice for all riders.

Student and youth fare programs The majority of students are not in the workforce, and thus lack substantial regular income. Both TriMet and SMART offer reduced fares for students, including community college students. Portland Public School students can ride TriMet free during the school year and there are free summer programs. Partnering with schools, universities, and other community organizations can help publicize fare programs for young people, and encourage more to ride transit and navigate transit.

Low-income fare programs TriMet currently offers an Honored Citizen Fare Card, and people with low incomes can apply to use this fare with proof of income and government-issued ID to be submitted either through an online portal or at a designated enrollment location. While TriMet has taken numerous steps to make transit fares more accessible, barriers may still remain particularly those who lack access to a smartphone or availability during weekday business hours. Exploring partnerships with convenience stores and local retailers could help make low-income fare programs more accessible.

Transportation system management and operations

Improvements to the speed and reliability of transit services is one of the most crucial ways to make transit more competitive with driving. Convenience is a key value for many people, and this can be achieved by reducing bus travel times, making transfers more seamless, and providing real time information for people to plan their trips.

Optimize existing transit network Many local bus services connect neighborhoods to key corridors, providing a feeder service for HCT. Timing transfers and right-sizing the amount of line duplication will help increase the transit travelshed, optimizing transit coverage and enhancing the rider's experience.

Transit priority treatments The Portland Metro region's framework for speed and reliability spot improvements, known as the Better Bus Program, partners with local jurisdictions to make capital investments. Improvements such as transit signal priority, transit-only lanes, queue jumps, and optimizing bus stops can reduce the amount of delay that transit vehicles experience and improve overall travel times.

Passenger information technology Real-time passenger information, either presented in a mobile application or on station displays, allow passengers to know when a transit vehicle will arrive. Information is important in helping people make travel decisions, and reduces the uncertainty faced by passengers who are transferring between services.

Project development and funding

Federal funding and eligibility

Federal funding will continue to be an essential component of HCT investment for many corridors in the Portland region. Some rapid bus projects could be delivered sooner and more cost-effectively if new revenues were available. FTA administers several Capital Investment Grants programs including Small Starts, New Starts, and Core Capacity grants. Roughly \$2 billion is allocated annually across all FTA Capital Investment Grant programs:

- Small Starts projects must be less than \$400 million in total cost and seek less than \$150 million in total Small Starts funding
- New Starts projects are greater than \$400 million in total cost and are seeking more than \$150 million in total funding.

Projects must be commuter (heavy) rail, light rail, streetcar, BRT or corridor-based BRT — the primary difference being that rail and BRT projects with fixed-guideway investments must have more than 50% of the route in dedicated transit lanes or other separated right of way. Corridor-based BRT projects do not need to

have exclusive guideway, but must have other elements. To be eligible investments, projects must:

- involve a “substantial” investment on a single route within a defined corridor
- include defined stations
- include features such as traffic signal priority for buses, off-board fare collection, park and ride facilities, etc.
- have short headways, including a maximum of 15 minute headways all day on weekdays and for BRT only, a maximum 30 minute headways on weekends. Corridor-based rapid bus is not required to operate on weekends
- use a separate and consistent brand identity for the service.

Since 1986, the region has been very successful in obtaining New Starts and Small Starts funding through the FTA 5309 Capital Investment Grants program. Partnerships in the region have resulted in approximately \$4.2 billion in transit investments, which includes \$2.29 billion from the FTA 5309 Capital Investment Grants program and nearly \$500 million from other federal sources. New Starts/Small Starts funding are a key part of the financial plan for major transit capital projects in the region. The FTA Capital Investment Grants program has historically contributed between 50% and 90% of project funding through Full Funding and Small Starts Grant Agreements.

Current assumptions and future projections for the 2023 RTP assume that Capital Investment Grants-eligible projects will pursue approximately 50% of project funding from the FTA 5309 New Starts/Small Starts program. This means that local matching funds must be allocated. Additional federal funding may be allocated to cover project costs through the allocation of financially constrained MPO-directed funding (e.g., Urban Surface Transportation Program, Congestion Mitigation and Air Quality, or Transportation Alternatives Program); however, total federal funding for a project cannot exceed 80% of the total project cost.

The local funding commitment typically includes contributions from state, regional and local projects partners. Contributions are discussed and budgeted during the planning and project development phases and range in type from dedication of right of way, lottery-backed bond proceeds, local improvement districts, general fund contributions and others. Non-federal funding contributions are negotiated project by project and typically consider facility jurisdiction, project needs and benefits and opportunities for partnership.

Operations Funding

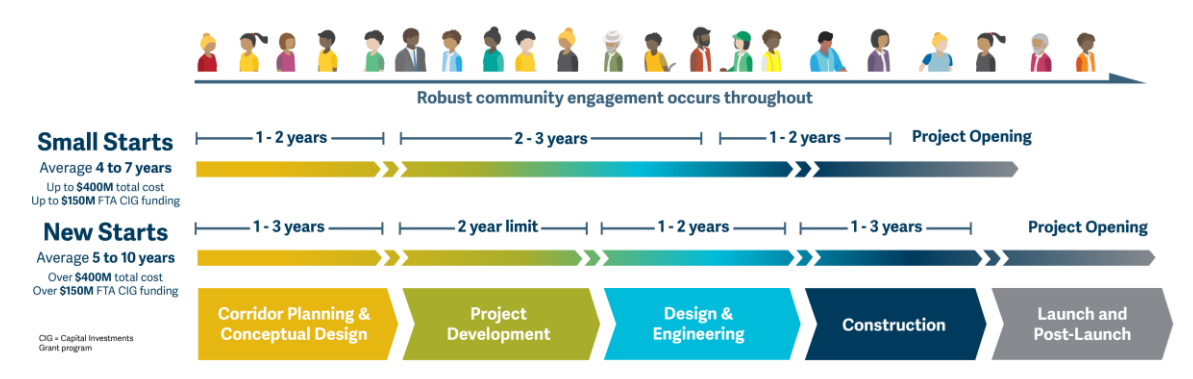
Funding to design and construct HCT corridors is only part of the funding story. Long-term funding is also needed for operations of HCT corridors – ongoing dollars to pay drivers, keep systems maintained, and supported. There are several dedicated sources of funding for transit capital projects, but fewer grant sources for ongoing operations. All HCT corridor projects will need to establish a solid

plan, working with TriMet and others, for long term operations and maintenance of these investments.

Federal funding process

Projects follow a stepwise process to obtain New Starts or Small Starts funding (**Error! Reference source not found.**). The first major step in the process is submitting a request to formally enter Project Development to the FTA. Prior to making this request, project sponsors typically have completed early planning work in the corridor, have arrived at a locally preferred alternative, and may have started on the environmental review process. The National Environmental Policy Act process is the environmental review, which evaluates the environmental impacts of a project and documents the required mitigations. There is no specific requirement around completing certain activities prior to entering the project development phase.

Figure 18. Small Starts and New Starts project development timelines



The project development phase is when substantial design work and the National Environmental Policy Act process are completed, the Small Starts Rating application is submitted, and the funding commitments finalized prior to award of construction funding. Sponsors must show that they have funds available to complete this phase within a reasonable timeframe. FTA also requires submittal of additional information once preliminary design is completed, including a project management plan, refined cost estimates, identification of needed right of way, and completion of value engineering.

Once project sponsors have submitted information to support rating and evaluation of the project, FTA makes recommendations for which projects to fund in the Annual Report on Funding Recommendations. Funding is not guaranteed until Congress and the president have approved the funding requests. Typically, once a project makes it to the annual report, it will receive funding, though it may take several budget cycles to be allocated funding by Congress.

Project development includes:

- locally preferred alternative and RTP adoption, if not completed
- sufficient design and engineering

- National Environmental Policy Act clearance
- project evaluation and rating
- critical third-party agreements
- Requirement that 50% of non Capital Investment Grants funding is committed within 3 years of entering project development
- risk assessment/readiness.

Error! Reference source not found. shows a hypothetical timeline for an HCT project that uses federal Capital Investment Grants program funds after completing the process to get to project development. The process can take a minimum of 5 years to complete and typically extends to 7 or more years.

Moving corridors forward

Figure 19 illustrates the general actions needed to prepare HCT corridors for and advance them through the development process to construction, categorized into five phases. Timelines for each phase will vary depending on project type and complexity.

1. **Pre-project** actions involve improving readiness.
2. **Corridor planning** including determining a preferred alignment and mode, early concept design, and applying to enter into the federal project development process, if applicable.
3. **Project development** includes advancing design, completing environmental review (e.g., National Environmental Policy Act) and securing project funding.
4. **Final design and construction** will result in a completed project.
5. **Post-project** actions may include fostering transit-oriented development, transit network changes, and anti-displacement actions

Elevating local voices

HCT investments don't happen without the leadership and engagement of local jurisdictions and partners. Local champions are needed to see projects through, all the way from "good idea" to station construction. Local partners are needed for the long haul, too – projects take years to come to fruition, meaning consistent engagement is key. Local champions and partners are also critical to ensuring transformative HCT investments maximize benefits to the local community, and to guide approaches to mitigating potential impacts like displacement.

Figure 19 also illustrates conceptually where HCT corridors are in the project development lifecycle based on readiness tier.

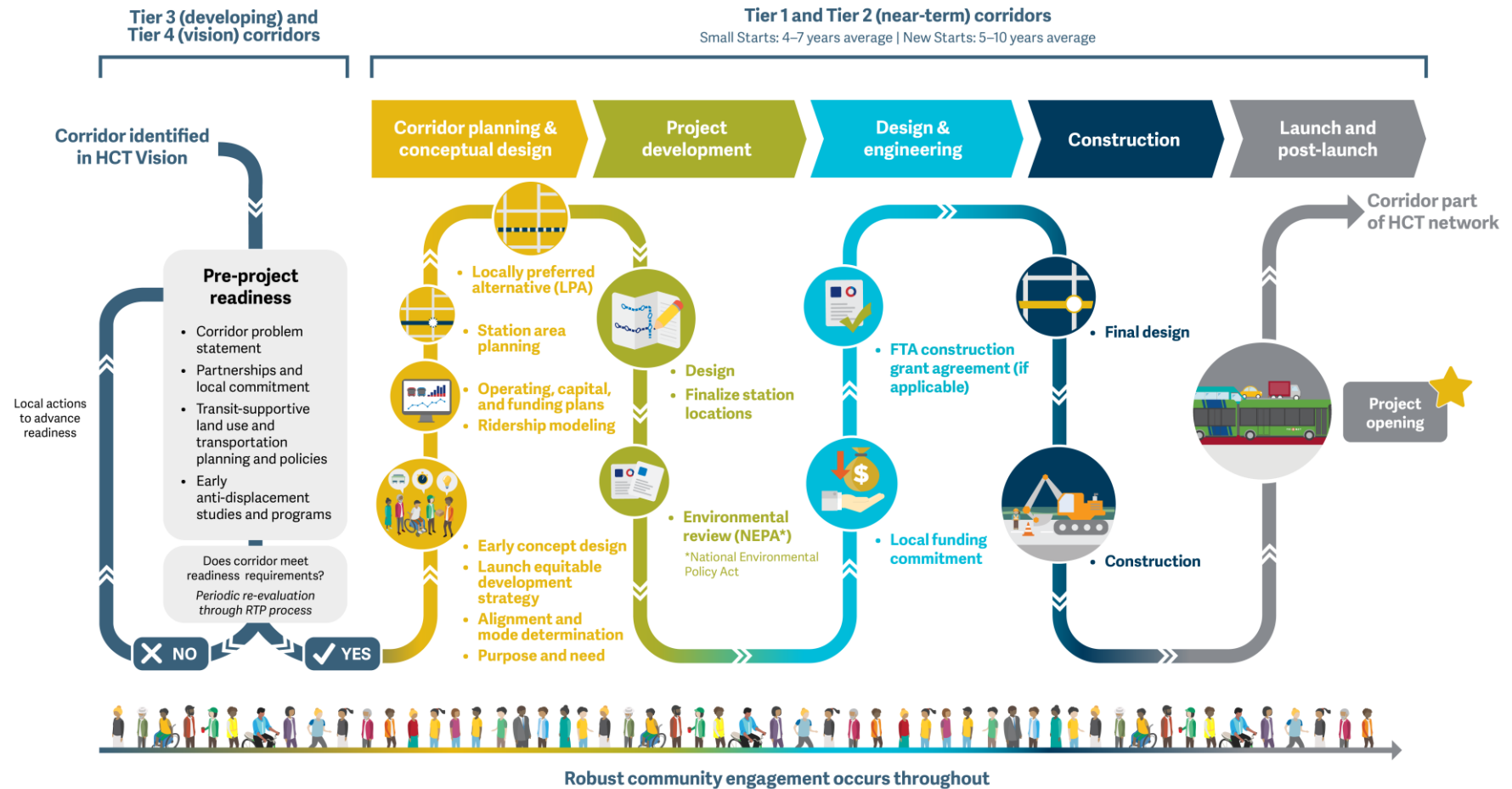
Tier 1 corridors are already in corridor planning and/or early project development actions.

Tier 2 corridors are generally ready to proceed with HCT corridor studies, although they may be completing some readiness actions.

Tier 3 and Tier 4 corridors, in general, are not yet ready to proceed. These recommendations focus on actions to increase the readiness of a given corridor including securing commitments from project partners and early land use planning.

Figure 19. HCT project development lifecycle

How does a corridor identified in the HCT Vision become a reality?



The general recommendations and actions needed to advance corridors based on readiness tier are broken out by 5-year increments below.

Tier 1 and Tier 2 corridors, in general, are ready to proceed with HCT studies and investment; the recommendations for these corridors are centered on concrete actions to further define the corridors, establish project champions and determine funding.

Recommendations

Tier 1 corridor advancement, near term

- Complete alternatives analysis and select locally preferred alternatives as appropriate.
- Complete NEPA process.
- Collaborate with local and regional partners, including Metro and TriMet, to determine funding approach.
- Foster continued community support and interest by providing regular updates to communities about the status of HCT investments.
- Collaborate with TriMet and Metro on sequencing of major HCT capital investments to ensure adequate staffing capacity is available to move projects forward.
- Collaborate with TriMet to determine operating funding and staffing needs to support the long-term operations of new HCT investments.
- Develop an equitable engagement and development strategy with key community stakeholders and Metro's Committee on Racial Equity.

Tier 2 corridor advancement, near term

- Update functional classifications in transportation system plans to be consistent with the RTP design classifications to support implementing the 2040 Growth Concept and planned land uses. Commit to applying urban design standards (Blueprint for Urban Design, National Association of City Transportation Officials, Metro's Designing Livable Streets Guide, approved local standards) on identified corridors in policies and projects. Apply an outcomes and performance-based process that prioritizes safety, transit, walking and bicycling in trade-offs.
- Identify transit corridors in transportation system plans as candidates for HCT investment. Identify constraints or barriers that would need to be addressed to make the corridor "HCT-ready," such as freight designations, traffic volumes, and presence of cycling and walking facilities.
- Revisit land use plans and zoning to align higher-density uses with planned HCT corridors. Also consider development code and regulations that support transit usage, such as parking standards.

- Define corridor problem statement, refinement planning, and conceptual design to better understand the specific needs in the corridor and establish a shared vision with partners. There are usually corridor needs beyond the HCT investment – project partners must coordinate with other corridor planning processes to understand how improvements will be coordinated.
- Assess corridor against HCT Assessment and Readiness Criteria and make any needed adjustments to support Capital Investment Grants competitiveness.
- Begin identifying funding sources and/or commitments and engaging community about corridor transit needs.
- Build a coalition of local and regional stakeholders to support continued work on the corridor, including to support development of an equitable development strategy.

Tier 2 corridor advancement, medium term

- Conduct alternatives analysis to develop and vet HCT and related improvements that address the identified problems. Through this process, further define the preferred HCT mode, corridor termini, routing, potential station/stop locations, etc.
- Advance design work in support of alternatives analysis and NEPA.
- Gain further clarity on cost.
- Determine the locally preferred alternative with partners and community.
- Collaborate with Metro, TriMet, and partners to determine the appropriate funding approach. If federal funding is likely, review Capital Investment Grants program criteria and determine areas where the corridor could improve performance with respect to the criteria. This could mean additional changes to development code, adopting policies that encourage development of affordable housing, and others.
- Secure funding and start construction for projects.

Tier 3 and Tier 4 corridors, in general, are not yet ready to proceed. These recommendations focus on actions to increase the readiness of a given corridor.

Tier 3 corridor advancement, near term

- Identify transit corridors in transportation system plans and ensure roadway classification design supports transit-supportive elements. Identify constraints or barriers that will need to be addressed to make the corridor HCT-ready, such as freight designations, traffic volumes, and presence of cycling and walking facilities. As land use or comprehensive plan updates occur, consider how they can focus growth in key corridors to support HCT investment (and vice versa). Consider the presence of access to transit improvements and the mix of uses and destinations that are supportive of density thresholds that are

supportive of HCT and federal Capital Investment Grants funding program criteria. Consider how HCT would support the local land use vision.

- Develop corridor problem statements and corridor extents.
- Assess corridor against HCT Assessment and Readiness Criteria and look for opportunities to support readiness.
- Build a coalition of local and regional stakeholders to support continued work on the corridor.
- Invest in anti-displacement and housing stabilization before major transportation investments add displacement pressure.

Tiers 3 and 4 corridor advancement, ongoing

- Establish project champions, partnerships and political leadership.
- Create ridership development, land use and transit-oriented development plans for key centers and station areas.
- Assess financial feasibility. Conduct early analysis to understand how the corridor aligns with federal Capital Investment Grants funding program criteria and identify areas where improvement or changes are needed.

Capital Investment Grants land use criteria

The Capital Investment Grants program assigns a rating to each project based on multiple criteria, spanning land use to financial performance. In general, a project must achieve an overall “medium” rating to be considered for funding.

Capital Investment Grants funding criteria include specific thresholds for employment and household density that contribute to how well a project scores. Additionally, project sponsors must demonstrate that the investment will create new ridership above and beyond the existing corridor ridership.

Lessons learned from Division Transit and The Vine

Fourth Plain in Vancouver, Washington, and Division Transit in Portland, Oregon, are the first rapid bus routes in the region. As the trailblazers, there is much to learn from these projects in looking ahead to building out the rapid bus network.

While rapid bus is a catalyst for other much needed investments in the corridor (e.g., sidewalks, housing), there are trade-offs to consider when packaging these investments. To be most successful, these projects should focus on key gaps and mobility needs to be most competitive for federal funding and efficient with local match dollars. Cost capping can be an effective tool for pursuing rapid implementation. Being clear about these trade-offs when identifying an approach is critical at the outset of the process.

Understand the problems rapid bus is trying to solve Is it problems with capacity and full buses or with speed and travel time? Knowing that at the outset will help identify the right tools to focus on in the solution in order to set the project up for success.

Determine what decisions need to be made and who makes those decisions early on to improve processes and provide greater transparency. Create a funding strategy and address environmental, right-of-way and utility needs earlier than you think you need to. Engage community-trusted stakeholders in decision-making and provide a clear process of two-way communication to influence the process.

Be context-specific in the approach used and the solutions considered Rapid bus along Division may look different than rapid bus along Tualatin Valley Highway. Consider opportunities for bus only lanes that can carry more people, more efficiently on a congested corridor. Consider what future transfers might be needed or leveraged.

Consider how transitioning to electric buses will factor into the needs of the future transit network and how the network can respond to and create opportunities for more multi-modal trips (e.g., more spaces for mobility devices and bikes on board).

Plan for a seamless continuity of service during construction and identify a traffic control plan early on. Be clear with contractors on specifications and how to manage construction to avoid or minimize impacts to communities and businesses. Reach out early and often to communicate any impacts that are expected or do arise.

Looking forward

The region's multi-decade investment in MAX light rail will continue to be the backbone of the regional transit system, connecting the central city and regional centers. As we look forward to advancing new HCT corridors to serve growing population and employment, while meeting our land use goals, new approaches like rapid bus present major opportunities. Rapid bus provides the benefits of HCT at a cost that is more in line with the current constraints on the regional funding landscape, as well as imparting benefits like lower construction complexity and lower risk of displacement. It provides an opportunity to broaden the network and expand connections to town centers and strengthen connections to regional

centers — allowing us to fill the gap where corridors are indicating a readiness for high capacity transit investment in their ability to further the region’s mobility, safety, equity, climate and economy goals. This framework will inform future updates to the region’s long-standing 2040 Growth Concept as we look toward continuing to support compact urban development.

However, in all cases, the best HCT mode for all corridors will be developed through robust corridor planning. Different HCT tools are appropriate depending on context; streetcar in urban corridors, light rail extensions to serve new centers, and rapid bus in constrained corridors, are a few examples. All of these approaches will be considered in light of evolving regional goals and other priorities, including the recently adopted statewide Climate Friendly and Equitable Communities rules, to influence what HCT tool is determined to best for the needs of a given corridor.

The strategy update renews our regional commitment to HCT as an essential tool for achieving many regional goals. To realize these investments and all the benefits they bring, the region will need strong partnership, local champions, and engaged communities to ensure HCT maximizes value to everyone in our region.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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Metro Councilors

Ashton Simpson, District 1
Christine Lewis, District 2
Gerritt Rosenthal, District 3
Juan Carlos González, District 4
Mary Nolan, District 5
Duncan Hwang, District 6

Auditor

Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

April 2023



Public and stakeholder engagement and consultation summary

High Capacity Transit Strategy Update
2023 Regional Transportation Plan

DRAFT April 2023

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INTRODUCTION

This report provides a high-level summary of the public and stakeholder engagement and consultation that was conducted to support the High Capacity Transit (HCT) Strategy Update for the 2023 Regional Transportation Plan (RTP). The project team organized or participated in dozens of outreach activities, and the feedback from these activities was used to shape and refine the HCT Strategy Update. This summary lists these outreach activities, outlines the groups of community members, stakeholders, and regional leaders that were involved, and summarizes the salient points of feedback received through the planning process.

HCT is a key element of the 2040 Growth Concept, a long-range plan adopted by the Metro Council in 1995. As a part of the 2023 RTP, the HCT Strategy will identify priority areas for investments that would provide the most benefit to the most people.

Public and stakeholder outreach for the HCT Strategy Update was closely coordinated with the overall planning and engagement for the 2023 RTP process.

Outreach for the HCT Strategy Update was built on a foundation of recent public and stakeholder outreach initiatives, including the 2009 HCT Plan, the 2018 Regional Transit Strategy, and the 2023 RTP Phase 1 scoping conversations, among others. The project team considered this feedback and engagement when deciding how to tailor outreach efforts for this Strategy Update.

Engagement Goals

HCT engagement goals were the same as those for the broader 2023 RTP planning process, and are as follows:

- Learn about the transportation needs and priorities of communities across greater Portland.
- Reflect the priorities identified through community engagement and prioritize the input provided by communities of color, the disability community and communities with limited English proficiency, in the elements of the 2023 RTP that guide investment decisions.
- Build support for and momentum to achieve community-driven objectives and build public trust in Metro's transportation planning process.
- Strengthen existing and build new partnerships with local, regional, state and federal governments, Tribes, business and community leaders, academic institutions and historically underrepresented communities including Black, Indigenous and people of color, people with disabilities, people with low incomes and people with limited English proficiency, as well as youth and older adults for sustained involvement in decision-making.

The public engagement process was organized by four major milestones, which aligned with the development phases of the HCT Strategy Update. These milestones are described here, and detailed further below:

- **Milestone 1** focused on the policy framework for HCT and reflected on changes since developing the 2018 RTP.
- **Milestone 2** refined the network vision and discussed corridor readiness factors.
- **Milestone 3** reviewed the corridor prioritization, organized by “tiers,” and evaluated whether the corridors meet the readiness factors.
- **Milestone 4** will gather feedback on the Draft HCT Strategy.

PUBLIC ENGAGEMENT OVERVIEW

Feedback through the engagement and consultation process spanned a variety of topics, including general requests for service improvements, suggestions for improving access to transit, and interest in prioritizing specific corridors. However, several overarching themes emerged through the process. These include the desire to:

- **Improve regional HCT connections without routing through downtown Portland.** Demand to travel to the city center has been waning with the reduction in commuter traffic and the growth of other regional centers. Instead, people want to travel between regional centers directly, without passing through downtown Portland.
- **Improve safety and security while accessing and using the transit system.** Responses frequently mentioned concern for personal safety while riding transit, waiting at transit stops, and when traveling on streets and sidewalks to access transit stops.
- **Locate transit corridors and stops convenient for accessing job centers.** Responses affirmed that HCT access to employment opportunities is good for both employers and employees, improving access to talent and jobs.
- **Improve existing transit service.** Faster and more frequent service along existing routes would make transit more attractive to potential riders.
- **Align HCT investments with future tolling.** Feedback suggested HCT could provide an alternative to driving tolled routes, and could be a tool to mitigate traffic diversion.
- **Define clearly what HCT includes and HCT's objectives.** The public may not always understand what “high capacity transit” means or what it includes. A clear definition will help with planning efforts, and understanding its objectives will better frame the priority corridors.

STAKEHOLDERS

Metro partnered with standing committees throughout the process, including:

Agency Partners

- City of Portland
- Clackamas County
- C-TRAN
- Multnomah County
- Oregon Department of Transportation (ODOT)
- Southwest Washington Regional Transportation Council (RTC)
- South Metro Area Regional Transit (SMART)
- TriMet
- Washington County

Partner Jurisdictional Staff

- Clackamas Transportation Advisory Committee (CTAC)
- East Multnomah County Transportation Committee Technical Advisory Committee (EMCTC TAC)
- Metro Technical Advisory Committee (MTAC)
- Transportation Policy Advisory Committee (TPAC)
- TriMet Committee on Accessible Transportation (CAT)
- Washington County Coordinating Committee Transportation Advisory Committee (WCCC TAC)

Partner Elected Officials

- Clackamas County Coordinating Committee (C-4)
- Washington County Coordinating Committee (WCCC)
- East Multnomah County Transportation Committee (EMCTC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)

Stakeholder Advisory Committees

- Active Transportation Return on Investment (ATROI)
- TriMet's Committee on Accessible Transportation (CAT)
- TriMet's Transit Equity Advisory Committee (TEAC)

Included representatives from:

- Africa House
- Join PDX

- APANO
- Asian Family Center (a project of IRCO)
- Bus Riders Unite!
- Central City Concern
- Centro Cultural
- Clackamas Community College
- Clackamas Workforce Partnership
- Immigrant and Refugee Community Organization (IRCO)
- Latino Network
- Milwaukie High School
- Multnomah County Youth Commission
- Oregon Food Bank
- Portland Community College
- The Street Trust
- TriMet

STRATEGIES

The project team consulted a broad spectrum of community members through various activities, as listed in Table 1. When practical, outreach for the HCT Strategy Update was integrated with activities for the 2023 RTP, including events, meetings, and surveys. At other times, outreach for the HCT Strategy Update was focused solely on HCT to target feedback related to the HCT vision.

Table 1. Public and Stakeholder Engagement Overview

Activity	Events
Online Surveys	<ul style="list-style-type: none"> 1 Survey as part of an RTP survey (summer 2022). 1 HCT online open house and survey (winter 2022-2023).
Focus Groups and Forums	<ul style="list-style-type: none"> 2 Meetings with RTP Community Leaders Forum and Westside Multimodal Improvement Study Business Forum (joint events). 2 Meetings with Clackamas County Small Transit Providers. 2 Meetings with TriMet's CAT. 2 Meetings with TriMet's TEAC. 2 Agency Lessons Learned Focus Groups (one on Division Transit Project with Metro/TriMet and one on the Vine with C-TRAN). 1 Business Focus Group <i>with representatives from the Gresham Chamber of Commerce, Tigard Chamber of Commerce, and Westside Economic Alliance.</i> 1 Small Business Focus Group with ATROI. 1 Meeting with Washington County Chamber of Commerce.

Activity	Events
Public Tabling Events with TriMet's <i>Forward Together</i>	5 Events in Multnomah County: Rosewood Initiative (2 events), PCC Cascade, St. Philip Neri, and Fairview City Hall.
	2 Events in Clackamas County: CCC Harmony (2 events).
	3 Events in Washington County: Shute Park Library, Washington County Conference Center, and Muslim Educational Trust.
Advisory Committee Meetings	6 HCT Working Group <i>convened with stakeholders from around the region, including Clackamas County, Multnomah County, Washington County, Portland Bureau of Transportation, TriMet, Portland Streetcar, C-TRAN, Oregon Department of Transportation, Southwest Washington Regional Transportation Council (SW RTC), and Metro.</i>
	5 Meetings with WCCC.
	4 Meetings with CTAC.
	4 Meetings with EMCTC
	4 Meetings with EMCTC TAC.
	4 Meetings with JPACT.
	4 Meetings with TPAC.
	4 Meetings with WCCC TAC.
	3 Meetings with C-4.
	3 Meetings with Metro Council Work Sessions.
	3 Meetings with MPAC.
	3 Meetings with MTAC.

MILESTONE 1: FRAMEWORK

In Milestone 1, the project team introduced the HCT Strategy Update to the public, stakeholders, and leaders in the region. Outreach focused on shaping the HCT policy framework and considering regional transportation changes related to HCT since developing the 2018 RTP. Feedback was used to help shape the HCT policy framework.

Milestone 1 Feedback Summary

Feedback from Milestone 1 highlighted a desire to strengthen the transit network with HCT connections between regional centers. Suggestions included growing the network to serve areas of expected growth and prioritizing equity areas with BIPOC (Black, Indigenous, and People of Color) communities. Feedback indicated the importance of making HCT accessible to people with mobility impairments and of providing pedestrian and biking connections to HCT stops. Safety and security were mentioned multiple times as a perceived barrier to transit use.

Access to and from the Transit System

- Stakeholders emphasized how streets, transit stations, and transit vehicles need to be more accessible for people in wheelchairs. Station elevators are often broken, making the station inaccessible to someone using a wheelchair. Improve maintenance with existing elevators and provide ramps instead or to supplement elevators.
- Stakeholders suggested educating the community and Metro employees about disability and accessibility issues.
- Community members expressed concern about the existing biking and pedestrian connections to transit.
- Stakeholders expressed desire to improve transit connections at the ends of transit lines by connecting to other transit providers or to transit hubs.
- Stakeholders suggested improving amenities at transit stops toward the ends of transit lines to make them more comfortable for people who may be waiting a while.

Environmental Impacts

- Stakeholders and regional leaders were interested in using HCT to help meet the requirements for Climate Friendly Equitable Communities.
- Stakeholders were concerned about transit's negative impacts to air quality and the climate crisis.

HCT Network

- Regional leaders and stakeholders expressed a desire to connect regional centers without going through downtown Portland.
- Stakeholders suggested growing the transit network to support where people are traveling now and where the region is expected to grow, with a focus on areas zoned for mixed use.
- Stakeholders recommended prioritizing equity areas and areas with BIPOC communities.
- Regional leaders expressed a desire to improve WES Commuter Rail service as an HCT corridor and to extend it to Salem.
- Regional leaders expressed a desire to extend HCT along I-205 to Tigard Triangle, Wilsonville, and Tualatin.
- Regional leaders suggested using bus-on-shoulder (or light rail on ODOT right of way) to make connections on highways. They suggested pursuing funding from the Statewide Transportation Improvement Fund (STIF) and considering how it could align with congestion pricing.
- Stakeholders suggested considering effects from tolling when defining corridors.
- Stakeholders suggested connecting with Clark County.

- Stakeholders suggested creating an express light rail line to downtown Portland.
- Regional leaders mentioned that Powell Boulevard was not an attractive corridor because it had already been studied for HCT and was passed over.

Planning for HCT Investments

- Regional leaders recommended using this process to position for FTA funding.
- Stakeholders recommended focusing on outcomes as opposed to a specific mode.
- Stakeholders recommended coordinating with concurrent projects, such as the Westside Multimodal Improvements Study and the Climate Smart Strategy.
- Stakeholders suggested Metro incorporate restorative justice and BIPOC leaders in the planning process.

Transit Service

- Regional leaders and the public expressed desire for faster transit service. The public also expressed desire for improved frequency. Survey results revealed that travel time is the primary factor for deciding which transportation mode the public chooses for a given trip.
- Regional leaders suggested improving transit service to destinations as well as improving service in the outer areas of the region.
- Stakeholders expressed a desire for improving night and evening service to help employees get to and from late shifts.
- Stakeholders suggested that this would be a good time to improve transit to entice people back after COVID.
- Feedback was mixed on how to prioritize service improvements. Public comments suggested improving service on existing routes or corridors, while regional leaders emphasized prioritizing new routes where none currently exist.

Transportation and Safety Concerns

- Regional leaders and the public expressed concern about safety and security on transit.
- The public also expressed concern about safety and security while walking or biking.
- The public and stakeholders expressed concern about regional traffic congestion.
- Stakeholders suggested improving curb management to help local businesses. They suggested establishing dedicated loading zones and dedicated parking for mobile businesses and local residents.
- Stakeholders expressed frustration about the cost of transit.

Milestone 1 Engagement Activities

Activities for Milestone 1 were conducted from June through October 2022.

- June 30 – HCT Working Group #1
- July 6 – EMCTC TAC
- July 7 – WCCC TAC
- July 13 – TPAC Intro and Overview
- July 18 – EMCTC
- July 20 – MTAC Intro and Overview
- July 26 – Metro Council Intro and Overview
- August 4 – Presentation to C-4 TAC
- August 10 – ATROI Small Business Study Listening Session
A listening session to assess the transportation needs of BIPOC business owners and business leaders as a follow-up to the ATROI Study conducted in the spring of 2021. Seventeen participants attended the two-hour session to share concerns and suggestions regarding accessibility, public transit, and other issues that affect their ability to do business.
- August 15 – Presentation to WCCC
- August 16 – HCT Working Group #2
- August 18 – JPACT Intro & Overview
- August 24 – MPAC Intro & Overview
- September and October - RTP Public Survey 2
An online survey for the RTP open from September 7 through October 17, 2022. Questions in the survey helped inform the HCT Strategy Update, including questions about transportation needs and priority investment. The survey was available in 5 languages (English, Spanish, Vietnamese, Simplified Chinese, and Russian) and collected input from 1,191 participants.

MILESTONE 2: VISION

In Milestone 2, the project team shared the draft vision for the HCT Strategy Update. Outreach focused on refining this vision and better understanding what factors make a corridor ready for an HCT investment. Feedback was used to shape the initial tiers of corridors, which were later shared in Milestone 3.

Milestone 2 Feedback Summary

Stakeholders, the public, and elected officials often had similar ideas for the HCT vision. Many expressed a desire to expand the transit service area, with a particular focus on more connections in Washington and Clackamas counties. People suggested connecting HCT investments to better serve equity populations and target employment hubs. Many were

interested in how HCT investments might relate to future tolling. The vision for HCT generally centered around an expanded network that provided faster trips to job centers while strengthening existing connections.

Access to and from the Transit System

- The business community and stakeholders from Clackamas County suggested that shuttles could provide first- and last-mile transit connections.
- The business community raised concerns about congestion slowing drivers and creating problems for private shuttles that transport employees to work.

Economic Considerations

- The business community, stakeholders, and elected officials expressed a desire to locate transit stops near job centers.
- Members of the public and business community mentioned that many people have security concerns on transit, which has led to business losses near the MAX.
- The business community mentioned that transit does not meet the needs of some job fields, such as construction, where workers need to carry tools.
- Stakeholders noted how HCT could act as a lever for future development and potentially aid in reaching the 2040 Growth Concept.
- A stakeholder stated that economic opportunity should be more fully reflected in HCT policies and objectives.

HCT Network

- Elected officials, stakeholders, and the public asked for stronger north-south connections in Washington County and Clackamas County.
- Elected officials, stakeholders, and the public suggested expanding the transit service area to provide more people with the option to take transit.
- Elected officials wanted HCT corridor investments to be balanced through the three counties in the region.
- Stakeholders are interested in aligning HCT with future tolling.
- Stakeholders expressed interest in investing in HCT connections, including:
 - To Montgomery Park.
 - Along NE MLK Jr. Boulevard.
 - Along NE Halsey Street.
 - WES Commuter Rail.
 - To Lents.
 - Between Hillsboro and Wilsonville.
 - Within East Portland and Gresham.
- The public expressed desire for better connections between rail systems, particularly the Yellow Line and Red Line, and the Green Line and Orange Line.

Planning for HCT Investments

- Stakeholders and elected officials emphasized the need to support people with mobility challenges and People of Color in the planning and implementation process.
- Stakeholders emphasized that the HCT definition and objectives should be clear, and that people should know why HCT is needed in a particular corridor.
- Stakeholders mentioned the importance of partnering with cities early to improve collaboration and the quality of the future investment.
- A stakeholder mentioned that it was important to plan for continued transit service during the construction of HCT projects.

Transit Service

- The public and stakeholders expressed desire for faster transit speeds and suggested investing in prioritization, such as dedicated lanes, signal priority, bus-on-shoulder, and queue jumping.
- The public and stakeholders were interested in grade separation of transit to provide faster connections, including a tunnel through downtown.
- The public and stakeholders called for further investment in commuter rail.
- The business community and stakeholders raised concerns about insufficient frequency during non-peak hours.
- The business community mentioned interest in having more one- or two-seat rides to reduce transfers and increase ease of access to large campus sites for employees.
- A stakeholder wanted to measure HCT investments to see how they could improve current transit.

Milestone 2 Engagement Activities

Activities for Milestone 2 were conducted from September 2022 through February 2023.

- September 27 – HCT Working Group #3
- October 4 – EMCTC TAC
- October 6 – WCCC TAC
- October 13 – HCT Working Group #3.5: Vision Workshop
- October 17 – EMCTC
- October 18 – Portland Community College Cascade Tabling
- October 19 – C-4
- October 19 – Rosewood Initiative Tabling
- October 19 – TPAC/MTAC Policy Framework and Vision
- October 20 – Shute Park Library Tabling

- October 24 – Clackamas County
- October 24 – WCCC PC
- October 26 – Clackamas Community College Harmony Tabling
- October 26 – MPAC Policy Framework and Vision
- October 27 – JPACT/Council Policy Framework and Vision Workshop Feedback
- November 8 – TEAC
- November 9 – Division Transit Project Focus Group
- November 10 – The Vine Focus Group
- November 17 – HCT Working Group 3.5 Vision Review Session
- November 30 – Clackamas County Small Transit Providers Meeting
- February 13, 2023 – Business Roundtable

MILESTONE 3: CORRIDOR TIERS

In Milestone 3, the project team shared the draft prioritization of corridors to the public, stakeholders, and leaders in the region. The prioritization organized HCT corridors in four “tiers,” as follows:

- Tier 1: near-term corridors.
- Tier 2: next-phase corridors.
- Tier 3: developing corridors.
- Tier 4: vision corridors.

Feedback was used to refine corridor priorities and finalize tiers.

Milestone 3 Feedback Summary

Feedback from Milestone 3 was largely centered on corridor prioritization and refining the corridor alignments. Stakeholders and community members also suggested other improvements that would make transit a more viable transportation option, such as improved security, service, and amenities. Public input was largely supportive of the HCT vision, with a majority of survey respondents indicating they would use HCT more often if the vision were implemented.

Access to and from the Transit System

- Stakeholders emphasized how transit vehicles need to be more accessible, particularly articulated buses: not all ramps can be deployed for all-door boarding, these buses cannot accommodate courtesy stops during inclement weather, and they have reduced functionality for mobility devices.

- Community members suggested using wheel guides at bus stops to make it easier for buses to stop at a consistent location at the edge of the platform.
- Community members expressed a desire for improved pedestrian connections to transit.
- Stakeholders expressed concerns about sidewalk obstructions from people experiencing houselessness.

Amenities

- Community members expressed interest in amenities, such as better lighting, better ticket vending, real-time traveler information, better shelters, and more seating options for single riders.

Economic Considerations

- Regional leaders recommended talking to business leaders and thinking about density and jobs.
- Stakeholders recommended focusing on workforce development, especially with young workers who need transit to get from their schools to their jobs.

Equity

- Regional leaders expressed a desire for more north-south connections to improve options for underserved community members.
- Stakeholders mentioned that honored citizens can have difficulty finding priority seating.

HCT Prioritization

- Regional leaders suggested elevating the priority of certain corridors, especially:
 - OR 99W corridor.
 - WES Commuter Rail corridor.
- Regional leaders and stakeholders expressed support for the Southwest Corridor.
- Regional leaders and community members expressed desire for prioritizing HCT investments in WES Commuter Rail and for HCT improvements along 82nd Avenue.
- Youth community members prioritized locations and routes to improve transit connections, including:
 - Along 82nd Avenue.
 - To Clackamas Town Center.
 - Downtown Portland to Rockwood/Gresham.
 - Along Killingsworth Street.

- Public survey feedback indicated the Central City Tunnel, Interstate Bridge MAX, and Southwest Corridor as the top three HCT priorities for respondents.

HCT Network

- Regional leaders, stakeholders, and community members expressed desire for a light rail extension to Forest Grove.
- Regional leaders expressed interest in tolling, and specifically how HCT could align with tolling and expected traffic diversion.
- Regional leaders discussed transit improvements along Sunnyside Road and in Happy Valley.
- Community members expressed interest in improving regional HCT connections. Examples include:
 - A MAX line loop connecting all three counties.
 - Through Milwaukie, Oak Grove, and wider Clackamas.
 - Through Tigard, Tualatin, and Wilsonville.
 - More direct bus connections to Cully and Gresham.
 - Adding an express connection to Forest Grove.
 - Through Milwaukie, Oak Grove, and wider Clackamas.
 - Through Tigard, Tualatin, and Wilsonville.
- Stakeholders expressed interest in improved transit access to recreational facilities, medical facilities, and retirement communities.
- Stakeholders recommended connecting HCT with future housing trends and plans.
- Public survey results indicate strong support for the HCT vision, with 70 percent of respondents stating they would use the HCT network “somewhat” or “much” more often if the network looked like the planned vision.

Transit Service

- Regional leaders expressed an interest in other transit modes, such as shuttle service. They mentioned adding a shuttle service on the OR 99E corridor, as an example.
- Community members expressed desire for more frequent transit service and more FX2 buses.
- Stakeholders emphasized not removing regular transit as rapid transit is implemented.
- Stakeholders would like to evaluate how effective the Division Transit project improvements have been.
- Stakeholders expressed concerns with at-grade rail crossings for HCT, which can create reliability issues, and suggested a tunnel or car-free streets to improve HCT speeds.

- Community members expressed an interest in roadway improvements to bus lines to allow buses to more easily share the road with cars.
- Stakeholders suggested limiting MAX stops between Hillsboro and Sunset Transit Center to improve time travels.

Safety and Security

- Community members and stakeholders expressed concerns about safety and security. Community members mentioned safety and security is a significant barrier to young people taking transit.
- Community members expressed personal safety concerns eastbound from Hollywood Transit Center.
- Community members encouraged Metro to convene jurisdictions to improve roadway safety.

Planning for HCT Investments

- Regional leaders and stakeholders expressed interest in funding and emphasized being grant-ready.
- Stakeholders were interested in the assumptions used for modeling.
- Stakeholders recommended involving the Halsey business community in the small business focus group.
- Community members suggested Metro reach out to Sandy Area Metro (SAM) and the community in Sandy.
- Stakeholders shared concerns about funding transportation infrastructure.

Milestone 3 Engagement Activities

Activities for Milestone 3 were conducted from November 2022 through February 2023.

- November 16, 2022 – TriMet CAT
- November 23, 2022 – HCT Working Group #4
- December 8, 2022 – TriMet CAT
- January 4, 2023 – EMCTC TAC
- January 5, 2023 – C-4 TAC
- January 5, 2023 – WCCC TAC
- January 9, 2023 – WCCC
- January 10, 2023 – TEAC
- January 11, 2023 – TPAC Workshop
- January 18, 2023 – C-4

- January 18, 2023 – MTAC
- January 18, 2023 – St. Philip Neri Tabling
- January 19, 2023 – Rosewood Initiative Tabling
- January 24, 2023 – Clackamas Community College Harmony Tabling
- January 25, 2023 – Washington Street Conference Center Tabling
- January 26, 2023 – Fairview City Hall Tabling
- January 30, 2023 – Washington County Chamber of Commerce
- January 31, 2023 – Verde Adult Focus Group
- February 2, 2023 – Verde Youth Focus Group
- February 2, 2023 – Business Focus Group
- January through March 2023 – HCT Online Open House and Survey
A public online open house and survey specifically for HCT was open from January 17 through March 15, 2023. The online open house shared the HCT vision and priorities. The survey asked participants if they supported the vision and what they would like to prioritize. The online open house was viewed over 800 times and the survey collected 354 responses.

MILESTONE 4: DRAFT STRATEGY UPDATE

In Milestone 4, the project team shared the Draft HCT Strategy Update along with the Draft 2023 RTP.

Milestone 4 Feedback Summary

[PLACEHOLDER FOR FEEDBACK FROM MILESTONE 4]

Milestone 4 Engagement Activities

[PLACEHOLDER FOR ACTIVITIES FROM MILESTONE 4]

6.2 2023 RTP: Project List Input and Draft System Analysis (8:40 AM)

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, May 18, 2023

JPACT Worksheet

Agenda Item Title: 2023 RTP Update: Continue Discussion on Draft RTP Project List Input and Draft System Analysis Findings

Presenters: Kim Ellis, RTP Project Manager (she/her)
Eliot Rose, Senior Transportation Planner (he/him)

Contact for this worksheet/presentation: Kim Ellis, kim.ellis@oregonmetro.gov

Purpose/Objective

This is an opportunity for JPACT to continue discussion of public input on the draft project list and findings from the draft technical analysis, and key takeaways from the May 11 JPACT/Metro Council workshop.

Outcome

JPACT members discuss and provide feedback on these questions:

- What observations do you have from the May 11 JPACT/Metro council workshop discussion and information presented?
- What projects and investment types best align with community priorities and the policy framework set forth by Council and JPACT? What projects and investment types could be better aligned?
- How can the proposed set of investments be improved to best align with our regional goals and community priorities, particularly in the near-term?

Background and context

A major update to the [Regional Transportation Plan](#) (RTP) is underway and must be completed by Dec. 6, 2023 when the current plan expires. The RTP is the state- and federally-required long-range transportation plan for the Portland metropolitan area. The RTP is the blueprint for transportation in our region and a key tool for implementing the region's [2040 Growth Concept](#) and [Climate Smart Strategy](#). Together, these plans will help ensure that greater Portland thrives by connecting people to their jobs, families, schools and other important destinations and by allowing business and industry to create jobs and move goods to market.

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

Now that the RTP Call for Projects to our city, county, state and special district partners is complete, Metro staff are seeking input on the draft project list on how these investments align with the policy framework set forth by Council and JPACT at their joint workshops in 2022. Staff is also continuing to conduct a technical analysis of how these investments collectively and individually meet our transportation needs¹ and advance RTP goals.



Draft 2023 RTP Goals developed by JPACT and Metro Council with input from MPAC and CORE

¹ Factsheets summarizing the regional transportation needs assessment are available at:

<https://www.oregonmetro.gov/sites/default/files/2022/11/29/2023-RTP-Needs-Assessment-fact-sheets.pdf>

Research about trends and needs of the region's urban arterials is available at:

Initial findings from this analysis, public input received to date on the draft project list, and other information is summarized in the *Briefing Book for JPACT and Metro Council* in **Attachment 1**. This information will help inform local, regional and state partners as they consider whether to make further refinements to their draft project lists before the public review draft of the plan is released this summer. **Agencies must communicate project list changes, if any, to Metro staff by May 24.** See page 3 for more information.

In June, JPACT will be requested to take action on release of the public review draft RTP and project list for a 45-day public comment period from July 10 to Aug. 25, 2023. The public review draft RTP will be the first assemblage of the draft policies, projects and performance of the RTP for public review, and gives the public, agencies, and policymakers an opportunity to review the draft plan as a whole and identify where and how the draft plan can be further improved. As with each RTP update, staff expects to receive extensive public comment on the draft plan. Metro staff will work with the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) to recommend changes to the draft plan to address substantive comments received, for consideration by JPACT, the Metro Policy Advisory Committee (MPAC) and the Metro Council the Fall 2023.

Following is a summary of remaining work to prepare the public review draft plan and upcoming discussions and engagement activities with links to more information.

Draft project list development, evaluation and refinement

- **Call for Projects completed in February.** Staff completed the initial RTP Call for Projects, working with the counties, cities, TriMet, ODOT and other agencies to update the region's project priorities based on direction provided by the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT). A total of 1,066 projects were submitted during the Call for Projects, with 769 projects proposed for the RTP Constrained List. The projects include capital projects and programmatic investments, projects devoted to increased transit service and shuttles, and projects that maintain and operate the region's streets, highways and transit systems to keep the transportation system in a state of good repair.
- **Project list information is available online in a variety of formats for partners, policymakers and the public:**
 - **RTP project list summaries** are provided in **Attachment 1**. The summaries include aggregate information such as the distribution of projects across different types of investments and different cost categories. These summaries provide information on the spending profile of the RTP as well as context to help understand the project list assessment and system analysis being conducted. A regional map is also provided for reference.
 - **Interactive map** of the projects submitted is available online at: <https://drcmetro.maps.arcgis.com/apps/webappviewer/index.html?id=9cde84c8845c4c66a2ed1c41baedc956>
 - **Interactive Airtable** that presents information about each project in tabular form, including a description, estimated cost, timing and the high-level assessment results. The Airtable can be found at: <https://airtable.com/shrE3wFe9bla5ghTM/tbliY1vwSuxgqFlf/viwTeTj2keSfc0D0m>
 - **An excel workbook that contains the results of the high-level project list assessment** and federally-required environmental assessment² is available here:

<https://www.oregonmetro.gov/sites/default/files/2022/10/24/Safe%20and%20healthy%20urban%20arterials%20policy%20brief.pdf>

² In accordance with federal regulations 23 CFR 450.320 (development of programmatic mitigation plans) and 23 CFR 450.324 (development and content of the metropolitan transportation plan) Metro developed the 2023 Regional Transportation Plan (RTP) environmental assessment and mitigation

- <https://oregonmetro.sharefile.com/d-s45a9a9bbb1594d54abbe709412aaadd0>
An excel workbook of the projects and all the information submitted by jurisdictional partners can be downloaded here:
<https://www.oregonmetro.gov/sites/default/files/2023/04/07/2023-RTP-Project-List-2023-03-23readonly.xlsx>

Links to all of these resources are also available on the project website at:

oregonmetro.gov/rtp

- **Governing body endorsements of project list submissions due by May 24.** All agencies, cities and counties that submitted a project for consideration in the RTP must have their governing body (e.g., Board, Commission, Council) endorse those projects by providing a letter of support to Metro by May 24. This step supports transparency and awareness of the process and projects for the public, community partners and elected and appointed officials responsible for implementing the projects.
- **Project list refinements (if any) due by May 24.** Agency partners are requested to send Metro staff a list of changes (if any) by this date to allow time for Metro staff to prepare a revised draft project list for the June TPAC, JPACT and Metro Council meetings. Metro staff will update the RTP project list to reflect these changes in coordination with agency staff.

This step in the process is an opportunity to make technical corrections and to make changes to advance regional goals. Refinements may include technical corrections, updates to estimated costs, project descriptions, design features, implementation timing, and other revisions in response to findings from the technical analysis and/or feedback received from the public, policymakers' or an agency's governing body. If an endorsement letter has already been submitted, agency staff should inform their respective governing body of any changes.

- **High-level project list assessment completed in April.** This assessment takes a simple, yes-or-no approach to reviewing whether individual RTP projects have certain features that support RTP goals, and on the share of the RTP spending devoted to different types of projects. As noted in the previous section, an excel workbook that contains the results of the high-level project list assessment is available to download.
- **System level performance evaluation continues through May.** The system analysis is focused on assessing how the overall package of projects advance regional goals and make progress towards the regional performance targets. This includes detailed equity, environmental and climate analyses that are required by the federal and state regulations that govern the RTP. The system analysis uses Metro's travel model and other analytical tools, as well as the information from the high-level assessment. The system analysis accounts not only for the projects and policies in the RTP, but also for factors such as projected population and job growth. Initial findings from the system analysis are provided in **Attachment 1**. These findings will be presented in May, and Metro staff will continue to refine results for some measures over the summer, as described in the policy and technical work section below.

Engagement and outreach

- **Public engagement and outreach activities continue.** Several activities are underway, including:

Community partnerships (through November 2023). Metro partnered with seven community-based organizations: Centro Cultural, Community Cycling Center, Next Up, OPAL, The Street Trust, Unite Oregon and Verde. These community partners have engaged people of

activities. This is not a NEPA analysis. The purpose of the assessment is to identify vegetation, aquatic, and terrestrial wildlife species and habitat, wetlands, floodplains, and other biological, Tribal, and historic resources that projects intersect with and may be affected by projects in the plan and identify potential mitigation activities to address the potential environmental impacts of future transportation projects.

color, youth and other marginalized communities in Clackamas, Multnomah and Washington counties, with a focus on engaging people at the intersection of multiple communities who have been underrepresented in decision-making processes. Organizations primarily engaged community members in the draft project list and the High Capacity Transit Strategy.

- **In-language community forums:** Metro worked with community engagement liaisons to hold four in-person culturally specific forums in Chinese, Vietnamese, Spanish and Russian languages that included participants from all three counties. These are communities who are typically underrepresented in online survey feedback. The forums focused on receiving feedback on similar questions to those in the online survey including near-term investment priorities. The forums also provided opportunities to hear community members experiences traveling around the region and their ideas for improving the system.

Online interactive public survey (April 3 – May 1, 2023). A third interactive public survey for the 2023 RTP provided an opportunity for the public at-large to provide feedback on the RTP goal areas and the draft project list. The survey was promoted through Metro’s email lists, website, social media and project partners. More than 800 people responded to the survey.

Community Leaders Forum (April 13, 2023). Metro convened community leaders forum in early April will focus on the draft RTP project list and outcomes of the high level assessment of the draft project list Results of the forum will be reported to decision-makers at their meetings leading up to the release of the draft plan and project list for public review in July.

Consultation meetings with Tribes and Federal, State and regional agencies (multiple dates in April and May 2023). Metro consulted with Tribes, in coordination with Metro’s Tribal Liaison, resource agencies, and with Federal, State regulatory agencies to share process information and review the draft RTP goals and policies, project list and the technical analysis completed to date, including methods and data sources. Metro will also review the updates made to the draft 2023 RTP responding to the feedback and information provided by Tribes and consulting agencies during the scoping phase in 2022.

Business Leaders Forum (May 25, 2023). Metro is partnering with the Portland Business Alliance to convene businesses and business organizations from across the region to discuss the draft RTP project list and findings from the technical evaluation and from the [Regional Freight Delay and Goods Movement Study](#). Feedback received at the forum will be reported to decision-makers at their meetings leading up to the release of the draft plan and project list for public review in June.

Summary reports documenting these engagement activities and feedback received are being prepared and will be provided to policymakers and regional technical and policy advisory committees for consideration as they work together to finalize the draft RTP and projects lists for public review starting in Summer 2023. **Attachment 1** summarizes the feedback received to date.

Policy and technical work

- **Update to the Regional High Capacity Transit Strategy continues.** The HCT Working Group reviewed a draft HCT Strategy report on April 19. The draft was informed by feedback received through advisory committee meetings, the HCT Vision Tiers survey, and outreach events conducted through the joint RTP community-based organization contracts between January and March. A summary of this and other feedback received throughout the update process is being prepared as a forthcoming Appendix to the report. Additional events in May will identify further community implementation priorities for the vision corridors. Presentations on the feedback received, the draft report, and next steps will be made at County Coordinating Committee and Metro advisory committee meetings in May.
- **Review and update to the Climate Smart Strategy continues.** Work continues to setup the VisionEval (VE) regional model in consultation with the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) to support the climate analysis for the RTP. The model is currently being developed to reflect the draft 2023

RTP project list, telework assumptions and new modules developed by ODOT during the Oregon Transportation Plan update, and consider changes to pricing related state-led actions identified in the ODOT Statewide Transportation Strategy (STS). This work aims to reflect the RTP Constrained investments included in the regional travel demand model and policies that are included in the RTP and STS. Specific VisionEval inputs are tested for compliance with the Target Rule and consistency with the travel demand model. Findings and recommendations from this research will be discussed this spring and summer.

- **Regional Freight Delay and Commodity Movement Study continues.** Staff continue to work with a Stakeholder Advisory Committee and conduct research exploring how the global pandemic has caused disruptions to the movement of vital commodities, the supply chain, and retail shopping. The study identified regional mobility corridors that are carrying the highest volume and highest value of commodities, and how groups of certain types of commodities like food and electronics flow through the transportation system in the region. The study is exploring how e-commerce is impacting and benefiting the transportation system and regional economy, and how unreliability and mobility on the regional transportation system impacts commodity movement. Presentations on findings and recommendations from this research will continue this spring and summer.
- **Testing of the draft regional mobility policy measures is underway.** ODOT and Metro staff are developing a methodology to calculate initial observed (rather than modeled) travel speed metrics for throughways and regional freight routes designated in the RTP. This work supports further testing and refinement of the draft regional mobility policy and research being conducted in support of the Regional Freight Delay and Commodity Movement Study (CMS) that is underway. This will help inform development of a travel speed methodology for the RTP system analysis that is underway. Staff are developing an approach for reporting VMT/capita regionally and by subdistricts as part of the RTP system analysis. ODOT has also begun work to develop a VMT per capita estimation tool to support statewide implementation of the Transportation Planning Rule. More information about the statewide work and presentations on findings and recommendations from the RTP testing will be discussed at future meetings this spring and summer.
- **Development of the draft 2023 RTP continues.** Since May 2022, TPAC, the Metro Technical Advisory Committee (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC) and the Metro Council have developed new and updated policies related to pricing, mobility, climate, and high capacity transit through regular meetings and workshops. Metro staff are now working with TPAC and MTAC to update Chapter 3 (System Policies) of the RTP to incorporate these new and updated policies. Other chapters are also being updated to prepare a public review draft plan. These draft chapters are planned to be available in June, in advance of the public comment period: Chapter 2 (Vision and Goals), Chapter 3 (System Policies) and Chapter 5 (Funding). Other chapters and appendices will be available at the start of the public comment period in July.

Final public review and adoption process

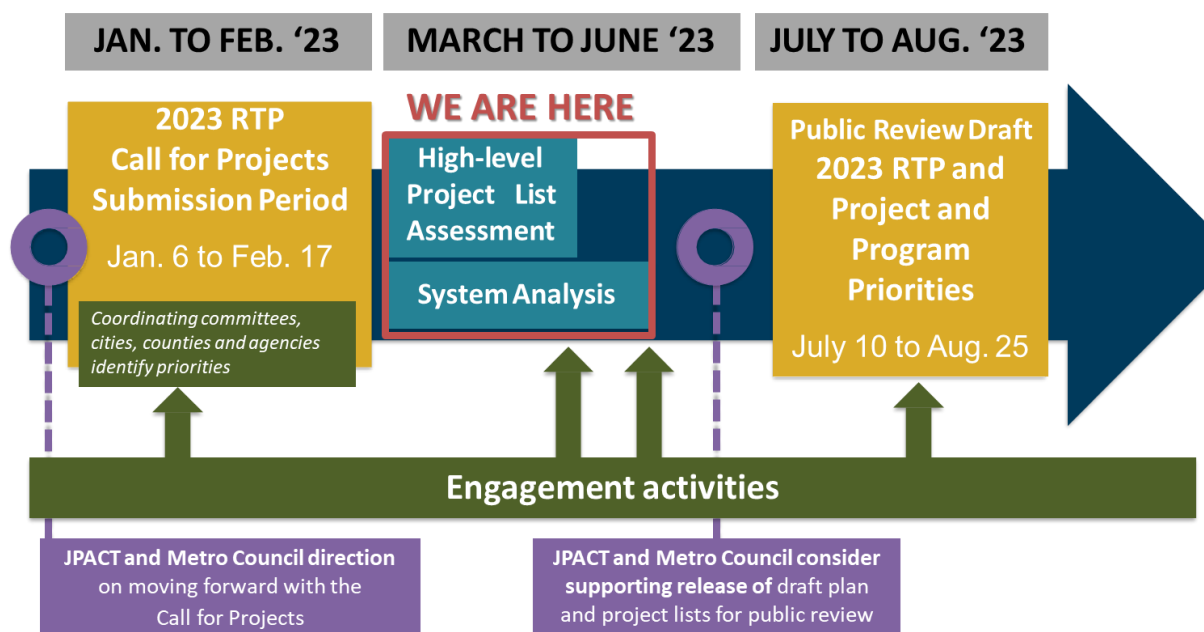
- **Planning of the final 45-day public review period and adoption process is underway.** In June, staff will seek JPACT and Metro Council support to release the Draft 202 RTP and draft High Capacity Transit Strategy for public review and comment. The comment period is planned for July 10 to August 25. The comment period will include a public hearing and consultation with tribes and federal and state agencies.

In early fall, staff will present a summary of public comments received and recommendations from staff on changes to the draft plan to TPAC and MTAC. These advisory committees to JPACT and MPAC will be asked to affirm staff recommendations and identify any other remaining policy issues to be discussed by MPAC, JPACT and the Metro Council prior to adoption of the 2023 RTP and HCT Strategy. The 2023 RTP will be adopted by Ordinance as a land use action to meet federal and state requirements. The HCT Strategy will be adopted by Resolution.

MTAC and TPAC will be requested to make final recommendations to MPAC and JPACT, in October and November, respectively. MPAC and JPACT will be requested to make final recommendations to the Metro Council in October and November, respectively. The Council is anticipated to consider final action on 2023 RTP and the HCT Strategy on November 30, 2023.

NEXT STEPS

A summary of key dates and next steps for the 2023 RTP project and program priorities follows. These are also listed in **Attachment 2**.



March-May 2023 Metro conducts outcomes-based technical analysis of the draft project list and system performance and engages members of the public, regional advisory committees, county coordinating committees, policymakers and other stakeholders on the draft project list and technical analysis

5/11 JPACT/Metro Council workshop: Report on RTP project priorities, draft analysis findings and community priorities

5/16 Metro Council: Report on project list input and draft system analysis: mobility, safety, equity, economy and climate policy outcomes

5/17 MTAC: Report on project list input and draft system analysis: mobility, safety, equity, economy and climate policy outcomes

5/18 JPACT: Report on project list input and draft system analysis: mobility, safety, equity, economy and climate policy outcomes

5/24 MPAC: Report on project list input and draft system analysis: mobility, safety, equity, economy and climate policy outcomes

5/24/23 DEADLINE:

1. Agencies that submitted a project for consideration in the RTP must send Metro staff **a letter of support from their Board or Council or other governing body** that endorses those projects by this date.
2. **A list of proposed refinements (if any) to the project list** must also be sent to Metro by this date.

	5/25 Business Leaders Forum: Report on draft project list across mobility, safety, equity, economy and climate policy outcomes and findings from Regional Freight Delay and Commodity Movement Study
June	Input on the assessment of projects, along with public input on the system analysis findings will be considered by decision-makers and project agencies as they continue to work together to finalize the draft RTP project priorities for public review in Summer 2023 JPACT and Metro Council consider public input and technical analysis before providing direction on release of the draft RTP and list of project and program priorities for public review
July 10 to Aug. 25	45-day public comment period on the public review draft plan, draft list of project priorities and the draft High Capacity Transit Strategy with hearing(s)
Sept.-Nov. 2023	Metro staff document public comments received and work with TPAC and MTAC to develop recommendations for consideration by MPAC, JPACT and Metro Council
November 2023	JPACT and Metro Council consider adoption of the 2023 RTP and updated project and program priorities (by Ordinance) and High Capacity Transit Strategy (by Resolution)

For more information about the update, visit oregonmetro.gov/rtp.

/Attachment

- **Attachment 1.** Briefing Book for JPACT and Metro Council (5/5/23)
- **Attachment 2.** Project Timeline and Schedule (5/3/23)



Briefing Book for JPACT and Metro Council

for workshop on May 11, 2023

The Regional Transportation Plan (RTP) is greater Portland's shared vision and investment strategy for transportation. The Regional Transportation Plan is the blueprint that guides investments in all forms of travel throughout greater Portland—driving, taking transit, biking and walking—and the movement of goods and services. The RTP is the state- and federally required long-range transportation plan for the Portland metropolitan area. The plan is a key tool for implementing the region's **2040 Growth Concept** and **Climate Smart Strategy**. Together, these plans will help ensure that greater Portland thrives by connecting people to their jobs, families, schools and other important destinations and by allowing business and industry to create jobs and move goods to market.

This briefing book is designed to be a resource for policy makers as they shape an investment strategy that supports the greater Portland region's shared goals and helps make local and regional plans a reality. It will be used by members of Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Policy Advisory Committee (MPAC) to help shape the 2023 Regional Transportation Plan for consideration for adoption in November 2023.

The following documents are enclosed.

1. 2023 Regional Transportation Plan fact sheet
2. Policy framework
3. Draft system analysis findings
4. Needs assessment fact sheets
5. Project list overview and map
6. Preliminary summary of community input on investment priorities

Learn more about the 2023 Regional Transportation Plan at
oregonmetro.gov/rtp



2023 Regional Transportation Plan

Every five years, Metro brings together communities across the greater Portland region to update the region's shared vision and investment strategy for transportation. The Regional Transportation Plan is the blueprint that guides investments in all forms of travel throughout greater Portland—driving, taking transit, biking and walking—and the movement of goods and services. This plan update will be completed by December 2023.

Why plan?

How people get around shapes their communities and everyday lives. The economic prosperity and quality of life in greater Portland depend on a transportation system that provides every person and business with access to safe, reliable and affordable ways to get around.

The Regional Transportation Plan coordinates long-range transportation planning in the Portland metropolitan area. It is required by the State of Oregon and the Federal Government and it is an opportunity for all levels of government to work together to deliver a better transportation future for the greater Portland region.

Draft vision and goals

The 2023 Regional Transportation Plan is guided by a draft vision and five goals that have been shaped by public input and decision-makers.

Vision

Everyone in the greater Portland region will have safe, reliable, affordable, efficient, and climate-friendly travel options that allow people to choose to drive less and that support equitable, resilient, healthy and economically vibrant communities and region.

Equitable transportation

Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.

Climate action and resilience

People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by

transit, walking and bicycling and people travel shorter distances to get where they need to go.

Thriving economy

Centers, ports, industrial areas, employment areas and other regional destinations are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.

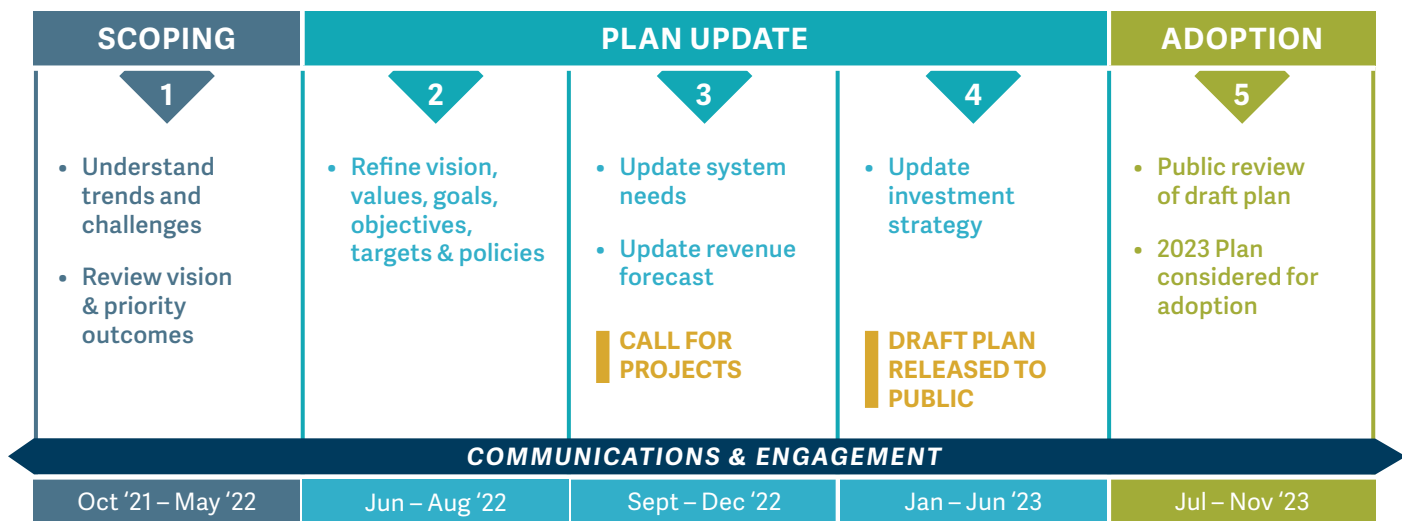
Safe system

Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.

Mobility options

People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming.

2023 Regional Transportation Plan timeline



Regional Transportation Plan decisions are made together by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council. The update must be completed by December 6, 2023.

To achieve the vision and goals, the region needs to work together to address these key questions:

1. What do we need most from our transportation system – today and in the future?
2. How do we pay for new projects while taking care of our existing roads, bridges, bikeways, sidewalks and transit services?
3. How do we make progress toward shared climate, safety, equity, mobility and economic goals?

What is in the plan?

The plan identifies urgent and long-term transportation needs, investments to meet those needs and the funds the region expects to have available over the next two decades.

The policies in the Regional Transportation Plan provide guidance for transportation providers that design and manage roadways, transit and trails. These agencies include cities, counties, the Oregon Department of Transportation, transit agencies and the Port of Portland. This guidance is informed by research, community

engagement, technical analysis, and Federal and State regulations.

New and updated strategies and policies being developed for the 2023 Regional Transportation Plan include:

- [Climate Smart Strategy](#)
- [High Capacity Transit Strategy](#)
- [Regional Mobility Policy](#)
- [Regional Pricing Policy](#)

The Regional Transportation Plan also includes an investment strategy, often called the project list, that identifies major local, regional and state transportation investment priorities for the next 20+ years. This list will include investments such as transit, sidewalk, bridge, bikeway and roadway projects as well as transit service and road maintenance and operations. Among these projects, some will be prioritized for funding within the next seven years (by 2030).

A financial plan in the Regional Transportation Plan identifies how the region will pay for transportation investments.

Transportation planning is about more than deciding where to build and operate roads, transit, sidewalks and bikeways. It is about connecting people with their families and friends and to schools, jobs, parks and other important places, no matter where a person lives or where they are going.

Learn more

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Policy Framework for the 2023 Regional Transportation Plan Call for Projects

On December 15, 2022, JPACT and Metro Council accepted this policy framework for the 2023 RTP Call for Projects.

The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated regional transportation priority list for the period from 2023 to 2045. It is a key step for these projects to qualify for potential state, and federal funding. All types of projects are included in the Regional Transportation Plan list – highways, key roads, transit, freight, biking and walking as well as programs.

This document provides more information about the policy framework that will guide updating the list of Regional Transportation Plan project and program priorities. Dramatic changes have unfolded since the RTP was last updated five years ago, many documented in the 2023 RTP [Emerging Transportation Trends Study](#). As greater Portland continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2023 Regional Transportation Plan update provides an opportunity for all levels of government to work together to deliver a better transportation future.

An outcomes-based approach

An outcomes-based approach means updating the plan's project priorities guided by a vision and goals that describe what communities want greater Portland to be in the future. Measurable objectives and performance targets are used to evaluate performance over time of the investments recommended in the plan and to monitor how the transportation system is performing between scheduled plan updates, which occur every five years.

Figure 1 shows the elements of this outcomes-based approach.

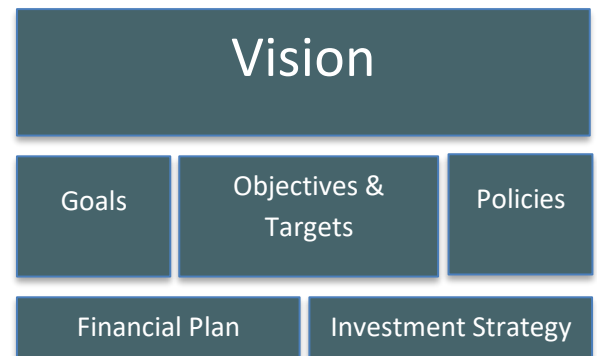


Figure 1. 2023 RTP outcomes-based planning approach

Vision and goals

The people of greater Portland have said they want a better transportation future, no matter where they live, where they go each day, or how they get there. The vision and goals, shown in **Figure 2**, describe what people have said is most important to achieve with the updated RTP – more equitable transportation, a safer system, a focus on climate action and resilience, a thriving economy and options for mobility. Developed by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in 2022, this vision and five goals, along with other RTP policies, will guide updating the list of RTP project and program priorities.



Figure 2. 2023 RTP vision and goals

The policy framework for the Call for Projects includes:

- **RTP outcomes-based approach** described above;
- **Draft 2023 RTP vision and goals** developed by JPACT and Metro Council for the 2023 RTP:

Goals (developed in 2022 by JPACT and Metro Council with input from MPAC and CORE)

- **Equitable Transportation** - Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.
- **Climate Action and Resilience** - People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.
- **Thriving Economy** - Centers, ports, industrial areas, employment areas, and other regional destinations are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.
- **Safe System** - Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.
- **Mobility Options** - People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming.
- **Supporting measurable objectives and performance targets** that the region wants to achieve with investments in the transportation system to realize the plan's vision and goals – these will continue to be reviewed and refined in 2023; and
- **Supporting policies** that guide planning and investment in each part of the regional transportation system to achieve the plan's vision and goals include:
 - **2040 Growth Concept map and supporting policies** that identify priority areas and investments to support current and planned land uses, including centers, downtowns and main streets, ports, industrial areas, employment areas, and other regional destinations that are accessible through a variety of multimodal connections;
 - **RTP transportation network maps and supporting RTP modal and design policies** that designate the regional system for transit, motor vehicle, freight, bicycle and pedestrian travel and priorities for investment;
 - **Equity Focus Areas map and supporting RTP equity policies** that identify priority areas and investments to advance equity;
 - **High Injury Corridors and Intersections map and supporting RTP safety policies** that identify priority corridors to improve safety;

- **High capacity transit network map (draft) and supporting RTP policies (draft)** that identify priority corridors ready for high capacity transit investment; these will continue to be reviewed and refined in 2023;
- **Congestion management network map and supporting RTP congestion management policies** that identifies priority corridors to comprehensively manage congestion consistent with congestion management process policies in Chapter 3 of the RTP;
- **Draft policies related to pricing and regional mobility** that will continue to be reviewed and refined in 2023; and
- **Other existing Chapter 3 policies** that will be reviewed and may be refined in 2023.

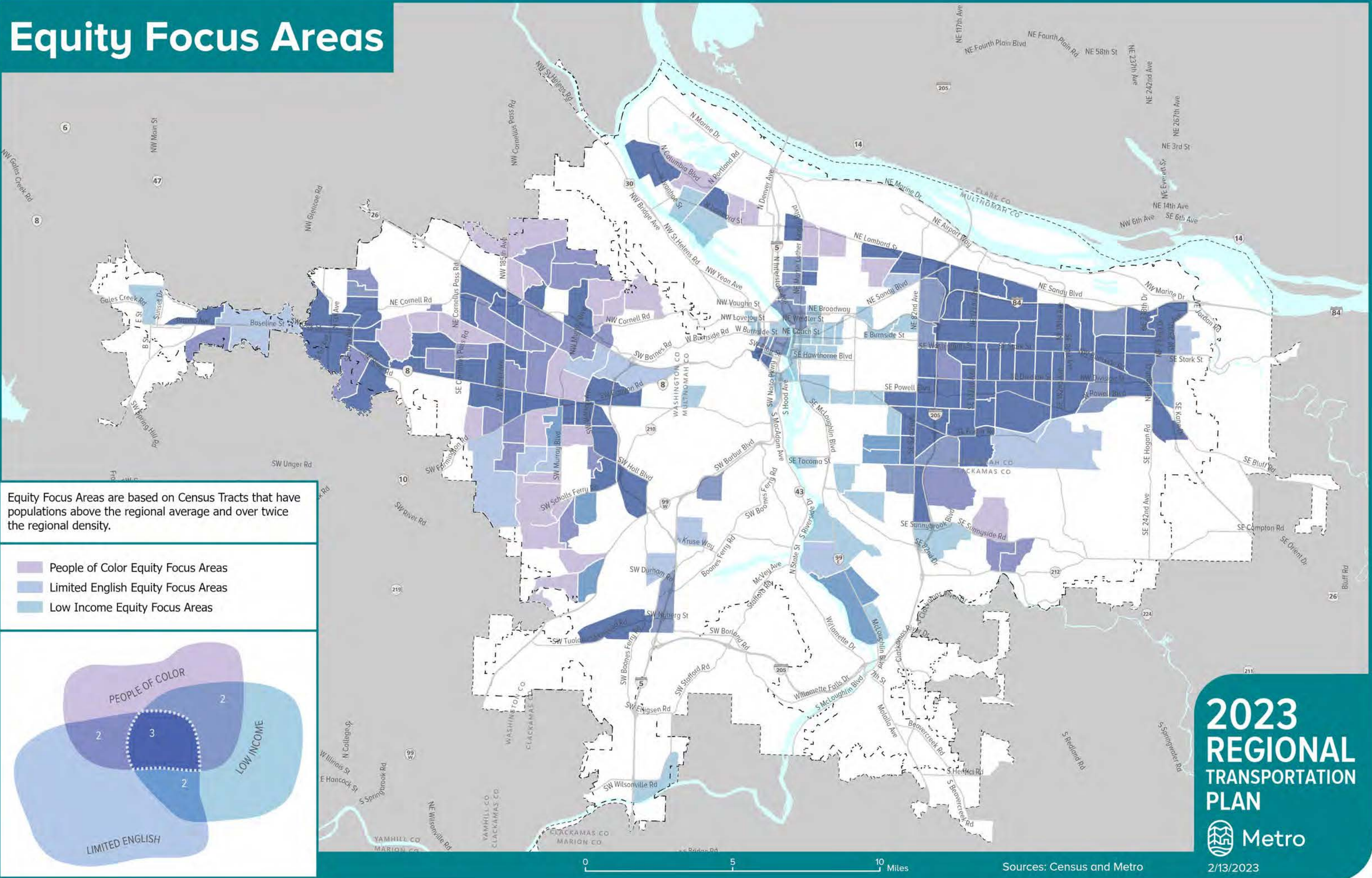
In addition to the RTP policy framework, the call for projects is informed by public engagement, adopted regional plans, strategies, policies, federal and state policies and requirements, the RTP needs assessment, the revenue forecast, and other elements as illustrated in Figure 3. Many of these elements have been under development since the adoption of the 2018 RTP.

Figure 3. Elements informing the 2023 RTP call for projects

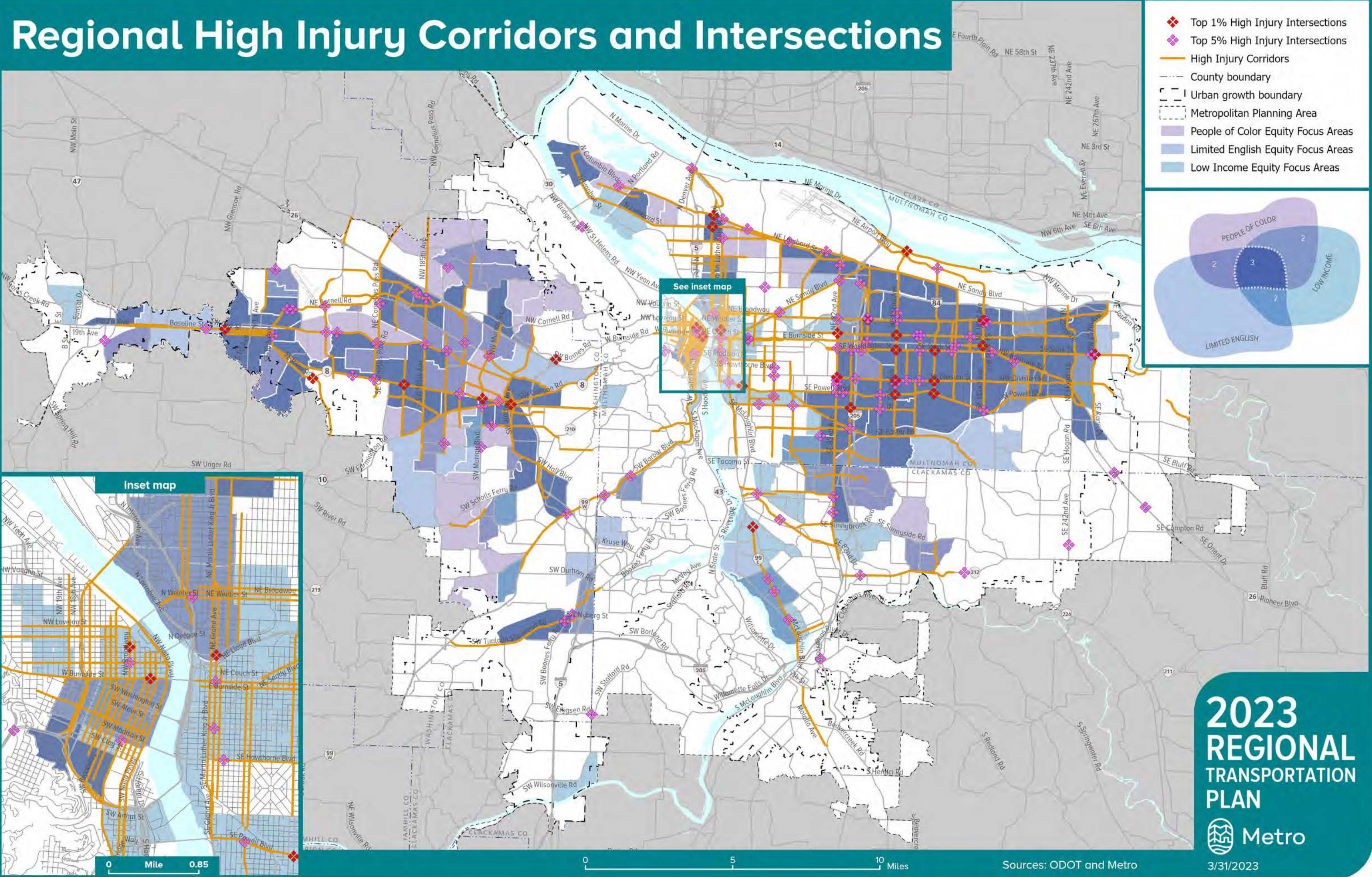


These elements come together to inform the policy framework for call for projects and provide additional information to guide how investments in roads, bridges, bikeways, sidewalks, transit service and other needs are addressed and prioritized. The elements reflect extensive engagement with local elected officials, public agencies, Tribal governments, community-based organizations, business groups and the community at large.

Equity Focus Areas



Regional High Injury Corridors and Intersections





2023 Regional Transportation Plan Draft System Analysis Findings

May 5, 2023

Draft System Analysis Findings

May 5, 2023

The following is a summary of a system analysis conducted on the draft financially constrained project list for the 2023 Regional Transportation Plan. This analysis helps to explain and demonstrate the RTP's impact on regional goals related to mobility, safety, equity, climate and economy.

The RTP uses several different performance measures to capture the region's progress in each of these goal areas and compares the results to targets that are established through the state and federal rules that govern the RTP or that are included in policies adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The system analysis uses Metro's travel model and other analytical tools. The analysis accounts not only for the projects and policies in the RTP, but also for factors such as projected population and job growth. System level performance analysis will continue through May.

The draft system analysis results are described

alongside key takeaways from the high-level project list assessment completed in April. The high-level project list assessment takes a simple, yes-or-no approach to reviewing whether individual projects in the draft RTP project list have certain features that support RTP goals and considers the share of the RTP spending devoted to different types of projects. The high-level project list assessment and system analysis in combination with public feedback received will inform policymakers and regional technical and policy advisory committees as they work together to finalize the draft RTP and projects lists for public review.

Our changing region

The system analysis focuses on how the RTP advances the region toward meeting its transportation goals. That said, other factors like regional population and employment growth and the historical development of the region's transportation system, also influence progress toward these goals. This information highlights how the region is growing and changing and provides additional context for interpreting some of the analysis results.

The region is forecasted to grow significantly between now and 2045. During that time, the region's population is anticipated to grow by 29 percent, while employment grows by 23 percent.

Though the COVID-19 pandemic slowed population and job growth in the Portland region and in many other major metro areas, this growth is expected to pick up again in the future. Population and employment growth has a strong influence on congestion, and therefore on related performance measures such as access to jobs and corridor travel times. The region's goals are to improve access to jobs and reduce travel times on key corridors regardless of how much growth occurs, but all other things being equal these goals are harder to achieve when the region is growing more rapidly. Comparing the change in these performance measures to overall population and employment growth can help to distinguish whether growth or other issues are the driving factors behind the changes shown in the system analysis.

Even with the RTP prioritizing transit and active transportation investments, the region's transit and active transportation networks combined will remain less than a third of the size of the region's road network.

The motor vehicle network is much more extensive than other networks. The system analysis focuses on measuring system completion for different networks and in different communities where RTP policies prioritize investment. This is an important way of understanding the RTP's progress toward the region's vision for the transportation network, but those visions always build on the existing network, which was built over several decades during which transportation agencies primarily focused on moving vehicles.

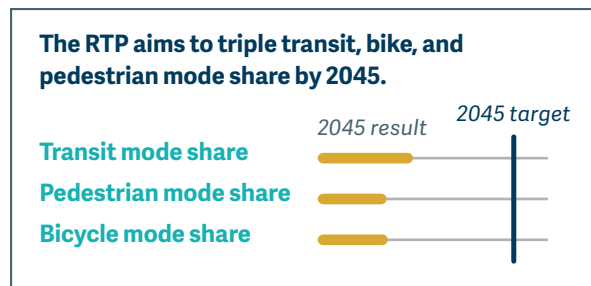


Mobility

Since the RTP is a transportation plan, it has many different performance measures related to mobility. For some of these measures the RTP meets performance targets, whereas for other measures it falls short.

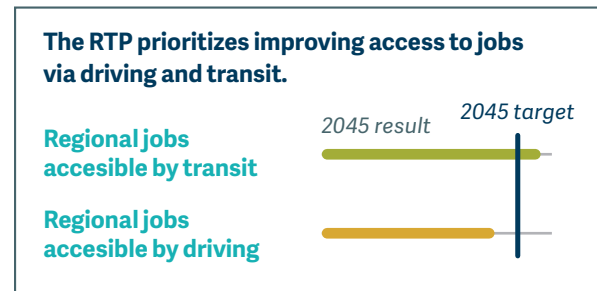
The RTP does not meet the region's targets to triple transit, walking and bicycling mode share.

Metro's travel models forecast that the investments in the RTP help to increase the share of trips that people make using these modes, but only by small amounts. Transit mode share is forecast to grow by 1.3% between 2020 and 2045 – a relative increase of over 30% – which is significant, but still far short of adopted targets. Walking and bicycling mode shares increase by much smaller amounts than transit mode shares.



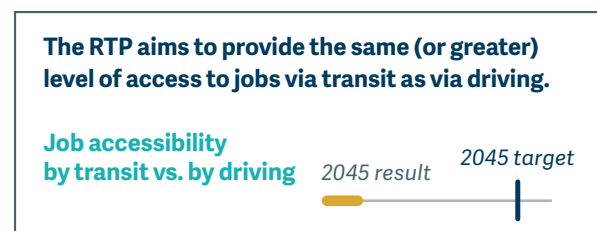
The RTP generally improves access to jobs.

The percentage of the region's jobs that are accessible by transit increases between 2020 and 2045. Access to jobs by transit also increases between 2020 and 2030, but then it declines between 2030 and 2045. Generally, the investments in the RTP help to keep both roads and transit vehicles moving more efficiently, which increases access to jobs. Increasing congestion near some job centers appears to be contributing to declining motor vehicle access to jobs in the later years of the plan.



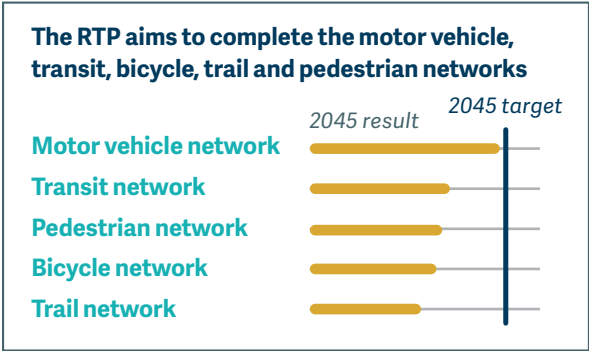
Driving currently offers much better access to jobs than transit does, and the RTP does not change this.

The RTP improves access to jobs via transit more than it does access to jobs via driving. However, driving currently offers access to five to ten times as many destination as transit does depending on when you are traveling, where you want to go, and where within the region you are starting from, and the RTP does not change the fact that driving offers much better access than transit does. In order to give people the ability to choose from a variety of seamless and well-connected travel options and services that easily get them where they need to go, transit needs to offer the same level of access as driving does. Providing equal access via transit and driving is an aspirational goal for the greater Portland region – and almost any other U.S. city – due to a decades-long history of auto-oriented development, but closing the gap between transit and driving access has far-reaching benefits for the region.



None of the region’s transportation networks are complete, but the motor vehicle network is much closer than others.

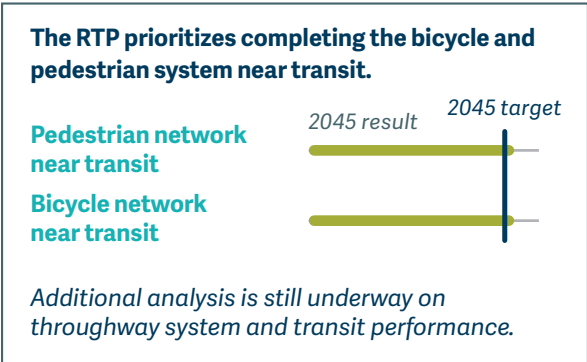
A goal of the RTP mobility policy is to complete all the planned infrastructure networks included in the plan – motor vehicle, transit, pedestrian, bicycle and trail. None of these networks are complete, but the motor vehicle network, which will be 99% complete in 2045 when other networks are only 58 to 73% complete, is much closer than the other networks. Completing all networks in the RTP is important to meeting goals, but the fact that the motor vehicle network is so much more complete than others contributes to the challenge of providing a variety of seamless and connected travel choices. Additional work is being completed by Metro staff to develop approaches for defining system completeness for transportation system management and operations (TSMO) network and transportation demand management programs.



The region has historically prioritized completing pedestrian and bicycle facilities near transit, and the RTP upholds this priority.

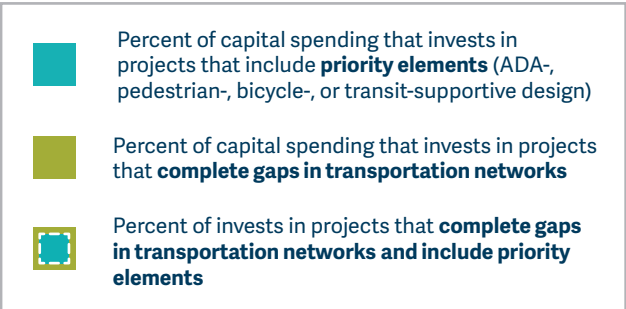
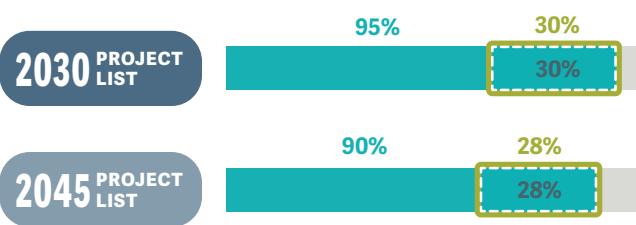
The pedestrian and bicycle networks are currently more complete near transit than in other locations in the region, and though the RTP does slightly less to complete these networks near transit than in other parts of the region, they will still be more complete in 2045.

Almost all of the RTP projects include design elements that support travel by transit, foot or bike. However, slightly under a third of the RTP spending goes toward projects that close gaps in regional transportation networks. Increasing this share could help the RTP better complete the transportation system.



How does the RTP invest in mobility?

Almost all of the RTP projects include design elements that support travel by walking, rolling, biking or transit (■). However, slightly under a third of the RTP capital spending goes toward projects that close gaps in regional transportation networks (■). Increasing this share could help the RTP better complete the transportation system.



Safety

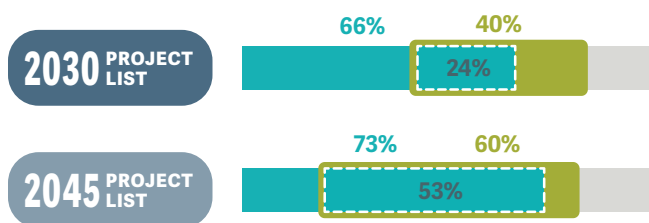
The region is not on track to meet its target of reducing fatal and serious injury crashes to zero by 2035. By every safety measure that the RTP tracks, the region's streets are getting less safe, and the RTP is not meeting the interim 2020 targets that it established to maintain progress toward the 2035 Vision Zero goal.

The RTP aims to reduce serious crashes to at or below the levels necessary to maintain progress toward the region's goal of eliminating serious crashes by 2035.



How does the RTP invest in safety?

More than two thirds of capital funding in the RTP goes to projects that partner agencies identified as safety projects (■), and roughly half of the total capital budget goes toward projects that are on the high-injury network (■), which includes the relatively small share of roads and intersections where most of the serious crashes in the region occur. A smaller share of the near-term (2023-30) RTP spending is devoted to safety projects than of the total budget, which suggests that there may be additional opportunities to prioritize near-term investments in safety.

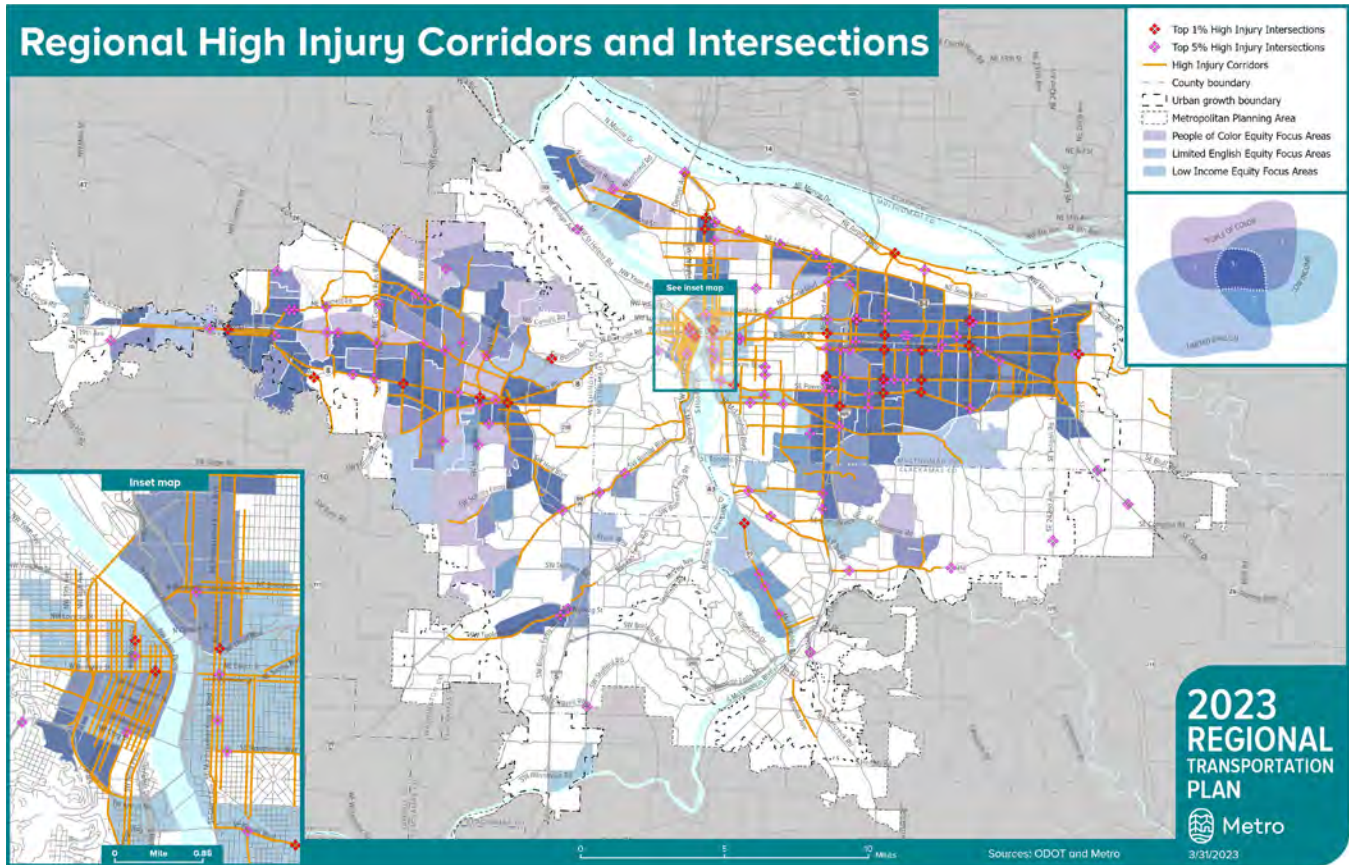


- Percent of capital spending that invests in projects that **help reduce serious traffic crashes or address other safety issues**
- Percent of capital spending that invests in projects **located on high injury corridors or intersections**
- Percent of capital spending that invests in projects on **high injury corridors or intersections that help reduce serious traffic crashes or address other safety issues**

Regional safety trends

The needs assessment on the previous page and the **Urban Arterials Brief** prepared in Fall 2022 contain more information on where crashes are occurring in the region and who is affected by different types of crashes that helps to explain and contextualize the analysis results. Key findings include:

- Pedestrians experience a disproportionately high number of traffic deaths.
- Traffic fatalities are decreasing among bicyclists.
- A majority of serious crashes and bike/ped crashes occur in equity focus areas (see the Equity section for more information).
- Speed, alcohol, and/or drugs continue to be the most common contributing factors in severe and fatal crashes in the region.
- Serious crashes, and particularly fatal pedestrian crashes, are increasing both in the Greater Portland region and nationally. The growing popularity of SUVs and other heavier and larger models of passenger vehicles is contributing to these trends; by 2025, light-trucks, SUVs, vans and pickups are estimated to make up 78 percent of sales. Research indicates that crashes involving SUVs and similar weight vehicles are more likely to be serious and to injure or kill pedestrians and bicyclists.



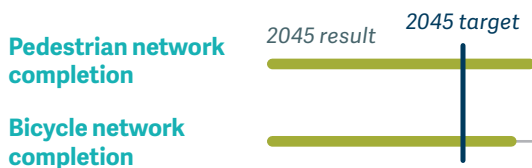


The RTP achieves mixed results on equity – it invests equitably, but these investments do not lead to more equitable outcomes, nor do they undo longstanding transportation inequities in safety and access to jobs.

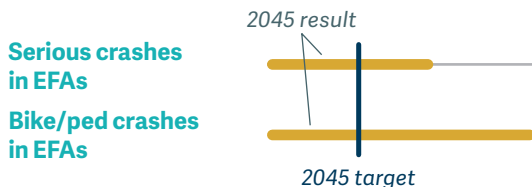
The region’s bicycle and pedestrian networks are currently more complete in the Equity Focus Areas (EFAs) where people of color, low-income people and people who speak limited English are concentrated.

The RTP continues to invest in completing those networks. However, recent data shows that these areas continue to experience three times the number of crashes that involve people walking and biking – who are particularly vulnerable to death and injury during crashes – and almost twice as many fatal and serious injury crashes as other parts of the region.

The RTP prioritizes completing the bicycle and pedestrian system in equity focus areas to provide safe streets for the most vulnerable travelers.



Safety is a critical issue for marginalized travelers. The RTP aims to reduce crashes in equity focus areas to at or below the levels observed in other communities.



Even with the investments in the RTP, the region still falls short of providing equal access via driving and transit.

People living in EFAs currently enjoy significantly better access to jobs via transit and driving than people living in non-EFAs. The RTP continues to improve access to jobs in these communities relative to others. However, despite continued efforts to grow transit service during this and previous RTP cycles, driving in general continues to offer much more efficient and convenient access to jobs than transit does.

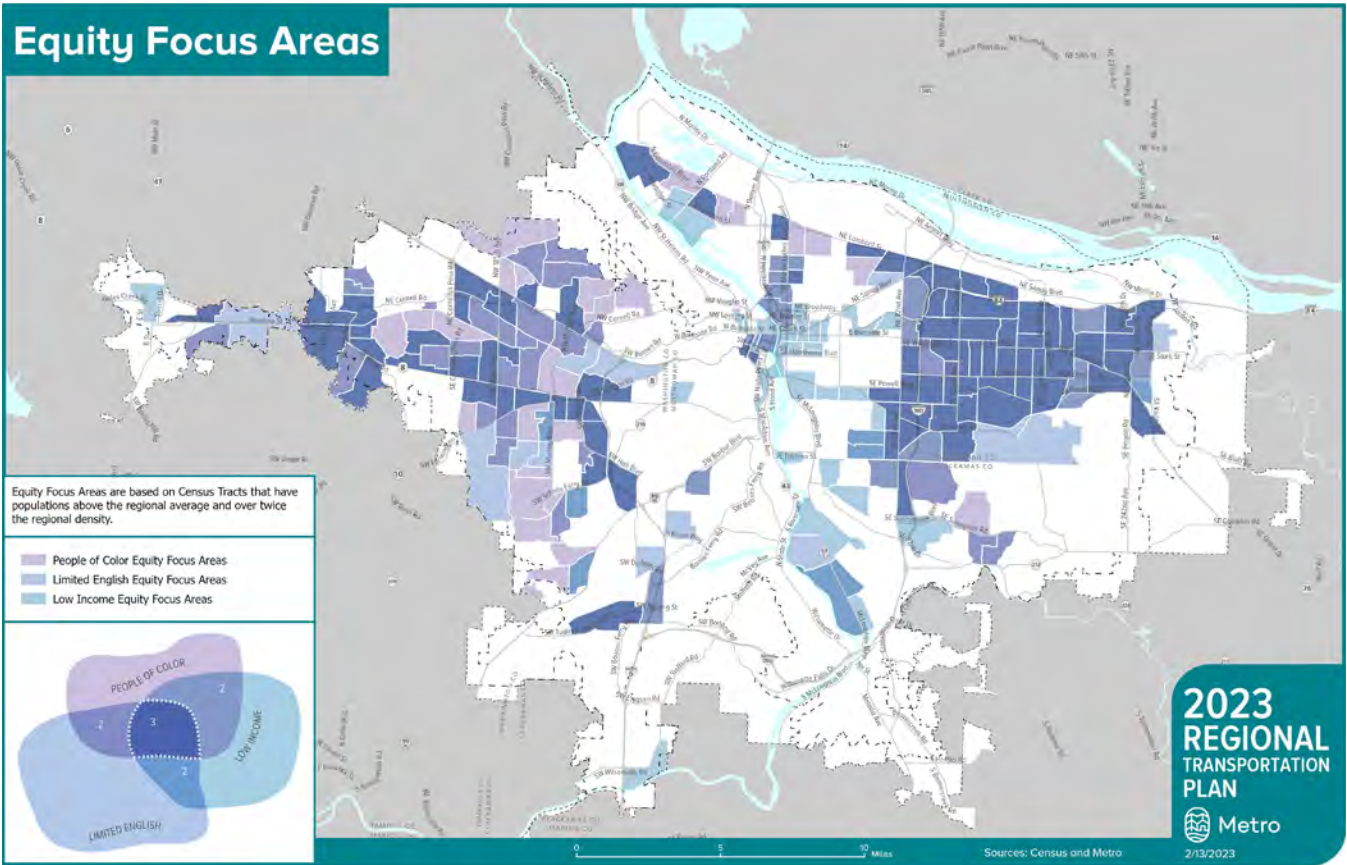
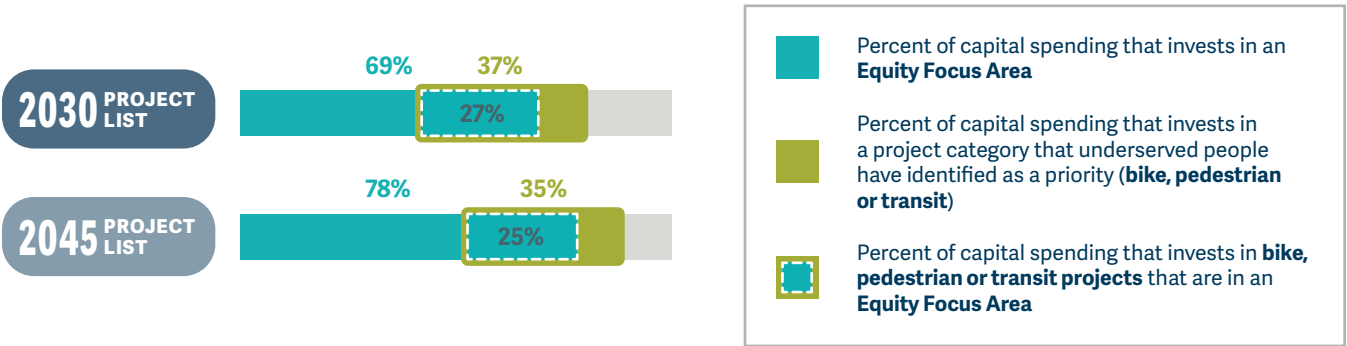
Both community feedback and research emphasize that people of color and people with low incomes are more likely to rely on transit than other people are. An equitable transportation system, therefore, is one in which transit offers the same level of access to jobs as driving.

The RTP prioritizes improving access to jobs within equity focus areas.



How does the RTP invest in equity?

Roughly a third of RTP spending invests in project categories that underserved people have identified as priorities (■), and three quarters of overall spending invests in equity focus areas (■). The share of spending that invests in equity focus areas is lower in the near term than in the long term.





Economy

The RTP achieves mixed results on regional economic goals. It reduces transit travel times along the corridors that connect the region's centers, but driving times along these corridors increase due to increased congestion. However, travel times increase at a much slower pace than the region's population and employment grows.

The RTP must complete the bicycle and pedestrian networks in the communities where jobs are located in order to help workers take advantage of the faster and more frequent transit connections that the RTP provides. The bicycle and pedestrian network is already more complete than average in centers, station communities and other mixed-use areas where many of the region's office, service, and other jobs are located. The RTP continues to prioritize investment in these areas. However, the pedestrian and bicycle networks – particularly the former – are not nearly as complete in employment and industrial areas that are home to many of the region's manufacturing and transportation jobs. Many businesses in these areas need freight access and ample floor space for manufacturing or warehousing, which can pose challenges to creating convenient and safe walking and biking environments. Completing these networks, however, can help transit riders safely and conveniently complete the last mile of their commutes.

The RTP aims to decrease driving and transit travel times along regional mobility corridors.

% CHANGE IN AVERAGE OFF-PEAK / PEAK TRAVEL TIMES 2045 vs 2020

Driving +3.7% / +3.8%

Transit -3.4% / -1.6%

The RTP prioritizes completing the bicycle and pedestrian system in job and activity centers in order to provide safe and convenient options for short trips and connections to transit.

NETWORK COMPLETION IN CENTERS, STATION COMMUNITIES & MIXED USE AREAS



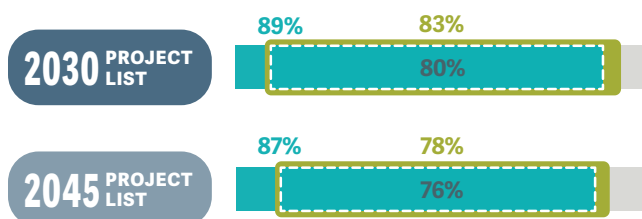
NETWORK COMPLETION IN EMPLOYMENT & INDUSTRIAL AREAS



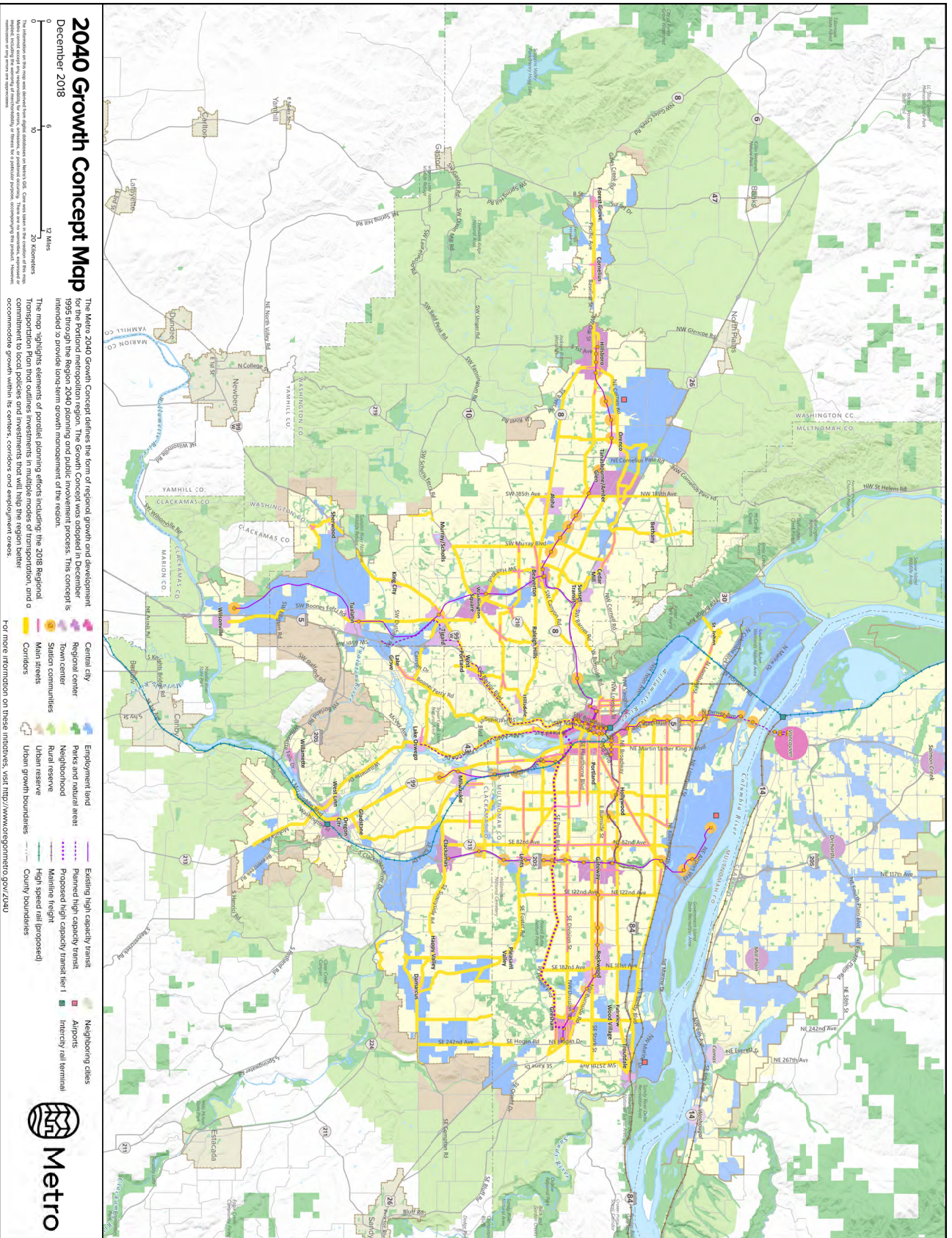
Additional analysis is still underway on thoroughway system and transit performance.

How does the RTP invest in ECONOMY?

The RTP invests heavily in projects that are located both in planned job centers (■) and in the places where jobs are currently concentrated (■), supporting current and planned growth.



- Percent of capital spending that invests in projects that are located in an **economic development priority area**
- Percent of capital spending that invests in projects located in areas with **above-average job activity**
- Percent of capital spending that invests in projects located in **economic development priority areas** with **above-average job activity**





Climate Change + Air Quality

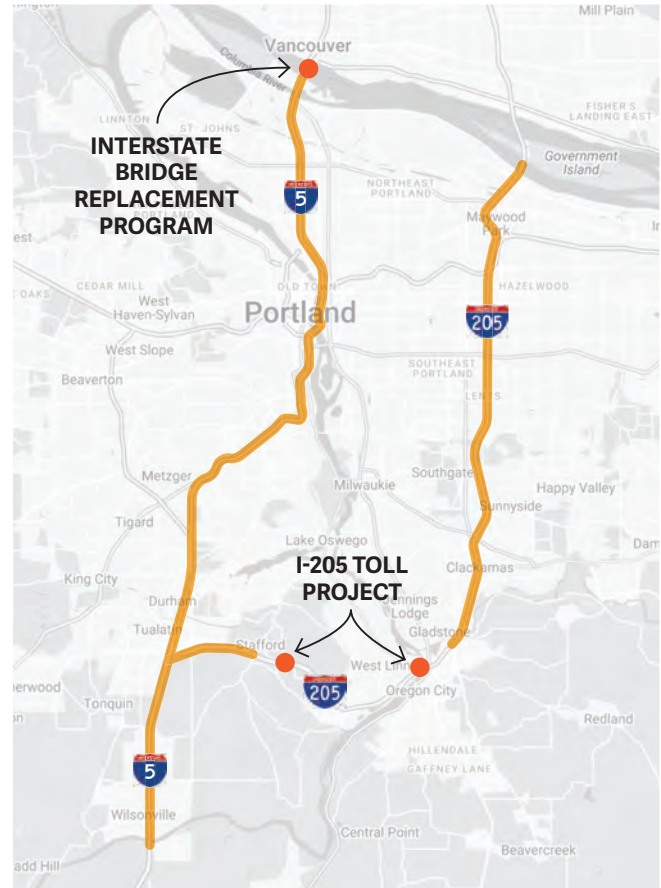
The RTP may or may not meet regional climate targets depending on what state-led pricing and transportation funding sources are assumed in the analysis.

The transportation sector is the largest contributor to greenhouse gas emissions in Oregon. It is therefore a key focus of the state and region's greenhouse gas reduction efforts. The RTP is a key tool for implementing the adopted Climate Smart Strategy and achieving the 2045 greenhouse gas emissions reduction target adopted by the Land Conservation and Development Commission in 2017.

The RTP uses three performance measures to analyze the plan's impact on climate and air quality:

- Greenhouse gas (GHG) emissions per capita
- Vehicle miles traveled (VMT) per capita
- Criteria pollutant emissions

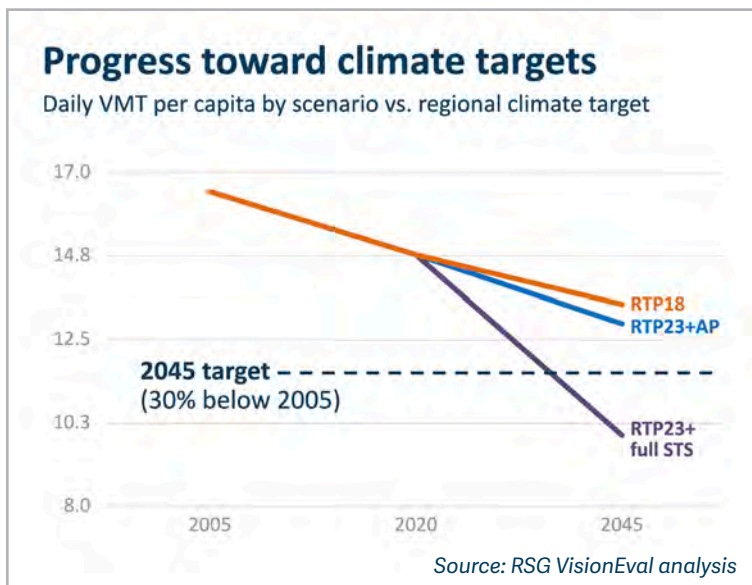
The 2023 RTP update will be the first to include two new regional pricing programs on the I-5 and I-205 corridors in addition to the I-5 Interstate Bridge Replacement Program, which also includes tolling on the I-5 Interstate Bridge (see map at right). Together, these pricing programs will have a significant impact on results for all three of these performance measures. In addition, the GHG and VMT analyses involve state-provided assumptions about the cost of transportation, the makeup of the vehicle fleet, and other issues that are outside the scope and/or time horizon of the RTP. Several of these state assumptions, which come from the **Oregon Statewide Transportation Strategy (STS)**, cover many different types of pricing designed to support progress toward state climate targets that are in addition to the throughway pricing that is currently included the RTP as part of the I-5 Interstate Bridge Program, I-5 and I-205 Regional Mobility Pricing Project, and I-205 Toll Project. The RTP is required to use STS assumptions related changes to vehicle fleet, technologies, and fuels in the climate analysis, and the region may select



Throughway Pricing in the RTP

Tolls will be collected both on the I-5 Bridge and I-205 Toll Projects (red dots) and in Regional Mobility Pricing Project corridors (orange lines).

from a range of other state-led actions and programs identified in the STS that best reflect the future anticipated by the RTP. Potential state-led actions include user fees and other tools that are being considered at the state level to support Oregon's transition from the gas tax to more sustainable transportation funding. Increased transit service, parking pricing and other carbon pollution reduction strategies can also help meet targets.



Analysis shows that the 2023 RTP and adopted plans (AP) scenario reduces vehicle miles traveled (VMT) per capita more than the 2018 RTP did, these scenarios alone do not meet regional climate targets. However, the 2023 RTP in combination with state actions called for in the STS will get the region to the 30% reduction target by 2045. Further discussion and analysis is needed to determine which state actions to reflect in the RTP to close the gap.

Additional climate-related analysis is still underway.

How does the RTP invest in CLIMATE?

Roughly 30 percent of total RTP capital spending goes toward high- or moderate-impact climate pollution reduction strategies (■), with a higher share of these investments in the near term (32%) than in the long term (24%).



Climate Smart high- and moderate-impact climate pollution reduction strategies

► High GHG Reduction Impact

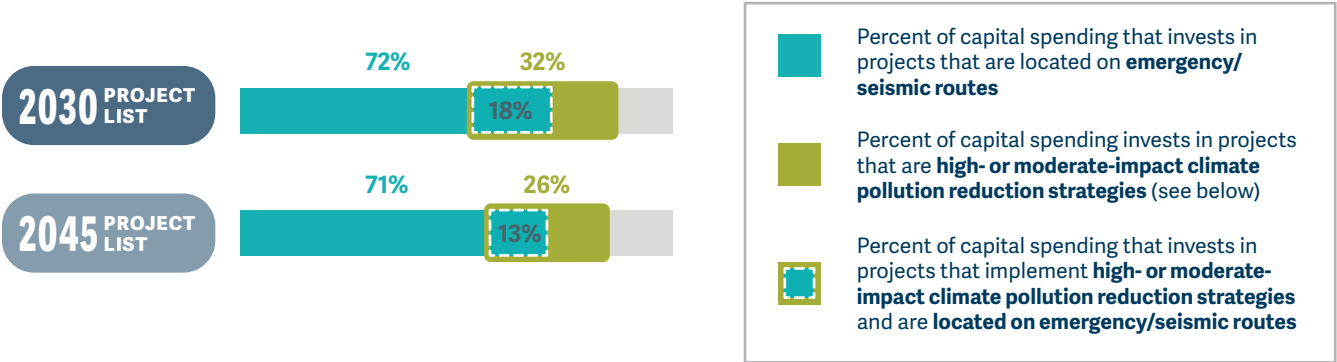


► Medium GHG Reduction Impact



How does the RTP invest in CLIMATE and RESILIENCE?

Roughly 30 percent of total RTP capital spending goes toward high- or moderate-impact climate pollution reduction strategies (■), with a higher share of these investments in the near term (32%) than in the long term (24%). Over 70% of RTP spending invests in projects that are located on Regional Emergency Transportation Routes or Statewide Seismic Lifeline Routes (■).



Climate Smart high- and moderate-impact climate pollution reduction strategies





MOBILITY AND CLIMATE

2023 Regional Transportation Plan Update

Creating and improving transit and active transportation connections between where people live and important destinations is fundamental to achieving mobility and climate goals.

Mobility and climate policy context

The 2023 Regional Transportation Plan (RTP) update includes significant changes to regional mobility and climate policies. The updated Regional Mobility Policy replaces an interim policy that was focused on reducing congestion for drivers with standards that address a greater variety of modes and outcomes. The Climate Smart Strategy is being updated in response to new state climate policies and updated greenhouse gas reduction targets. The strategy identifies a range of approaches, many of which involve making it more convenient for people to use transit and active transportation, to meet these targets. These approaches are shown in Figure 1.

The updated Regional Mobility policy recommends new performance measures to assess mobility for the region, including vehicle miles traveled (VMT) per capita and system completeness, which are also measures the region uses to track the implementation of the Climate Smart Strategy.

Transportation system completeness

Meeting mobility and climate goals depends on completing the multimodal transportation system so that people have multiple options for making trips. Figure 2 summarizes the completeness of different regional modal networks.

The RTP prioritizes completing bicycle and pedestrian connections in the places where they are most useful for people, including near transit, along arterials, and within urban centers. The regional bicycle and pedestrian networks are 60% to 70% complete in these key areas— which is greater than the regional averages between 50% and 60% that are shown in Figure 2.

Metro creates maps of the gaps in the region's different transportation systems as part of the RTP call for projects to help partner agencies identify opportunities to complete the transportation system.

Figure 1. Greater Portland Climate Smart Strategies

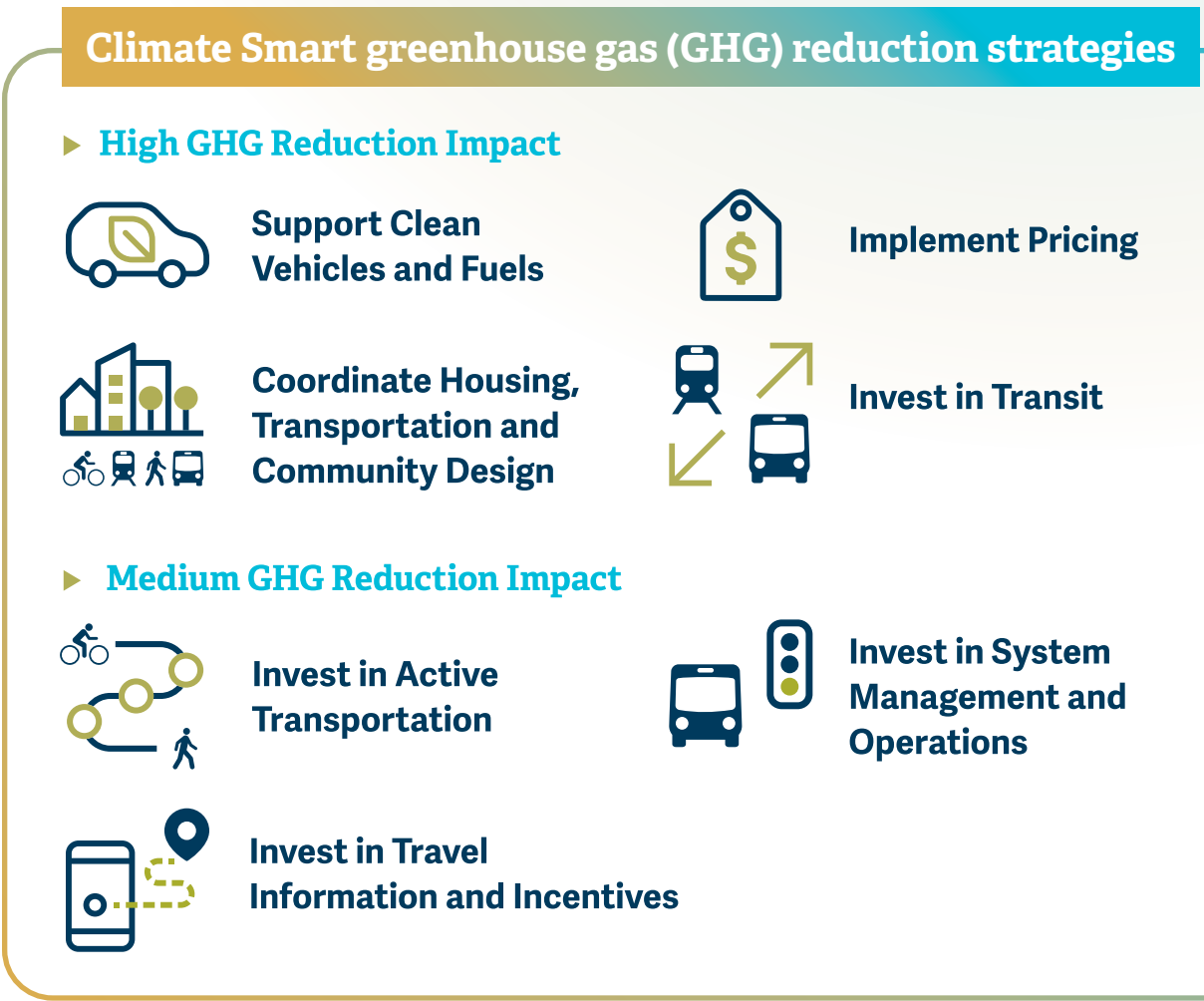
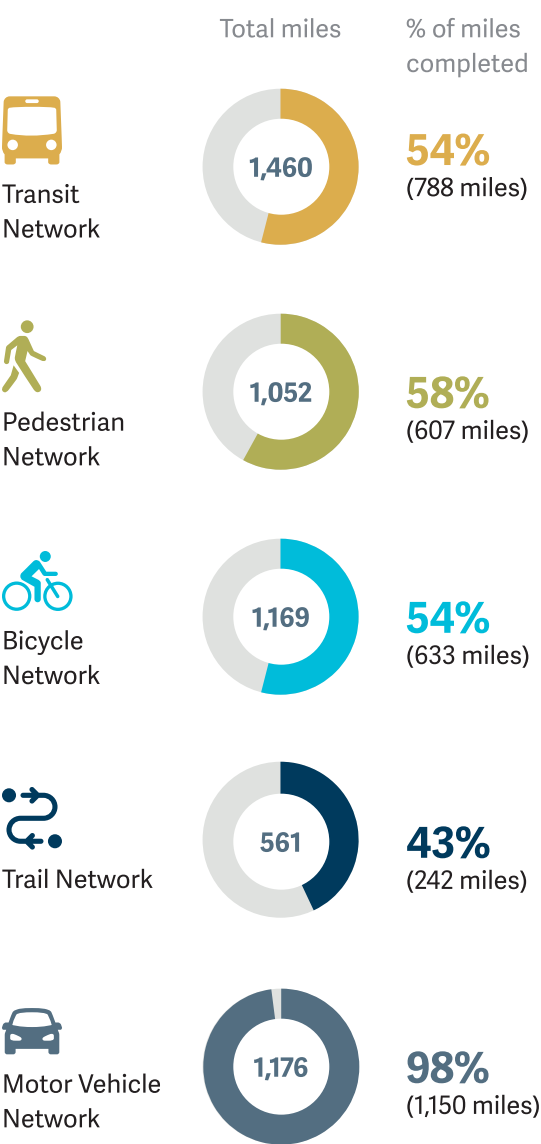


Figure 2. System completeness by modal network



Did you know...

- Between 2015 and 2020, the region grew significantly—by 135,000 people (an 8.4% increase); 57,000 households (8.9%); and 90,000 jobs (10.1%)—and this growth is projected to continue.
- Overall, the planned motor vehicle network is much more complete than the transit or active transportation networks.
- Teleworking is a fast-growing mode. In 2020, 10% of workers teleworked, and that number rose dramatically during the COVID-19 pandemic.
- Per capita VMT in the greater Portland region has been significantly lower than the national average since 1997 and has mostly been flat or declining, even during times when the region has grown rapidly.
- During rush hour, the average traveler can reach 43% of jobs in the region by driving and 7% by transit.

Vehicle miles traveled trends

VMT per capita measures how many miles the average person in the Portland region drives each day. As shown in Figure 3, per capita VMT in the region has been significantly lower than the national average since 1997. There has been a general downward trend, with a few exceptions during economic booms, over the past 25 years. However, between 2010 and early 2020 (see below) there was little or no decline in VMT per capita.

In an era when high housing costs make it challenging for many people to live in transportation-rich neighborhoods, the region may need to take new approaches (such as congestion pricing) or prioritize high-impact strategies (such as expanding frequent transit, creating more affordable housing in regional centers, and increasing the use of parking pricing parking) to meet ambitious greenhouse gas and VMT reduction targets.

Figure 3. VMT per capita for the region and the US

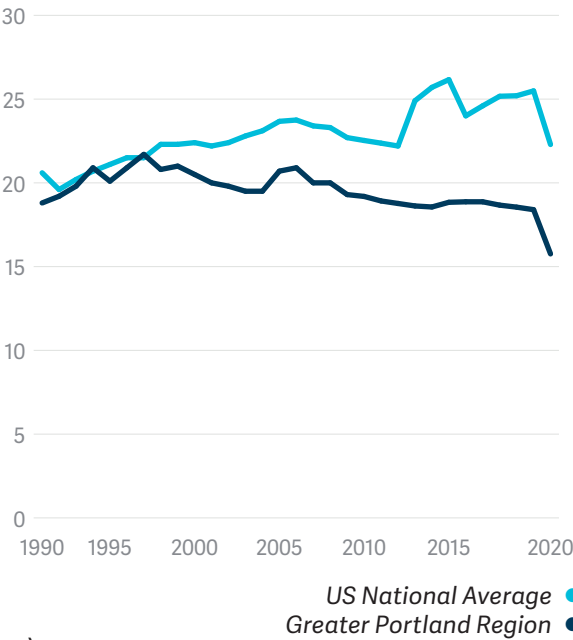


Figure 4. Home-based VMT per capita by Metro transportation analysis zone (TAZ) (explore this map in more detail here)

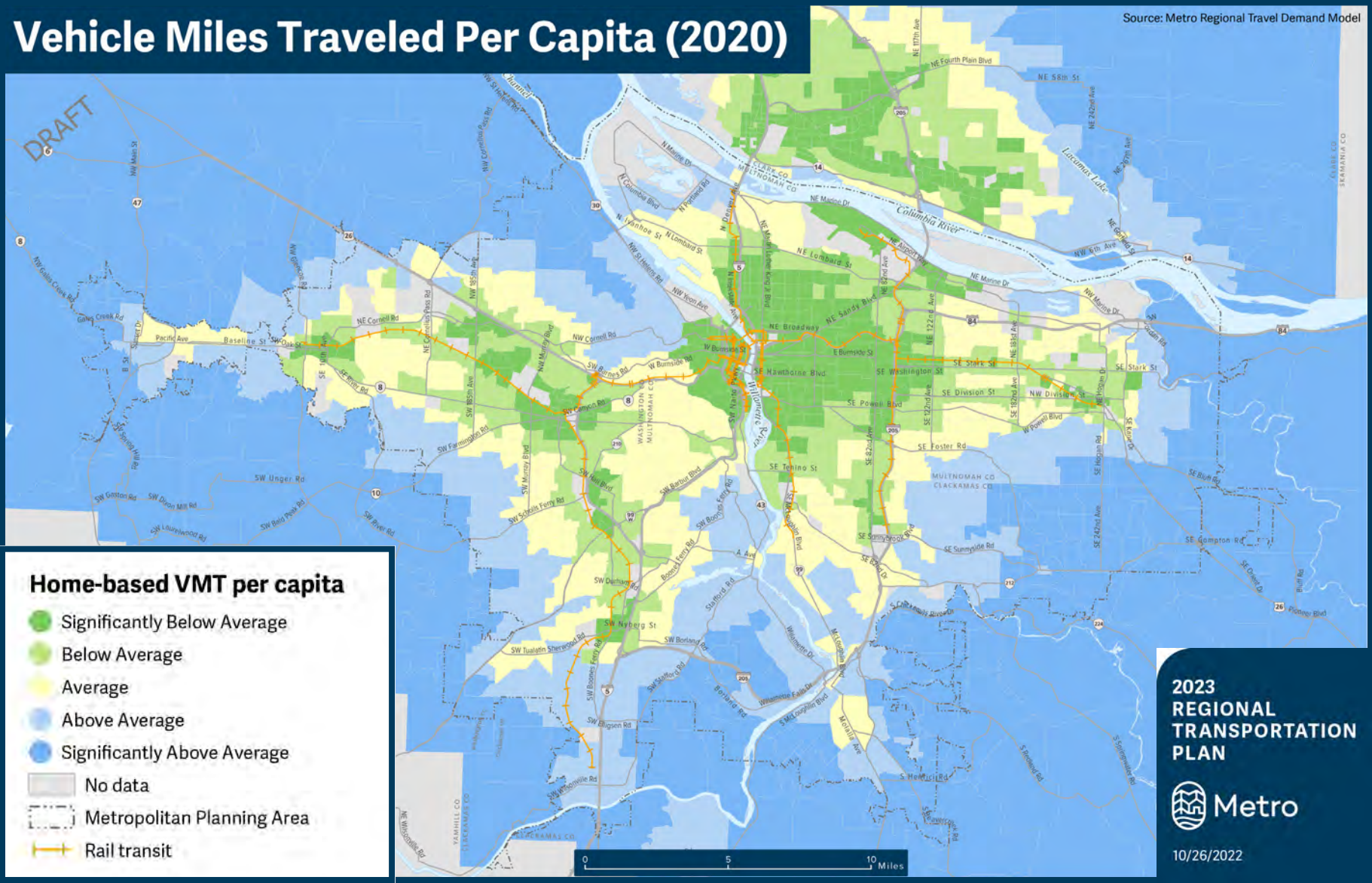
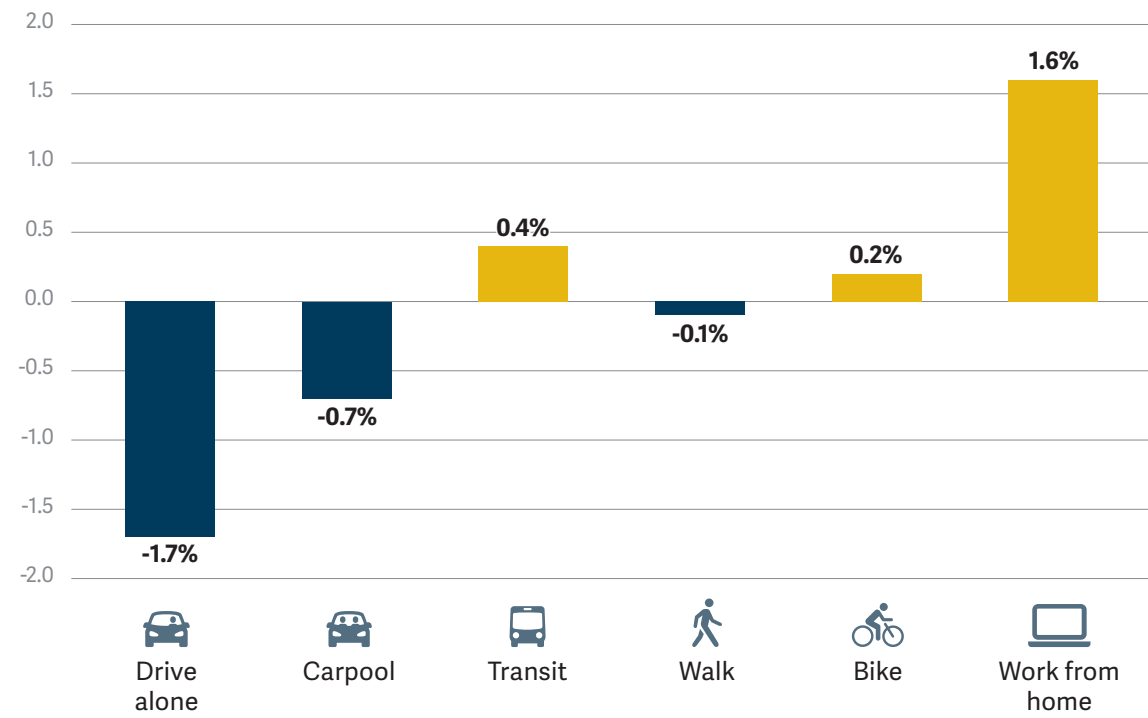


Figure 4 shows how home-based VMT per capita varies across the region. VMT per capita is lower in regional centers, along frequent transit lines, in many of the region's older neighborhoods, and in other communities that are rich with travel options.

VMT per capita is determined in large part by the share of trips that people take by modes other than driving. Reducing private vehicle trips is a significant part of reducing VMT per capita. Figure 5 shows change in regional mode shares for commute trips over the past decade. The share of people who drove to work, whether alone or in a carpool, fell, while the share of people who worked from home rose.

Figure 5. Change in mode share, 2010-2019



Based on US Census Bureau's 5 Year American Community Survey Estimates 2006-2010, and 2015-2019 for all tracts that intersect the Metro boundary



SAFETY

2023 Regional Transportation Plan Update

Zero is the region’s goal. A safe system is how we get there.

In the greater Portland region, traffic fatalities and severe injuries are on the rise. People walking are more likely to die in crashes than people using other modes of transportation.

The region’s approach to safety

In 2018, the Metro Council and Joint Policy Advisory Committee on Transportation adopted a target to reach zero traffic deaths and serious injuries by 2035. To achieve this goal, Metro and the region’s transportation agencies employ a Safe System approach. The Safe System approach prevents the most serious crashes by holistically considering street design, speeds, people’s behavior, and vehicles (Figure 1). Transportation agencies in the region use [proven safety countermeasures](#) to reduce roadway fatalities and serious injuries, including speed management, medians, crosswalk visibility enhancements, bicycle lanes, sidewalks, and more.

The guiding principles of the Safe System approach (Figure 2) acknowledge that people will make mistakes and may have road crashes—but the system should be designed

Figure 1. Components of the Safe System approach



so that those crashes will not result in death or serious injury. The Safe System approach emphasizes separation between people walking and bicycling and motor vehicles, access management and median separation of traffic, and survivable speeds.

Adopted Regional Transportation Plan (RTP) policies identify strategies and actions for regional partners to improve traffic and personal safety on the region’s roadways. Actions include improving arterials with complete streets designs, managing speeds for safety, investing in Safe Routes to Schools, and increasing access to transit.

Did you know...

- ◆ About half (51%) of planned capital investments in the financially constrained 2018 RTP were safety benefit projects.
- ◆ Traffic fatalities in the Portland region have been increasing, except among people bicycling.
- ◆ Speeding, alcohol, and drugs are the most common contributing factors for crashes in the region. From 2016 to 2020, speed was involved in 35% of fatal crashes.
- ◆ Total crashes fell during the COVID-19 pandemic because fewer people were driving. However, the crashes that occurred were more likely to be fatal.
- ◆ The Portland region has fewer fatal crashes than other metro regions. Though it is the 25th most populous region in the US, it has the 50th highest rate of pedestrian traffic fatalities. This is in part because our commitment to compact urban growth is working.
- ◆ The regional pedestrian fatality rate increased from 1.22 in 2011-15 to 1.83 in 2016-20. This seems to be part of a national trend—the pedestrian fatality rate also rose across the US and in almost all peer metro regions during that same time period. Larger vehicles may be making crashes more dangerous for pedestrians.

Figure 2. Guiding principles of the Safe System approach

Safe System Approach

It is possible to **PREVENT ALL** traffic deaths

Proactively integrate **HUMAN FAILING** into design

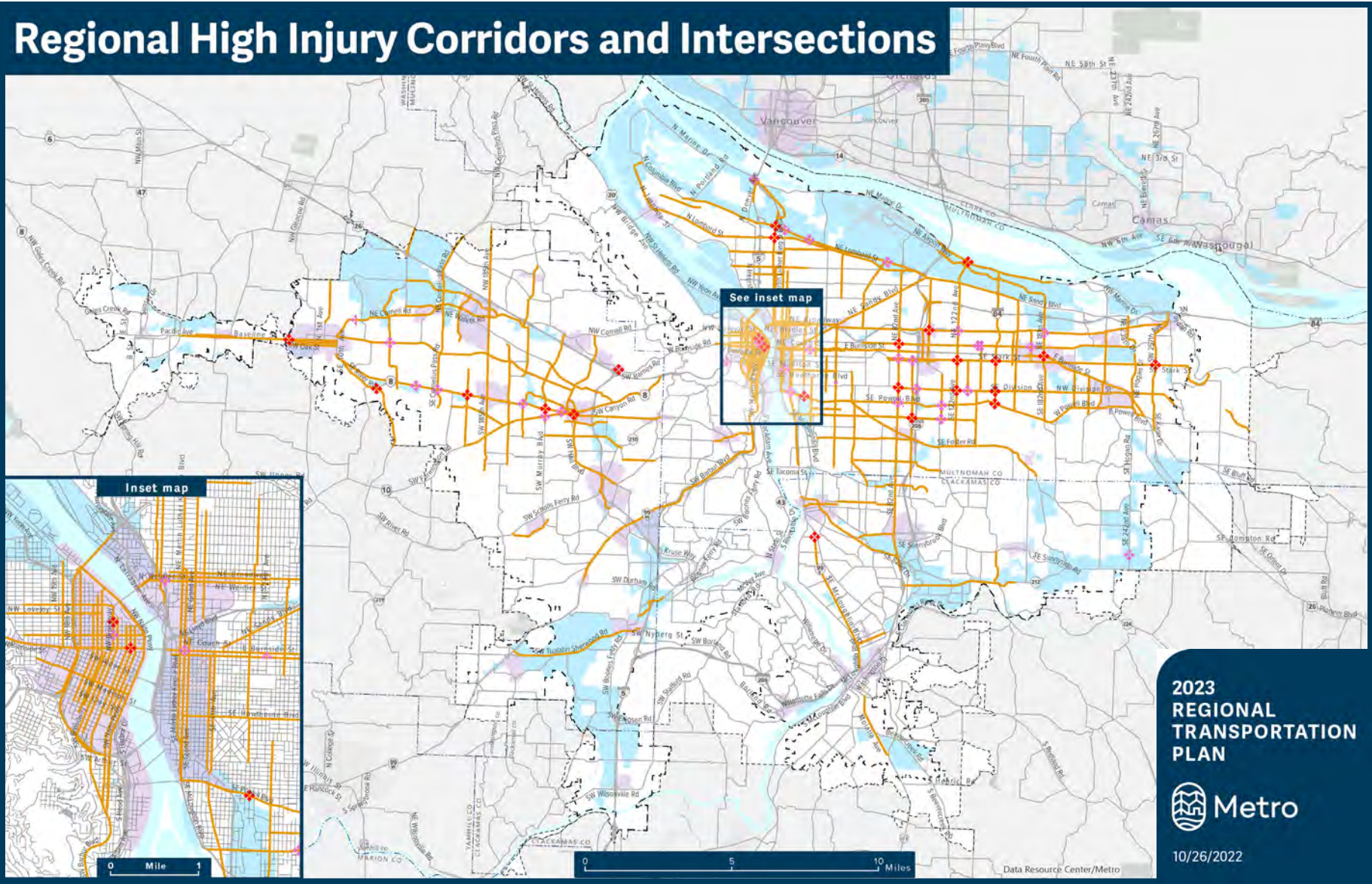
FOCUS on analyzing **FATAL** and **SEVERE CRASHES**

PROACTIVELY design a forgiving system

Saving lives is **NOT EXPENSIVE**



Figure 3. High injury corridors and intersections in the region ([explore this map in more detail here](#))



Regional High Injury Corridors

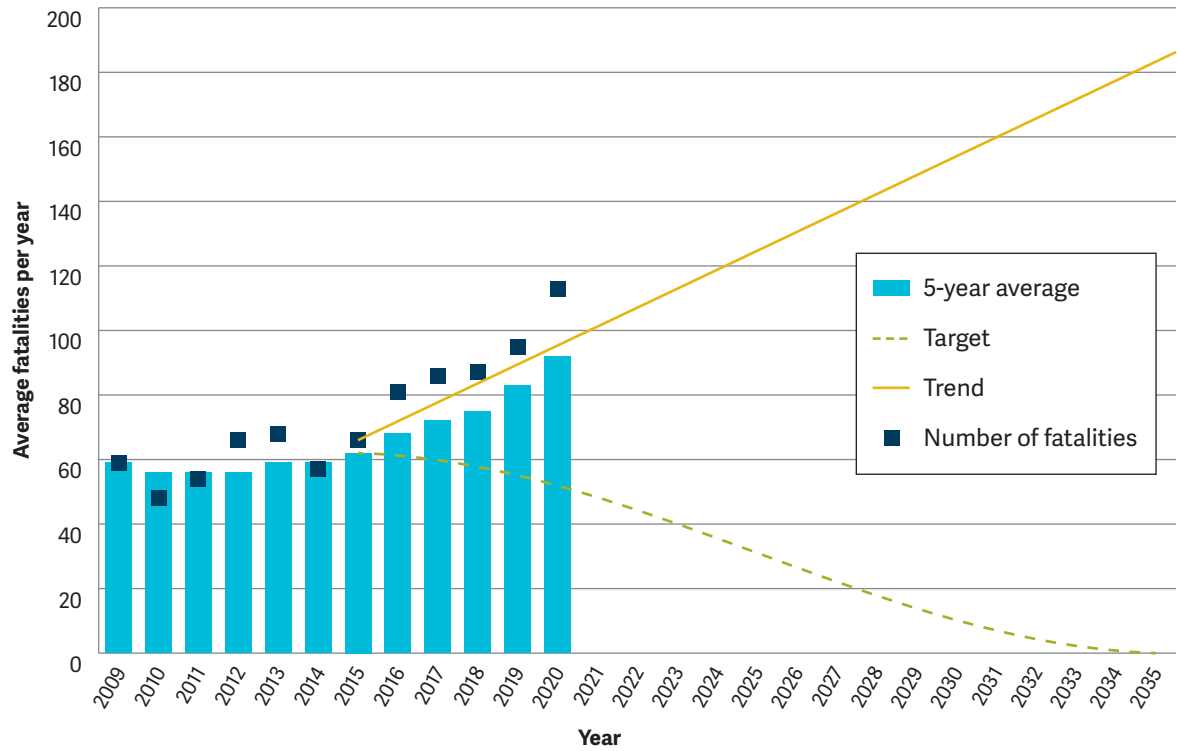
A majority of traffic deaths occur in a relatively small number of locations, mostly along arterial roads. Making these streets and intersections safer is critical to reducing crashes in the region. Figure 3 shows High Injury Corridors (where 60% of the region’s fatal and serious crashes occur) and High Injury Intersections (those that are in the top 5% for severe injury rates are marked in pink; those that are in the top 1% are marked in red).

Traffic deaths and serious injuries

Regional partners are working together to eliminate traffic deaths and serious injuries on our streets. The latest data show that there is more work to do.

Traffic deaths are increasing (Figure 4). Severe injuries are also increasing, but more slowly, and there have been some declines during recent years. Overall, the region is not on track to meet its Vision Zero goal.

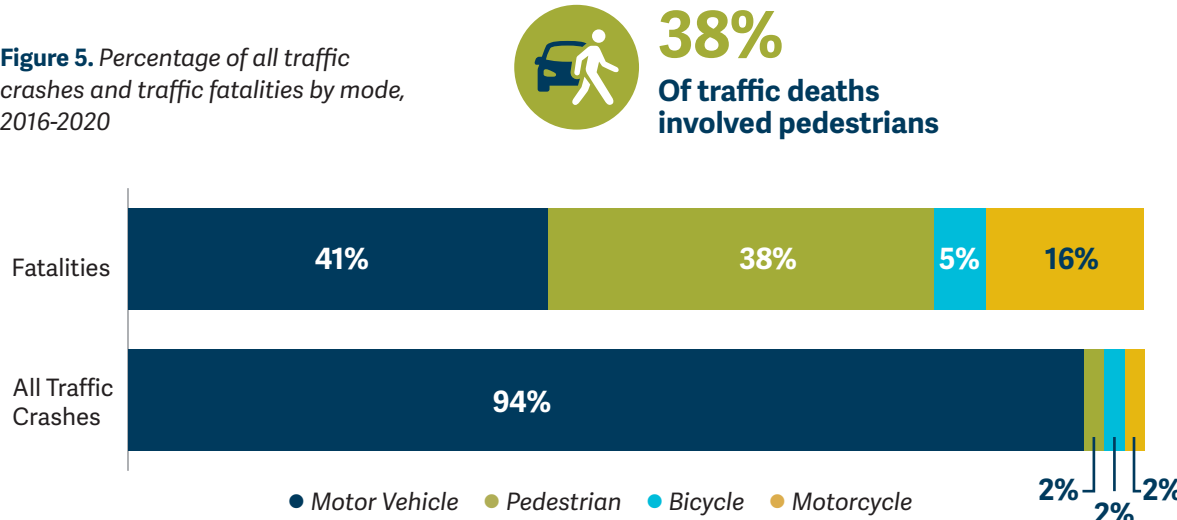
Figure 4. Annual traffic fatalities, compared to the trend, and target, 2009-2020 region



People who are walking and biking are particularly vulnerable

The vast majority of crashes in the region only involve vehicles. However, bicyclists, motorcyclists, and especially pedestrians are vulnerable travelers who face significantly higher risk of death when they are involved in crashes. As Figure 5 shows, though only 2% of crashes involve pedestrians, pedestrians represent 38% of traffic deaths. Protecting pedestrians is critical to preventing serious crashes.

Figure 5. Percentage of all traffic crashes and traffic fatalities by mode, 2016-2020





EQUITY

2023 Regional Transportation Plan Update

The region’s goals are only met when everyone shares in the benefits. Investing in transportation for marginalized communities will get us there.

The greater Portland region has made progress in restoring transportation justice, but some deep-seated inequities remain.

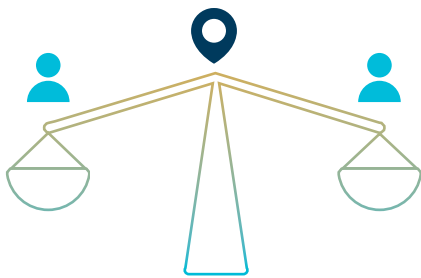
The region’s approach to equity

The Regional Transportation Plan (RTP) directs Metro and its transportation agency partners to “prioritize transportation investments that eliminate transportation-related disparities and barriers for historically marginalized communities, with a focus on communities of color and people with low incomes.” Metro has engaged marginalized communities across the region to better understand their transportation needs. These communities have emphasized the need for fast, frequent, affordable, and reliable transit connections to key destinations and safer walking and biking infrastructure, particularly near transit stops.



Equity Focus Areas

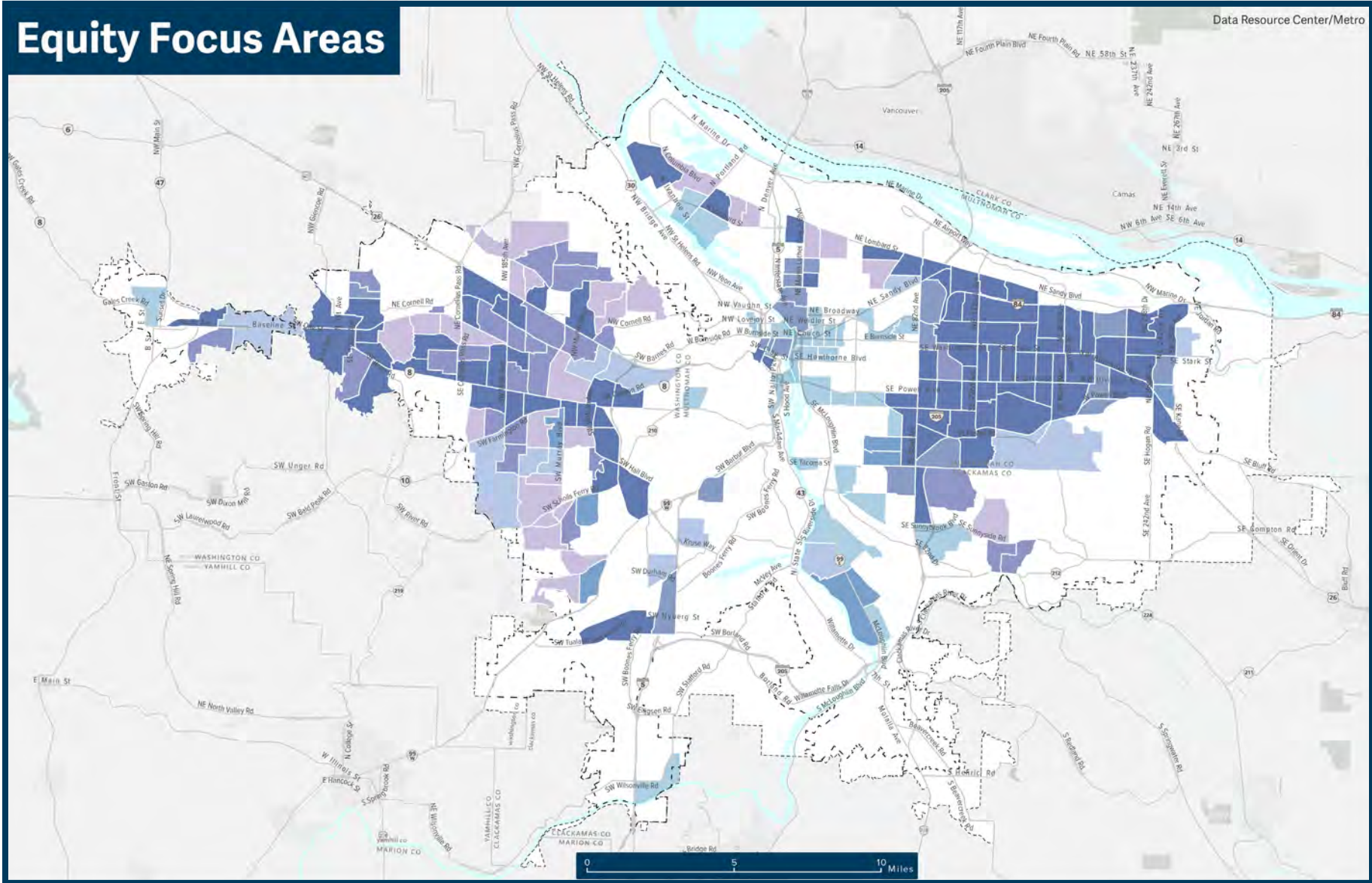
Equity Focus Areas (EFAs) are places where people of color, people with low incomes, and people with limited English proficiency are concentrated. These communities have been excluded from decisions, and negatively impacted by transportation projects. EFAs were identified to guide transportation plans and investments toward meeting these communities’ needs, while accounting for regional growth and change. Figure 1 shows which marginalized groups are present in each EFA. EFAs are located throughout the region, and there are concentrations of EFAs in East Portland and Multnomah County and along Tualatin Valley Highway in Washington County.



Did you know...

- ◆ Home values rose by 48% from 2015 to 2020 and continued to increase during the pandemic. Home ownership rates are lower among people of color than they are among white people.
- ◆ The region is aging. The share of people 65 and older is growing, while all other age groups are declining. However, people under 44 will continue to be in the majority through 2045.
- ◆ The COVID-19 pandemic had particularly severe and long-lasting impacts on people of color and workers with low incomes. Black and Latino Americans were twice as likely to be hospitalized and three times as likely to die due to COVID-19 as white Americans.

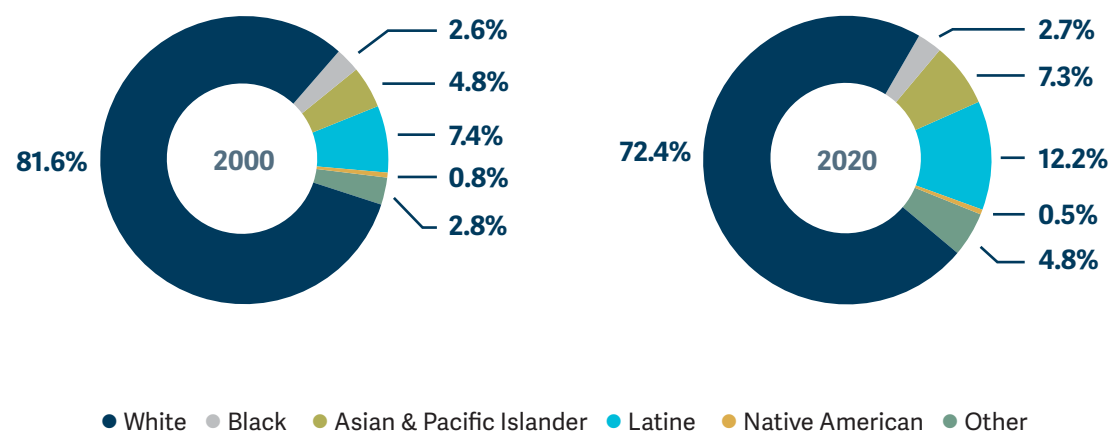
Figure 1. Equity focus areas, 2020 ([explore this map in more detail here](#))



Recent demographic and economic changes

The region continues to grow more racially and ethnically diverse. The share of residents who identify as people of color has been increasing steadily over the past several decades; from under 1% in 1960 to 28% in 2020. Figure 2 shows how the racial and ethnic makeup of the region's population changed between 2000 and 2020, during which the share of residents who identify as people of color grew from 18% to 28%.

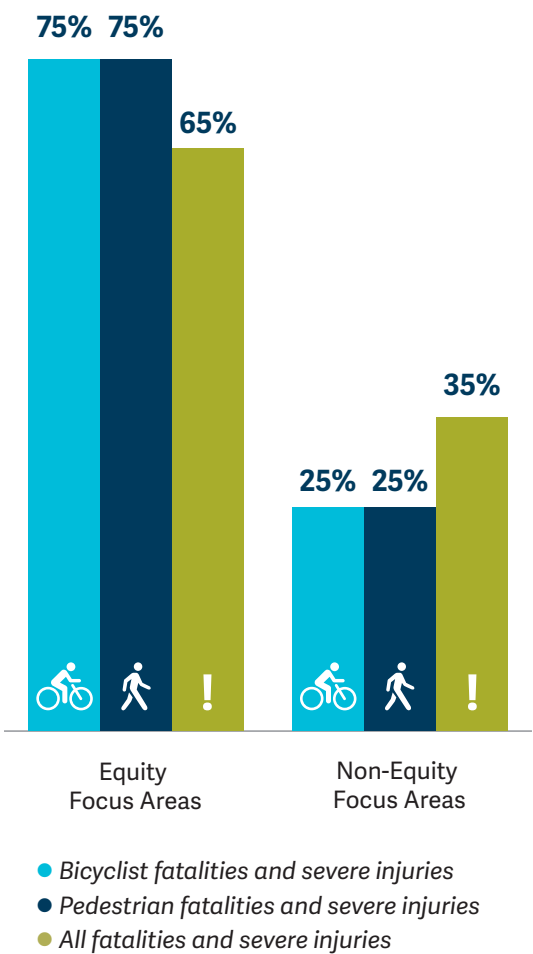
Figure 2. Population by race and ethnicity in the seven-county region, 2000 and 2020



Crashes and equity

A majority (65%) of fatal and severe injury crashes—and 75% of those crashes that involve pedestrians and bicyclists—are in EFAs (Figure 3). Addressing high-crash locations in these areas makes the transportation system safer for all users and makes the region more equitable.

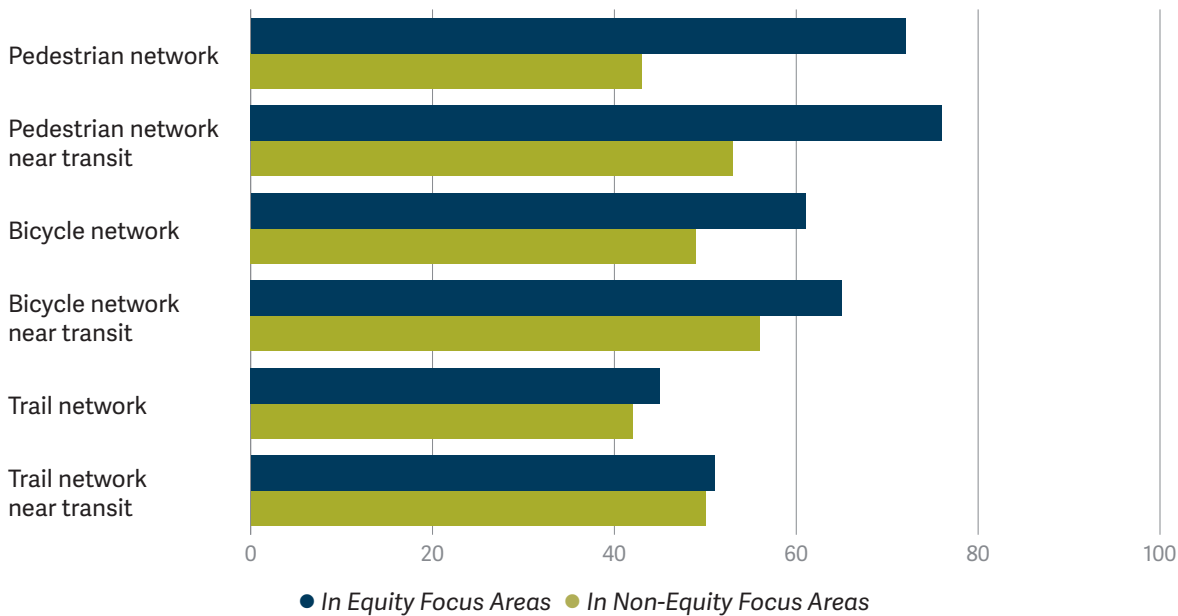
Figure 3. Percentage of average annual traffic fatalities and severe injuries in EFAs



System completeness in Equity Focus Areas

The active transportation network is generally more complete in EFAs than in other communities (Figure 4). However, significant portions of the network still need to be completed for everyone in the region to benefit from high-quality walking and biking connections.

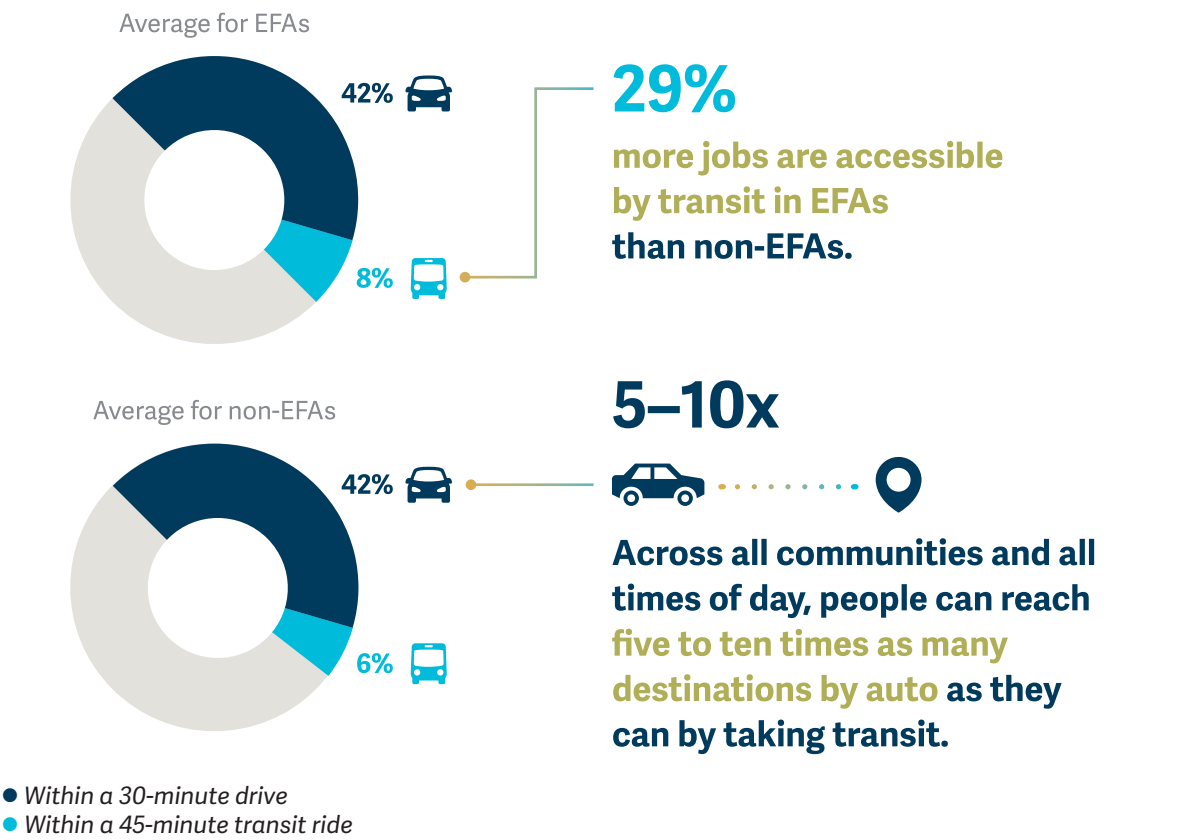
Figure 4. System completeness by network type and geography



Access to destinations via transit

EFA residents say that they need better transit connections between their communities and their destinations. Transit is the most affordable mode for longer-distance trips in the region. EFAs have better access to destinations by transit than other communities, but the transit system does not connect people to destinations nearly as well as driving does (Figure 5).

Figure 5. Percentage of jobs accessible during rush hour





2023 Regional Transportation Plan

Draft project list overview and maps

This document contains information and maps summarizing the draft 2023 Regional Transportation Plan (RTP) constrained project list. Now that the RTP Call for Projects to city, county, state and special district partners is complete, Metro staff are seeking input on the draft project list on how these investments align with the policy framework set forth by Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) at their joint workshops in 2022.

This document is part of the extensive suite of information that will continue to be developed and used to evaluate the impacts of the RTP and finalize the plan. **Visit oregonmetro.gov/rtp for more information** about the update to the RTP and the draft project list.

Introduction

This overview and the attachments include information that can help the public, agency staff and decision makers understand the plan's investments.

The project list information is also available online in a variety of formats:

- **Interactive map** of the projects submitted is available online at: <https://drcmetro.maps.arcgis.com/apps/webappviewer/index.html?id=9cde84c8845c4c66a2ed1c41baedc956>
- **Interactive Airtable** that presents information about each project in tabular form, including a project description, estimated cost, timing and the high-level assessment results. The Airtable can be found at: <https://airtable.com/shrE3wFe9bla5ghTM/tbliY1vwSuxgqFlf/viwTeTj2keSfc0D0m>
- **An excel workbook of the projects and all the information submitted by jurisdictional partners** can be downloaded here: <https://www.oregonmetro.gov/sites/default/files/2023/04/07/2023-RTP-Project-List-2023-03-23readonly.xlsx>

In addition to this information, a quantitative system-level evaluation of how the RTP performs with respect to specific RTP performance measures and targets is in process. That information is summarized in a separate document and will also help inform potential refinements to the draft project list.

RTP project list summaries

Project list summaries include aggregate information such as the distribution of projects across different types of investments and different cost categories. These summaries provide information on the spending profile of the RTP as well as context to help understand the types of information discussed below.

- **By investment scenario:** The RTP contains several different investment scenarios that represent when projects are intended to be built (short- vs. long-term also

referred to as 2030 vs. 2045) and whether or not funding is expected to be available to cover the project given other priorities (constrained vs. strategic). This information can help to understand the timing and prioritization of projects. For example a project on the 2030 constrained list is a project the region expects to be able to fund by 2030.

- **By investment category:** Nominating agencies assign an investment category to all RTP projects that represents how the majority of project funds will be spent. These categories describe characteristics such as the type of investment (capital vs. maintenance and/or operations), the primary mode of investment (transit and active transportation) or the type of facility involved (throughways vs. roads and bridges). These categories are important for understanding the RTP's investment priorities and also for demonstrating financial constraint (i.e., that the region can be reasonably expected to have the funding to play for planned investments) since many of the revenue streams accounted for in the RTP are restricted to certain types of projects.
- **By cost category:** The projects in the RTP range in cost from roughly \$1.5 million to \$6 billion dollars. Some investment categories consist of hundreds of smaller projects and some consist of a few large projects. Looking at projects by cost can help to understand how and the RTP is investing in different priorities, and can also help stakeholders strategically identify opportunities to improve the project list.

The capital investment categories include:

- *Road and bridge* projects, including "complete street" reconstructions, arterial street connectivity and widening, and highway overcrossings that provide mobility and access for all modes of travel.
- *Throughway* projects that add or reconfigure lanes on throughways, and which may also include improvements to nearby surface streets, active transportation facilities, and transit facilities.
- *Freight access* projects that improve access and mobility for national and international rail, air and marine freight to reach destinations within the region's industrial areas and to the regional throughway system.
- *Transit capital* projects include high-capacity transit extensions and regional, corridor or site-specific projects to improve speed and reliability of bus and streetcar service.
- *Walking and biking* projects fill important gaps in sidewalks, bikeways and trails to make biking and walking safe, convenient and accessible for all ages and abilities.
- *Information and technology* projects use information and technology to manage travel demand and/or the transportation system and to help people learn about travel options.
- *Megaprojects* include multimodal projects that cost over \$2 billion. The Interstate 5 Bridge Replacement is currently the only project in this category.
- *Other* projects include regional programmatic investments like the Regional Travel Options program.
- *Transit service and operations* projects fund the continued operation of the existing transit network.
- *Transit maintenance* projects fund the maintenance of the existing transit network.
- *Road, bridge, and throughway maintenance* projects maintain the existing roadway network, sometimes including existing on-street active transportation facilities.

Investment scenarios include:

- The *short-term constrained* scenario includes projects that the region can reasonably expect to build between 2023 and 2030 with the funds that are likely to be available during that time period. The highest priority projects in the region typically end up in this scenario.
- The *long-term constrained* scenario includes projects that the region can reasonably expect to build between 2031 and 2045 with the funds that are likely to be available during that time period. This scenario covers twice as many years as the short-term constrained scenario, and its budget is also roughly double the size.
- The *total constrained* or *constrained* scenario includes both the short- and long-term constrained scenarios, and therefore all investments that the region can reasonably expect to fund between 2023 and 2045.
- The *strategic scenario* includes additional strategic priority investments that could be built with additional transportation resources if they became available in the region. These projects are not anticipated to be completed unless new, as of yet identified funding becomes available. Since the financial forecast for the next several years is generally much clearer than for later years, Strategic projects are assumed to be implemented between 2031 and 2045.

Overview of Throughway Capacity, Bridge and Transit Capital Investments Proposed for the 2023 Regional Transportation Plan

Metro staff developed a summary of all throughway capacity projects, bridge projects with a cost of more than \$500 million, and all high capacity transit and Better Bus projects submitted by agency partners. Projects shown in [blue text](#) have completed NEPA work (or NEPA work is underway).

RTP project list maps

Metro staff developed regional-level maps of the draft constrained project list to show the general location of all capital projects and transit service submitted by agency partners.

- RTP constrained project list map (region-wide)
- TriMet and SMART transit capital projects and transit service maps (region-wide)
 - 2020
 - 2030 Constrained Service
 - 2045 Constrained Service
- ODOT constrained capital projects map (region-wide)



DRAFT CONSTRAINED PROJECT LIST

RTP spending by investment category

Capital projects make up 35% of the total constrained project list. Operations and maintenance comprise the remaining 65%. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.

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REGIONWIDE

\$25.3B

CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$]



12% Walking + Biking
11% Transit Capital
31% Roads + Bridges
19% Throughways
24% I-5 IBR Program
2% Freight Access
2% Info + Technology

\$48.0B

OPERATIONS + MAINTENANCE SPENDING
[YEAR OF EXPENDITURE \$]



58% Transit Service + Operations
10% Transit Maintenance
32% Throughway + Road + Bridge Maintenance

SHARE OF CAPITAL
SPENDING BY
PROJECT LOCATION

\$73.3B
total RTP project
spending
[YEAR OF EXPENDITURE \$]

PORTLAND



CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$] **\$15.4B**

6% Walking + Biking
14% Transit Capital
20% Roads + Bridges
39% I-5 IBR Program
17% Throughways
2% Freight Access
3% Info + Technology

CLACKAMAS
COUNTY



CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$] **\$7.2B**

12% Walking + Biking
13% Transit Capital
33% Roads + Bridges
37% Throughways
1% Freight Access
5% Info + Technology

MULTNOMAH
COUNTY (NON-PDX)



CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$] **\$3.0B**

12% Walking + Biking
21% Transit Capital
51% Roads + Bridges
1% Throughways
3% Freight Access
12% Info + Technology

WASHINGTON
COUNTY



CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$] **\$9.4B**

11% Walking + Biking
22% Transit Capital
50% Roads + Bridges
13% Throughways
4% Info + Technology

- NOTES:
1. Year of Expenditure \$ represent current year costs inflated to a projected cost for the year of expenditure.
 2. Percentages may not add up due to rounding.
 3. Road and bridge projects include street reconstructions, new street connections and widening, and throughway overcrossings with designs that support walking and biking to provide mobility and access for all modes of travel.
 4. Freight access projects improve access and mobility for national and international rail, air and marine freight to reach destinations within the region's industrial areas and to the regional throughway system.
 5. City/county totals do not sum to regional totals because many RTP projects cross county lines. Where this is the case, the entire project cost is included in the totals for each county in which it is located.
 6. The I-5 Interstate Bridge Replacement (IBR) Program is reported separately due to the overall cost and mix of investments that would be constructed as part of the project. The project would replace I-5/ Columbia River bridges, add auxiliary lanes and improve interchanges on I-5, extend light rail transit from Expo Center to Vancouver, WA., add walking and biking facilities and implement variable rate tolling.

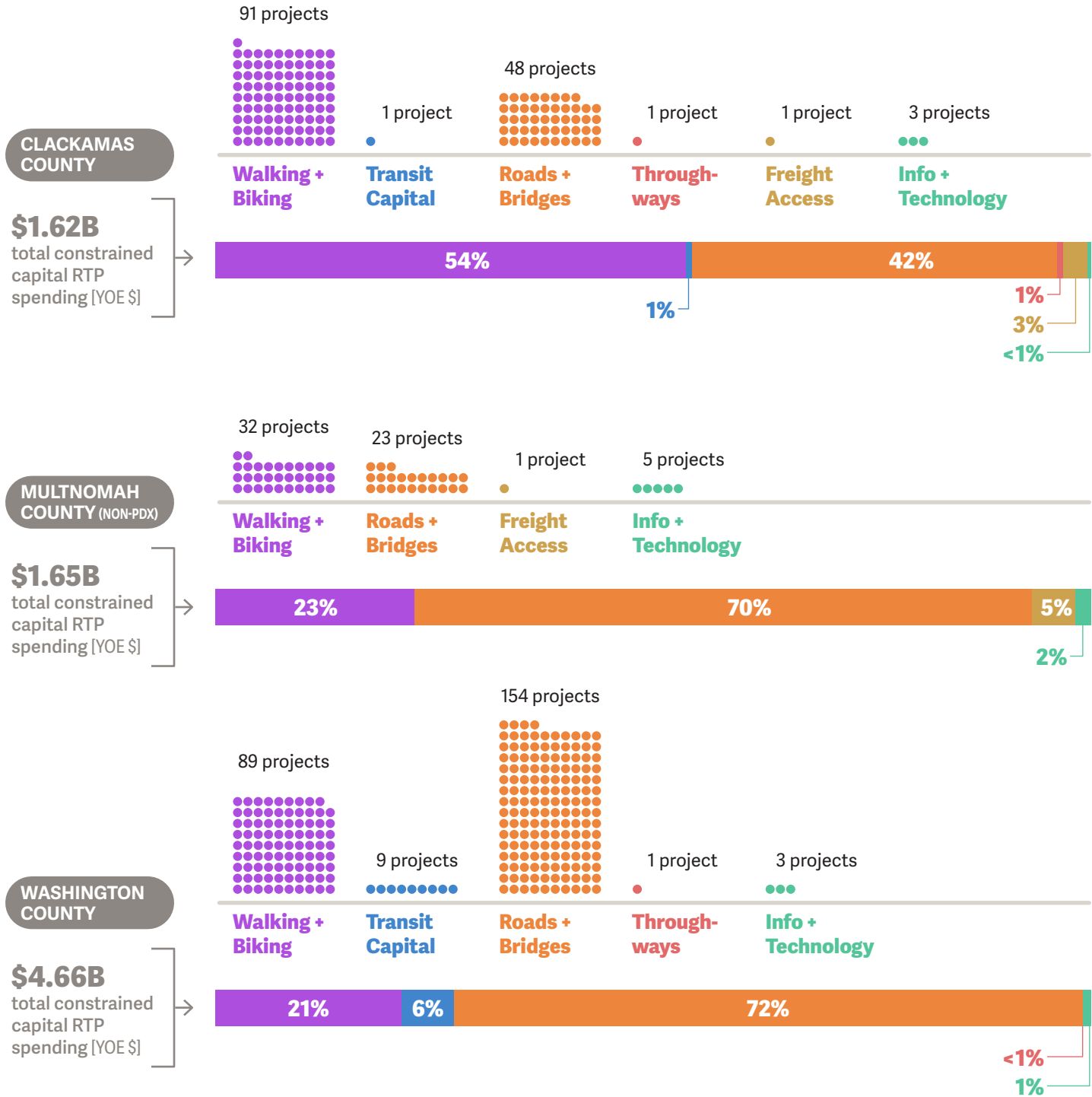
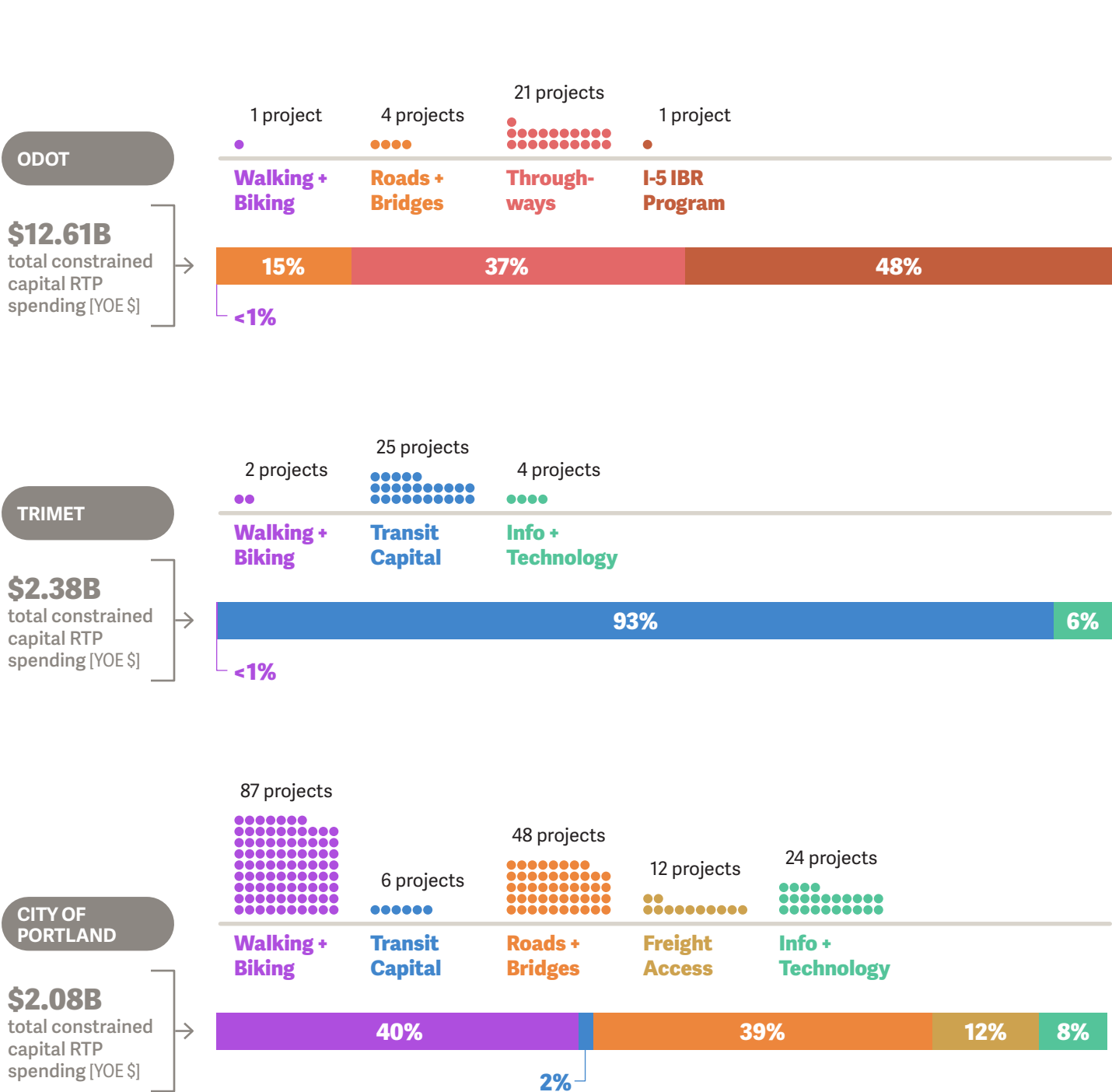


DRAFT CONSTRAINED PROJECT LIST

Nominating agencies: number and cost of capital projects by investment category

The 2023 Regional Transportation Plan will include an updated list of transportation investment priorities for the greater Portland region for the next 20 years. This list will include investments such as transit, sidewalk, bridge, bikeway and roadway projects as well as transit service and road maintenance and operations. Among these projects, some will be prioritized for funding within the next seven years, by 2030. The information in this document provides a breakdown of capital projects by nominating agency. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.

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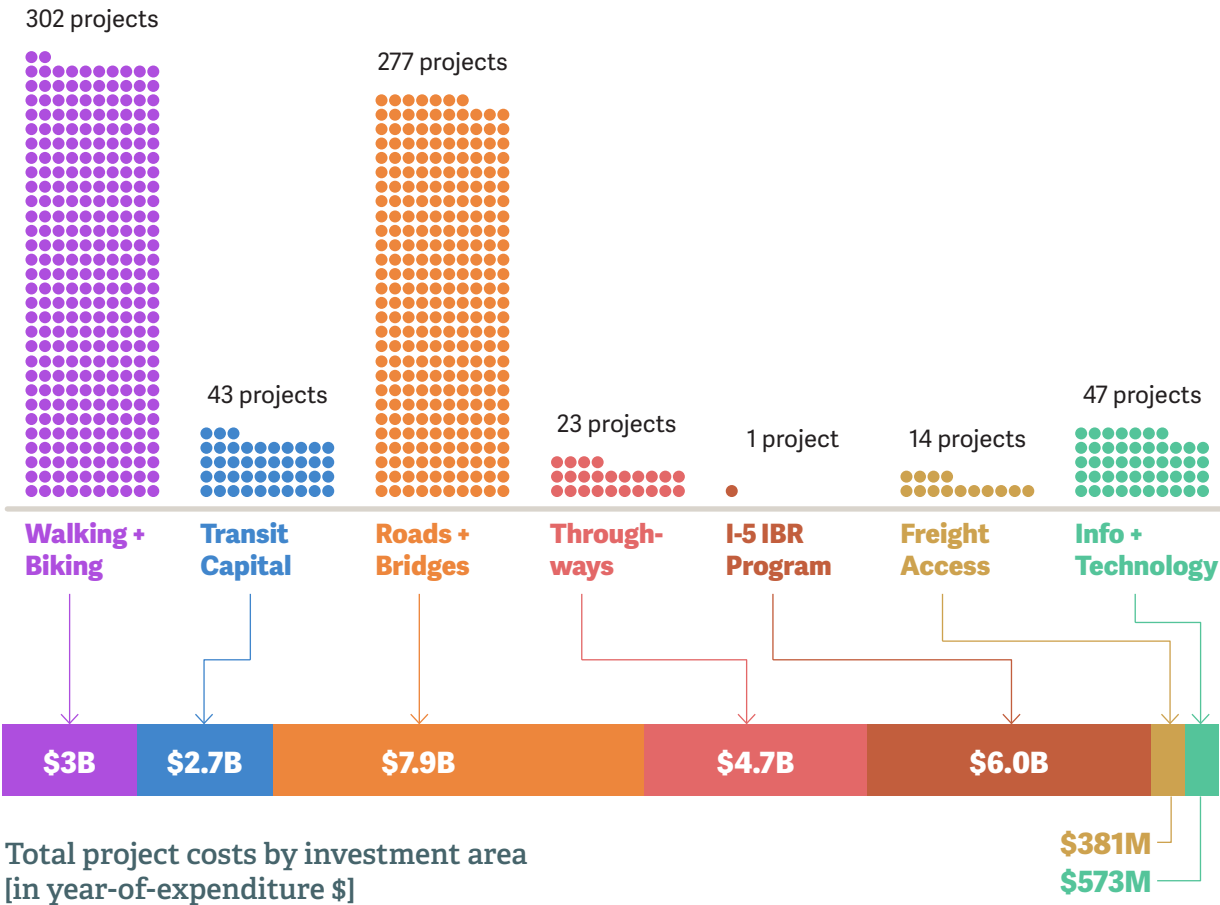


- NOTES:
1. The information is for capital projects only; operations and maintenance costs are not included.
 2. County project summaries include cities within the county.
 3. Project costs are in year-of-expenditure dollars.
 4. The investment category for each project is assigned by the lead agency on the project and represents how the majority of project funds will be spent.
 5. Percentages may not add up due to rounding.



Number and cost of capital projects by investment category

Road and transit operations and maintenance costs are not presented here. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.



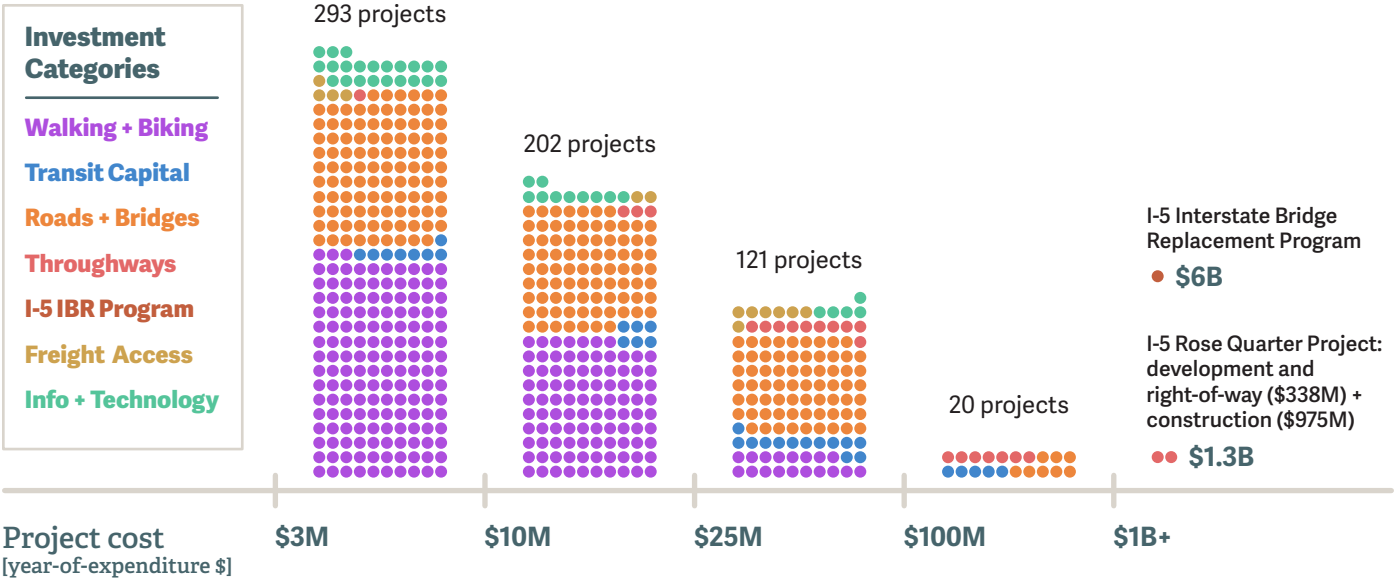


DRAFT CONSTRAINED PROJECT LIST

Cost range of capital projects by investment category




Road and transit operations and maintenance costs are not presented here. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.


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Overview of Throughway Capacity, Bridge and Transit Capital Investments Proposed for the 2023 Regional Transportation Plan

This document summarizes all throughway capacity projects, bridge projects with a cost of more than \$500 million, and all high capacity transit and Better Bus projects submitted by agency partners. Projects shown in **blue text** have completed NEPA work (or NEPA work is underway). *RTP IDs are shown in italics*. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.

	2030 Constrained	2045 Constrained	2045 Strategic/Unconstrained
Throughway & Bridge  	<ul style="list-style-type: none"> • I-5/Rose Quarter Improvement Project (10867, 11176) • I-205/Abernethy Bridge (11969, under construction) • I-205 widening and I-205 Toll Project (11586, 11904, 12099) • I-5 and I-205: Regional Mobility Pricing Project (12304) • OR 212/224 Sunrise Project Ph. 2 (PE, RW) (10890) • OR 224 WB widening (11350) • Earthquake Ready Burnside Bridge Project (11376, 12076) • I-5 Boone Bridge and Seismic Improvement Project (PE, RW) (12305) 	<ul style="list-style-type: none"> • I-5/Interstate Bridge Replacement Program (10866) • OR 212/224 Sunrise Project Ph. 2 (CON) (11301) • I-5 Boone Bridge and Seismic Improvement Project (CON) (11990) • I-5 NB braided ramps (11989) • I-5 NB auxiliary lane extension Ph. 2 (11402) • I-5 SB truck climbing lane (11984) • OR 217 SB braided ramps (11988) • US 26/185th Avenue on-ramp widening (12148) 	<ul style="list-style-type: none"> • Sunrise Project Ph. 3 (12020) • I-5 NB auxiliary lane extension Ph. 3 (11583) • I-5/OR 217 Interchange Ph. 2 (11302) • OR 217 capacity improvements (11582) • OR 217 NB auxiliary lane extension (11976) • US 26 widening (11393)
High Capacity Transit 	<ul style="list-style-type: none"> • MAX Red Line Improvements (10922, under construction) • Southwest Corridor (PD) (12322, 12301) • 82nd Avenue Transit Project (12029) • Tualatin Valley Highway Transit Project (11589) • Montgomery Park Streetcar (11319) 	<ul style="list-style-type: none"> • I-5/Interstate Bridge Replacement Program (10866) • Southwest Corridor (PD, PE, RW) (12292, 12300) • Steel Bridge Transit Bottleneck (PD) (12050) 	<ul style="list-style-type: none"> • Southwest Corridor (CON) (11587) • Steel Bridge Transit Bottleneck (CON) (10921) • Beaverton-Hillsdale Highway Corridor HCT (12290) • Burnside/Stark Corridor HCT (12286) • Lombard/Cesar Chavez Corridor HCT (12288) • Martin Luther King Jr. Corridor HCT (12287) • SW 185th Corridor HCT (12289) • Sunset Highway Corridor HCT (11912) • Forest Grove HCT (10771) • AmberGlen/N. Hillsboro Streetcar (11278, 11573) • NW Lovejoy to Hollywood Streetcar Extension (11102) • Johns Landing Streetcar (11639) • WES expansion to Salem (11751)

	2030 Constrained	2045 Constrained	2045 Strategic/Unconstrained
Better Bus 	<ul style="list-style-type: none"> • East Burnside/SE Stark Enhanced Transit Project (12030) • Lombard/Cesar Chavez Enhanced Transit Project (12034) • NE MLK Jr Blvd Enhanced Transit Project (12027) • NE Sandy Blvd Enhanced Transit Project (12028) • SE Belmont Enhanced Transit Project (12033) • SE Hawthorne/Foster Ave Enhanced Transit Project (11834) • Portland Central City Portals Enhanced Transit (11761) • SE Powell Blvd Enhanced Transit Project (12035) • SW Beaverton-Hillsdale Hwy Enhanced Transit Project (12032) • 122nd Avenue Corridor Transit Improvements (11868) • Additional transit supportive projects region-wide (including 10779 and 11440) 	<ul style="list-style-type: none"> • Cornell/Barnes/ Line 48 Enhanced Transit Project (12063) • 185th and Farmington/Line 52 Enhanced Transit Project (12064) • Inner North Portland (Vancouver/Williams/ Mississippi/Albina) Enhanced Transit Project (11833) • ETC/Rose Lanes Transit Improvement Fund (12232) • Additional transit supportive projects region-wide (including 11441, 10805 and 10846) 	<ul style="list-style-type: none"> • 99W Enhanced Transit Project (12176) • Additional transit supportive projects region-wide

Acronyms used for project phases

- NEPA = National Environmental Policy Act
- PD = project development
- PE = preliminary engineering
- RW = right-of-way
- CON = construction
- Ph. = phase

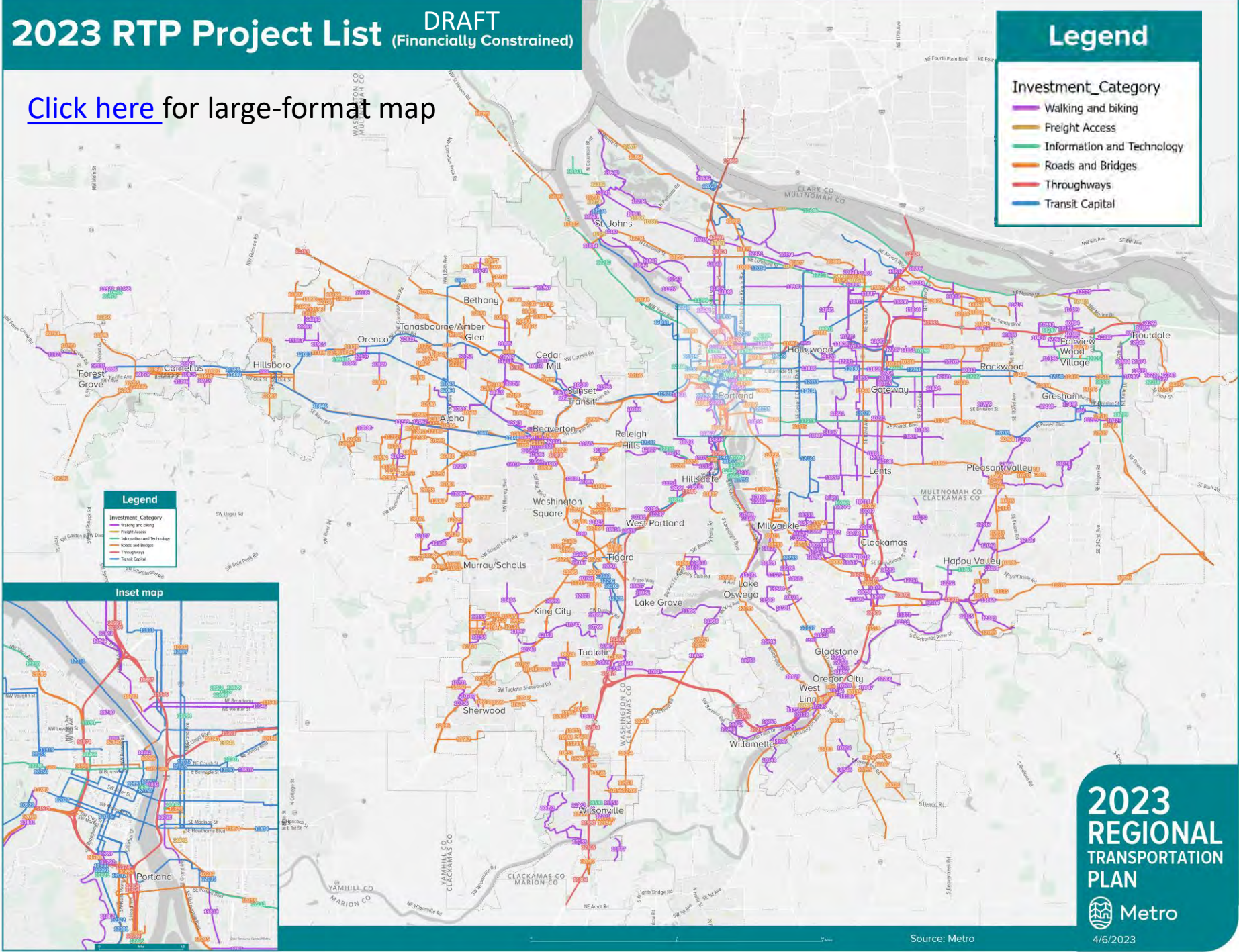
2023 RTP Project List (Financially Constrained)

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[Click here](#) for large-format map

Legend

- Investment_Category
- Walking and biking
 - Freight Access
 - Information and Technology
 - Roads and Bridges
 - Throughways
 - Transit Capital



2023
REGIONAL
TRANSPORTATION
PLAN

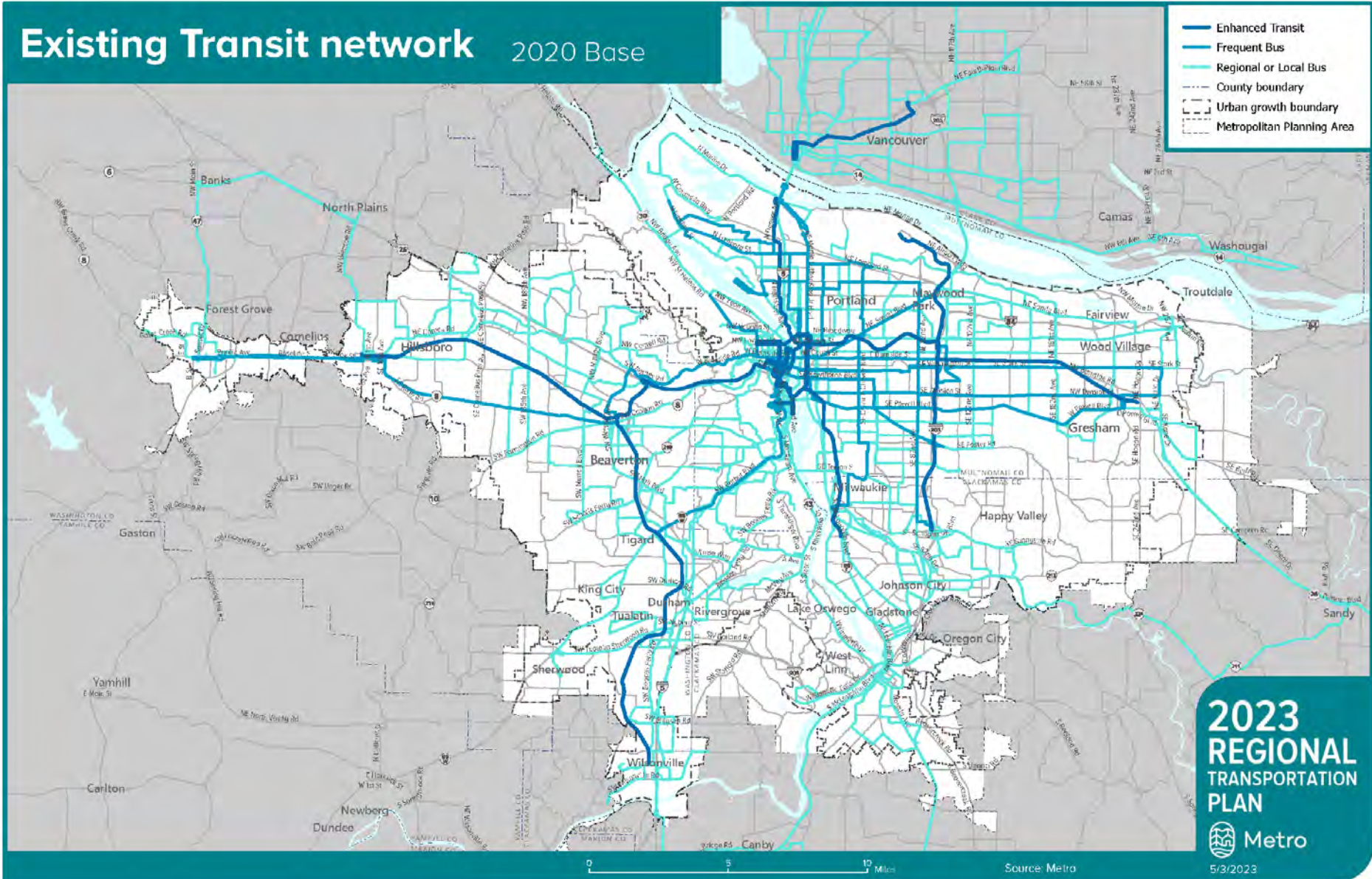


Source: Metro

4/6/2023

TriMet and SMART Transit Service and Capital Projects

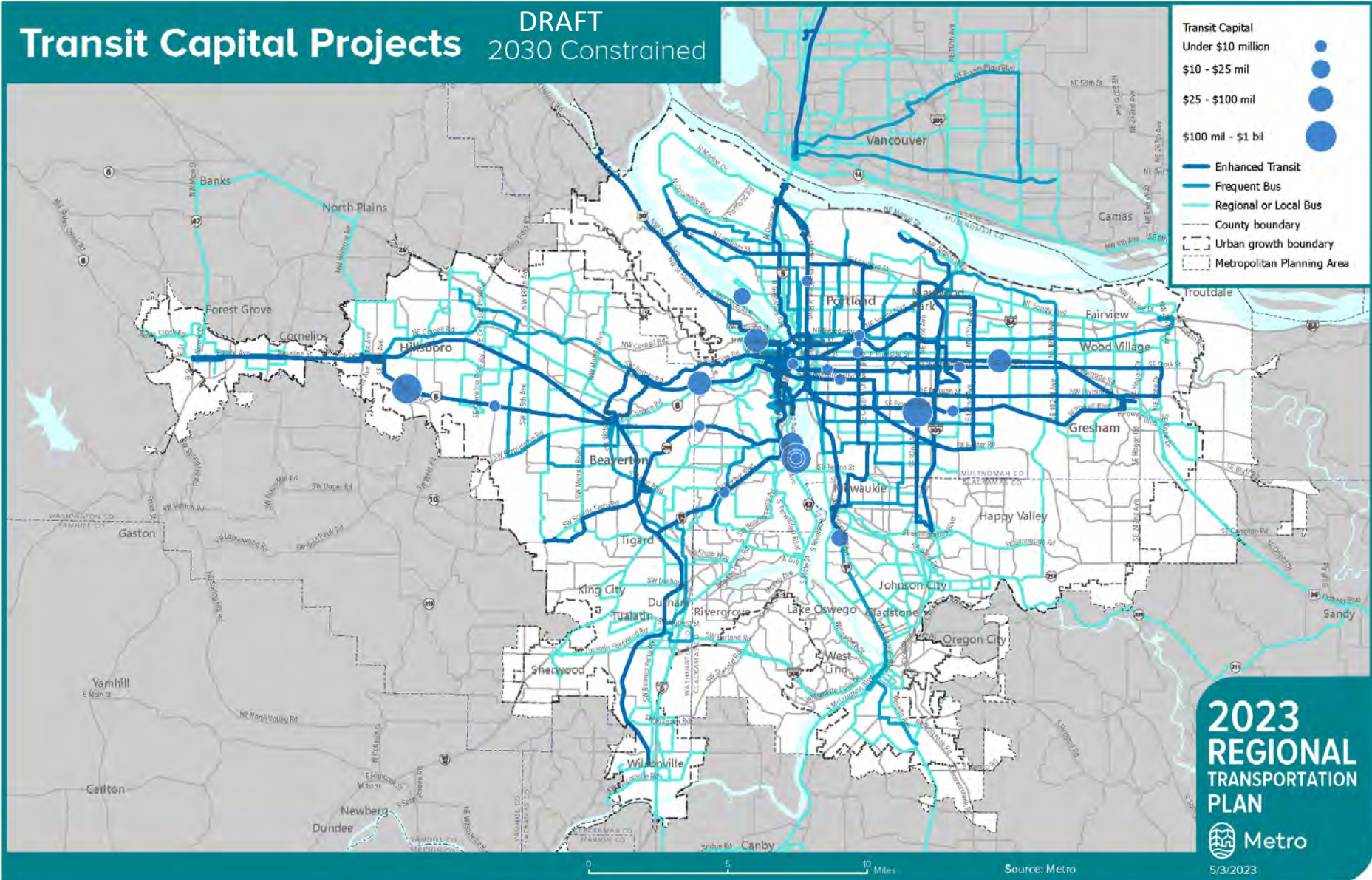
Existing Transit network 2020 Base



This map also includes C-Tran and other transit service from outside the planning area boundary.

TriMet and SMART Transit Service and Capital Projects

Transit Capital Projects DRAFT 2030 Constrained

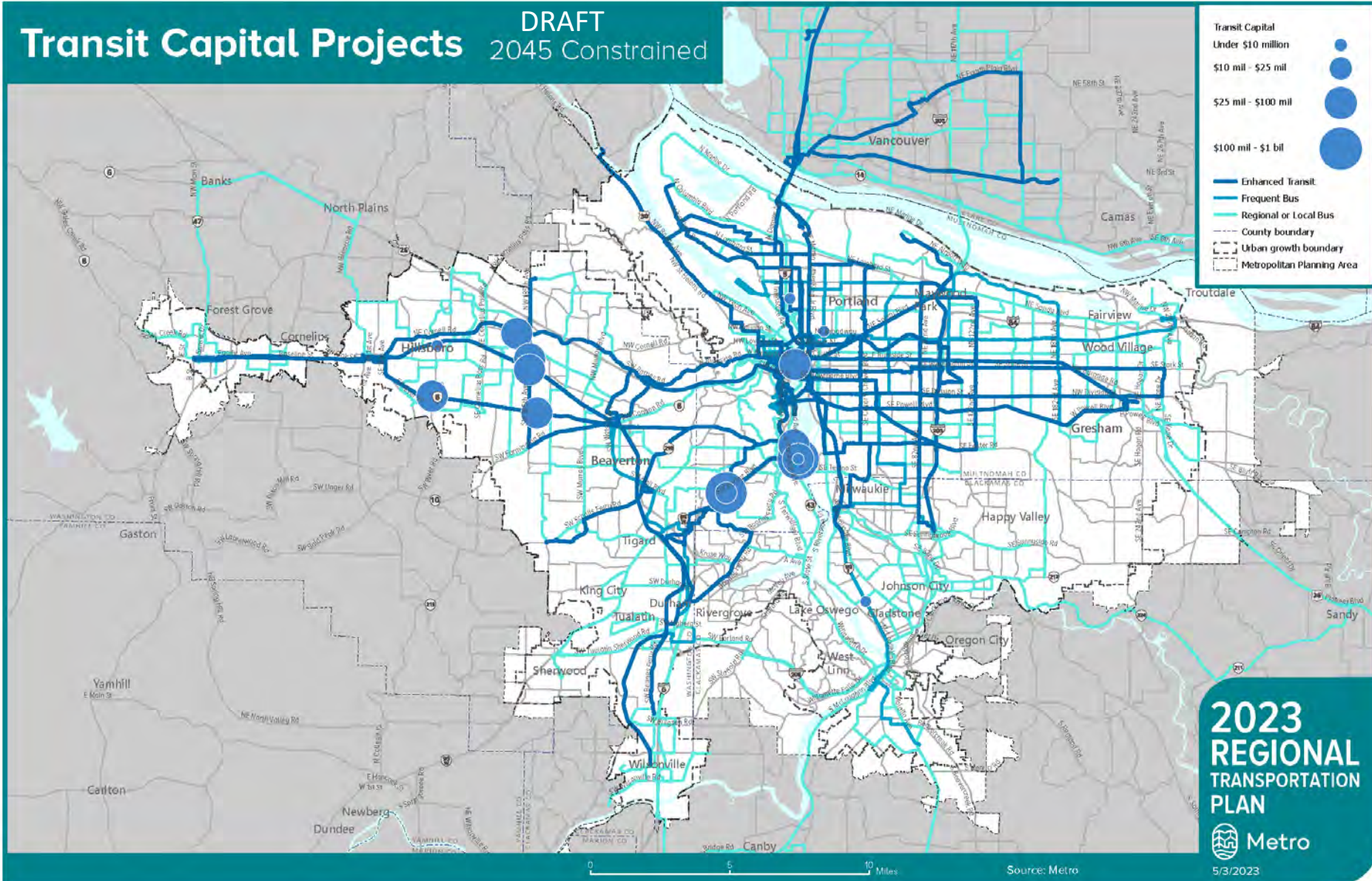


This map also includes C-Tran and other transit service from outside the planning area boundary.

TriMet and SMART Transit Service and Capital Projects

Transit Capital Projects

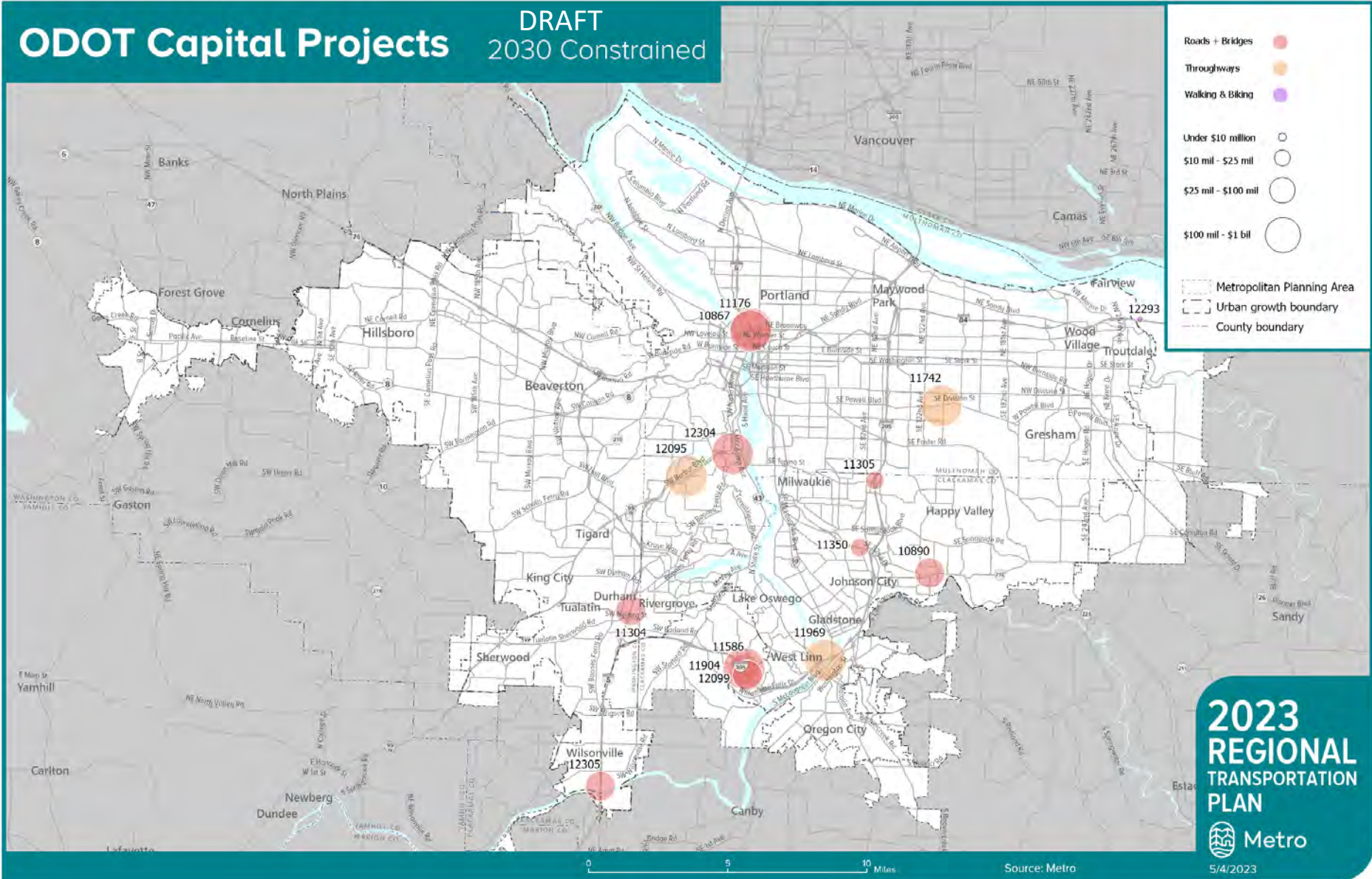
DRAFT
2045 Constrained



This map also includes C-Tran and other transit service from outside the planning area boundary.

ODOT Capital Projects

DRAFT
2030 Constrained



**2023
REGIONAL
TRANSPORTATION
PLAN**

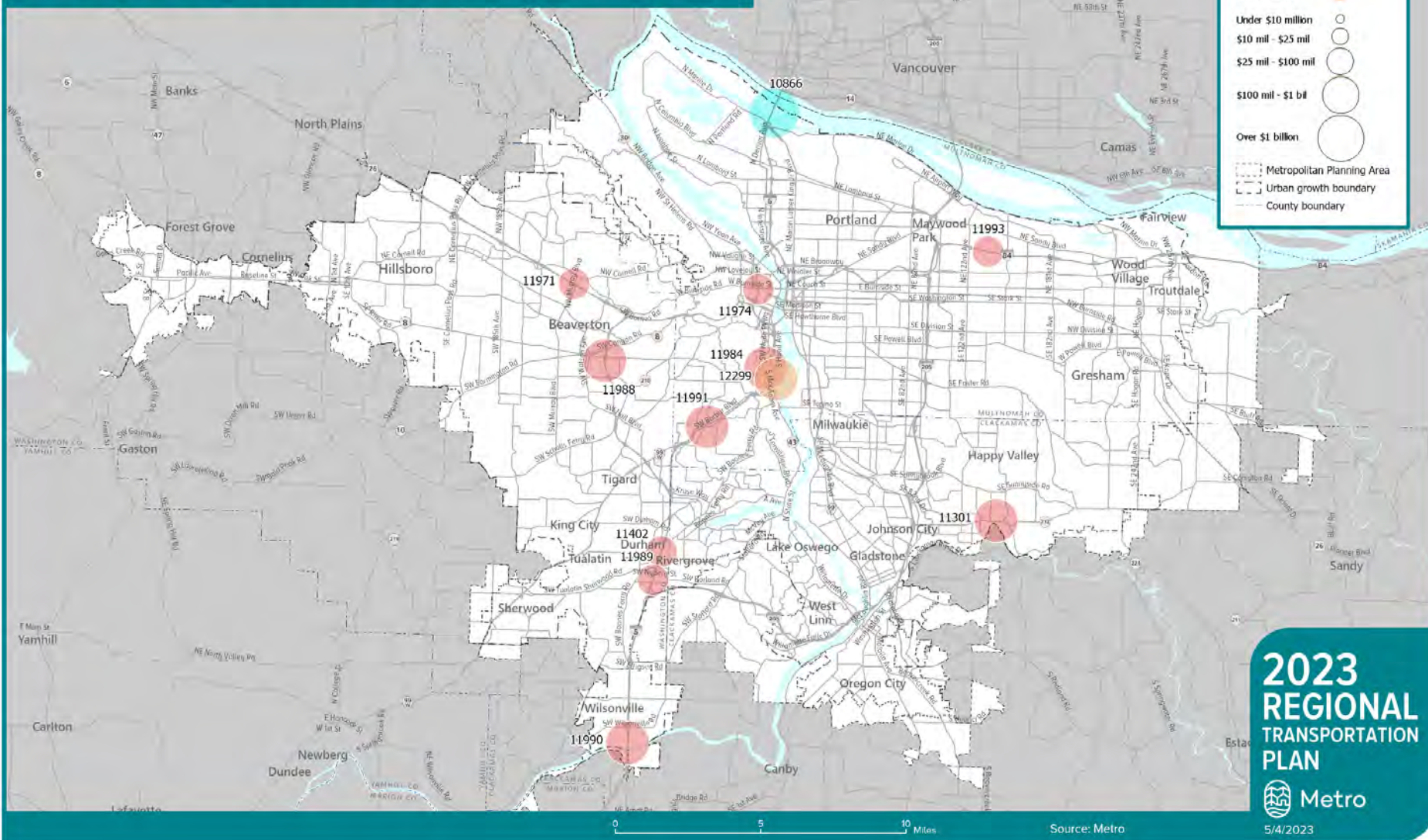


5/4/2023

Source: Metro

ODOT Capital Projects

DRAFT
2045 Constrained





2023 Regional Transportation Plan

Community input on investment priorities – Preliminary summary

*In early 2023, agencies submitted draft lists of priority investments for the 2023 Regional Transportation Plan (RTP). Metro asked the public to weigh in on how the draft investment list aligns with regional priorities and community needs. This document includes themes from this input as of May 4. **This is a preliminary summary that will continue to be updated as more input is received.***

Overview

Through in-person and virtual events and online surveys in March and April 2023, community members shared their experiences traveling around the greater Portland and their priorities for investments in the region's transportation system. This input can help inform the refinement of the draft 2023 RTP project list. This engagement is also building awareness about the importance of regional transportation planning and ongoing opportunities to be involved in transportation decisions.

Community members were asked to consider the long-term future of greater Portland, and to provide feedback on priorities the region should focus on in the near term (next five to 10 years). This summary is organized by input on outcomes and investment categories.

Key takeaways:

- Safety is the top priority across community input.
- Equitable transportation and climate are also important outcomes to focus on in the near-term.
- Maintaining the transportation system is the most important near term investment.
- Investments in roads and bridges, biking and walking and transit are also important.

In early spring 2023, 1,175 people from across the region weighed in on transportation investment priorities.

Online public survey (April 3 – May 1, 2023): 861 respondents.

Community Leaders' Forum (April 13): Representatives from 11 community based, environmental and transportation related organizations participated.

Cultural and language specific forums (April 15): In-person sessions co-hosted by Metro and community engagement liaisons involved 50 community members from across the region in Spanish, Chinese, Russian and Vietnamese.

Community Based Organization engagement (ongoing): Centro Cultural, Community Cycling Center, Next Up, OPAL, The Street Trust, Unite Oregon and Verde have engaged people of color, youth and people with disabilities across greater Portland. This summary includes input from engagement hosted by Centro Cultural, OPAL, Verde and Unite Oregon that reached about 250 people. Input specific to High Capacity Transit (HCT) been informing the HCT strategy. CBO's will continue to engage community through the summer.

Outcomes: Focus on safety.

Safety is the top priority for community participants. Safety concerns were the prominent theme that emerged from community members' discussions about transportation priorities. In the survey and at several community events, community participants ranked the draft 2023 RTP goals to indicate which are most important for the next 5 to 10 years (see Table 1).

Concerns about safety included both personal safety and traffic safety. These concerns overlap for transit riders and people walking and biking, where there is not good lighting, sidewalks or places to wait for transit. Participants cited harassments, unpredictable, unsafe and sometimes violent behavior on transit and at transit stops.

"There are places where there are no sidewalks and sometimes bikes are in the actual car lanes which makes me fear for their safety." –Unite Oregon participant

Community Leaders' Forum participants voiced concern that emphasis on large projects in the RTP assessment and in conversations could take away from a focus on the smaller-scale safety infrastructure projects that are deeply needed in many of the that the communities that the CBO's serve.

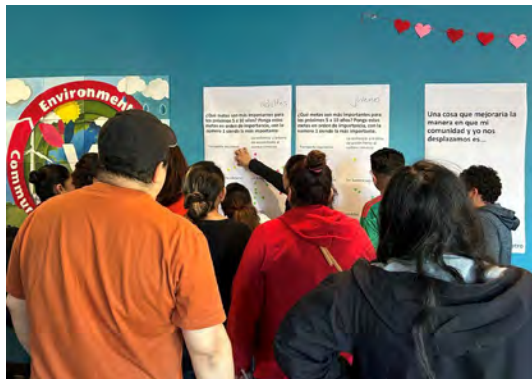


Photo: Verde forum participants

Table 1: Ranking of most important near-term goals (1= most important, 5= least important)

RTP Goals	In-language forums	Verde forum	Online survey
Safe system	1	1	1
Thriving Economy	2	--	5
Equitable Transportation	3	3	4
Climate Action and Resilience	5	2	2
Mobility Options	4	--	3

"My 13-year-old use to take TriMet to school. I don't feel safe with him riding the bus anymore so I changed my works schedule so I can drive him." – Verde participant.

Unite Oregon interview participants expressed the need for more security/safety employees (not police officers) on TriMet facilities.

"Being a woman and a visible Muslim makes it hard and unsafe. I have been harassed several times. We cannot control other people. I appreciate there are security officers on MAX, though." –Unite Oregon participant.

"I would feel safer with increased frequency of [transit] line service so that I spend less time exposed on the streets, better light at bus stops. Street [design] and finding ways to increase ridership would make me feel safer." – OPAL participant

Outcomes: Equitable transportation and climate are also priorities.

Climate and equity are also priority goals for community members. Online survey respondents and participants at community based organization events indicated that these goals are important near term priorities. However, climate action and resilience were ranked lower across all the in-language focus groups.

Climate was a focus at the Community Leaders' Forum. Participants commented that the investment categories and the project list assessment need to be more nuanced. Specifically, roadway repair needs to be considered differently than roadway expansion and climate action and resilience should be assessed separately. Investments in reducing climate pollution can be very different from investments in emergency routes that support resilience.

Community member conversations at Centro Cultural identified the importance of affordable and accessible transit as well as safe places to bike, walk and carpooling in meeting climate goals and protecting the environment.

"Include carpooling services, HOV lanes and affordable public transportation." – *Centro Cultural participant*

Investments: maintenance.

Across communities, people prioritize investment in maintenance. Comments about maintenance spanned transit, roadways and sidewalks. Although people prioritized taking care the existing system, it was not a focus of conversation.

Table 2: Ranking of top 3 near-term priority investment categories

Investment category	In-language forums	Verde forum	Online survey
Maintenance	1	2	1
Biking and walking	3		3
Roads and bridges	2	3	
Transit capital			2
Transit service and operations		1	
Throughways			
Freight access			

Potholes in different places along the roadway and uneven sidewalks were the two most highlighted concerns. – *Unite Oregon interview summary*

"A short term focus should include fixing potholes and pavement surfaces, as well as fixing sidewalks and making sure that bus/light rail vehicles receive the maintenance needed and are replaced when they are no longer in good condition." – *Centro Cultural participant*

Investments: roads and bridges, biking and walking and transit are also priorities.

Roads and bridges

Community members included HOV lanes, improved sidewalks and crosswalks, seismic investments and generally improved roads as investments they would like to see in roads and bridged.

Improve roads that are close to schools; for example Hillsboro High School needs to urgently improve access.” – Centro Cultural participant

Community participants also cited concerns about congestion and the time it takes to get where they want to go.

Transit

Community members identified a need for both investment in transit capital and operations. Improvements in frequency and reliability were reoccurring themes.

Frequency of bus service was the top priority for transit improvements among OPAL participants (64 participants), followed by cost of service and accessibility.

“Waiting time for bus on weekend takes too long. Can frequency be as good as weekday? People work on weekends too. They have to wake up so early to make time to take transit.”
– Vietnamese in-language forum participant.

Community members investments in transit stops, such as lighting, shelters and bathrooms, as priority investments. Barriers along sidewalks for people with disabilities who need to access transit were also cited.

Biking and walking

Sidewalks and lighting were the most frequently mentioned types of investment related to biking and walking. Community members also discussed not feeling safe on bike facilities where they were close to vehicle traffic.

“Where there are no sidewalks, people are forced to drive.” – Russian in-language forum participant.

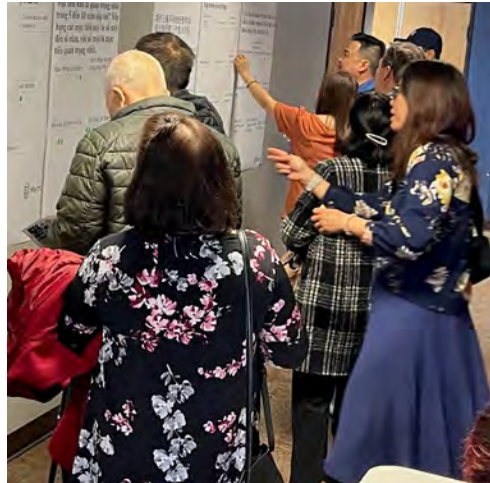


Photo: In-language forum participants

Next steps

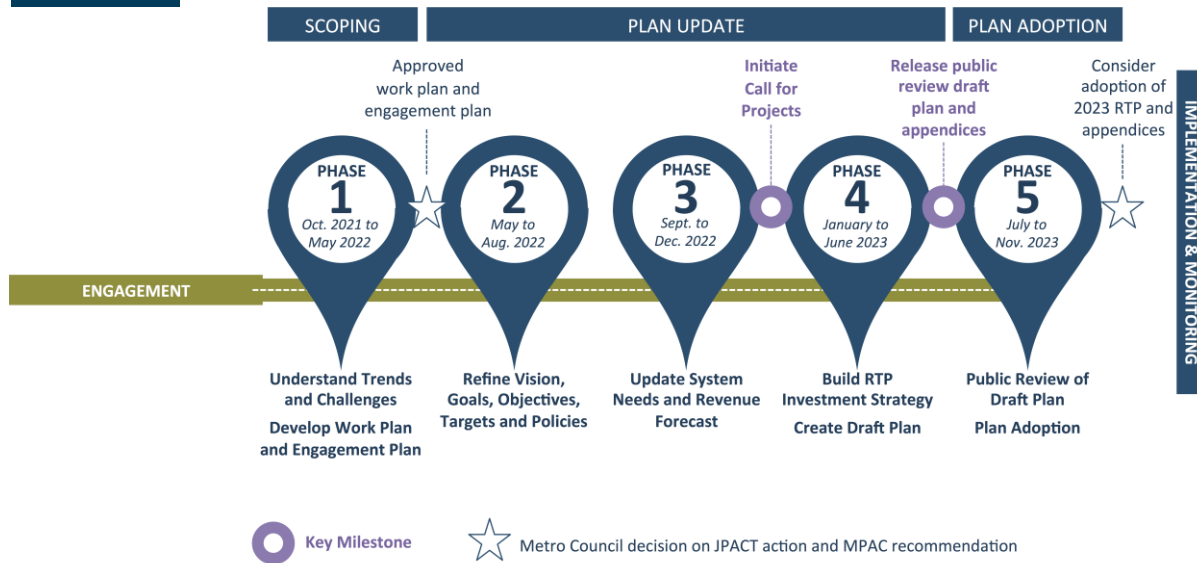
As Metro continues to receive community feedback provided by community based organizations, a deeper analysis of the online public survey and other engagements, staff will continue sharing this input with partnering agencies and decision makers.



2023 REGIONAL TRANSPORTATION PLAN UPDATE

Project Timeline and Schedule of Engagement and Metro Council and Regional Advisory Committees' Discussions and Actions for 2023

Dates are subject to change. Activities in gray text have been completed.



Note: Under Federal law, the current Regional Transportation Plan expires on Dec. 6, 2023.

• Call for Projects

- Prepare for Call for Projects: 8/4/22 to 1/6/2023
 - 8/4/22 to 1/6/2023: Metro works with jurisdictional partners to develop revenue forecast
 - 10/4/22 to 2/17/2023: County coordinating committees and agencies conduct meetings to develop draft project lists for submission; Agencies engage governing bodies on process and draft lists
- Conduct Call for Projects: 1/6 to 2/17
 - 1/6: RTP Hub open to project partners
 - Metro continues to work with jurisdictional partners to develop draft revenue forecast
 - 2/3 TPAC: Update on the schedule, engagement and the Call for Projects
 - 2/16 JPACT: Update on the Call for Projects and next steps
 - 2/17: RTP Hub information, public engagement form and congestion management process form(s), if applicable, due
 - 2/17: Draft Project Lists from Agencies and County Coordinating Committee Lists due
 - 2/17: Submission letters from County Coordinating Committees documenting coordination and agreement on draft lists due
- Submission of endorsement letters and any proposed refinements to the draft lists (if any) due by May 24
 - 1/6 to 5/24: Governing bodies review draft project list and submit letter of endorsement with draft project list by 2/17; if additional time is needed endorsement letters may be submitted until May 24
 - 4/1 to 5/24: Governing bodies may identify project list refinements and communicate them to Metro by 5/24 with endorsement letter. If an endorsement letter has already been submitted, agency staff should inform their respective governing body of any changes.

- **Draft Policy Chapter (Ch. 3)**

- Prepare draft - 12/22 to 2/24
- Discussions: March and April
 - 3/3 TPAC: draft Ch.3 – Introduce draft Ch. 3 and key policy topics (draft mobility policy, draft pricing policy, possibly others) for more discussion; invite minor “edits” to be included in public review draft RTP by March 24.
 - 3/8 TPAC workshop: draft Ch.3 – Discuss key policy topics; additional discussions may be added
 - 3/15 MTAC: draft Ch.3 – Discuss key policy topics; additional discussions may be added
 - 4/19 TPAC/MTAC workshop – discuss updated draft Ch. 3

- **High-level Assessment of Draft Project List**

- Prepare for assessment: 1/6 to 2/28
- Conduct assessment of draft project list across climate, equity, mobility, safety and economy policy outcomes: 3/10 to 3/17
- Conduct high-level environmental assessment of project list: 3/21 to 3/24
- 3/16 CORE: RTP Call for Projects status update
- Consult with Tribes and federal, state, regional and local resource agencies on results of environmental assessment and potential mitigation strategies, in coordination with 2024-2027 MTIP consultations: April
 - Consultation with Natural Resources Agencies and Tribes: 4/18, 4/20
 - Consultation with Federal and State agencies: 4/27
- Report results of assessment to policymakers, regional advisory committees, county coordinating committees and the public: April-May
 - 4/3 to 5/1: Online public survey on draft project list
 - 4/1 to 4/26: Report on draft project list through briefings to county coordinating committees, and other interested parties
 - 4/7 TPAC: Report on draft project list and preview analysis approach
 - 4/13 RTP Community Leaders Forum: Report on draft project list and assessment results and receive input on project priorities
 - 4/15 Culturally specific community focus groups: Report on draft project list and assessment results and receive input on project priorities
 - 4/19 TPAC/MTAC workshop: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes
 - 4/20 JPACT: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes
 - 4/26 MPAC: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes

- **RTP System Analysis**

- Conduct system analysis: Feb. to Summer
- Report results of system analysis: May-Summer
 - 5/5 TPAC: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
 - 5/10 TPAC workshop: Report on project list input and draft system analysis: overall system performance; discuss mobility measures and targets/thresholds
 - 5/11 JPACT/Metro Council workshop: RTP project priorities
 - 5/16 Metro Council: Report on project list input and draft system analysis: climate, equity, mobility, safety and economy policy outcomes

- 5/17 MTAC: Report on project list input and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
 - 5/18 JPACT: Report on project list input and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
 - 5/18 CORE: Report on project list input and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
 - 5/24 MPAC: Report on project list input, and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
 - 5/25 Business Leaders Forum: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes and findings from Regional Freight Delay and Commodity Movement Study
- Discuss regional mobility measures and targets
 - 7/12/23 TPAC workshop: Discuss mobility measures and targets/thresholds and follow-up work on TDM system completion and identification of TSMO key corridors
 - 8/16/23 TPAC/MTAC workshop: Continue discuss of mobility measures and targets/thresholds, if needed
- **RTP Public Comment Period**
 - Prepare public review draft RTP and project list: Jan. to June
 - Discussions: July to August (and throughout adoption process)
 - 6/2 TPAC: Recommendation to JPACT on release of the draft plan and project list for public review (by Resolution)
 - 6/13 Metro Council: Discussion
 - 6/15 JPACT: Consider action on TPAC recommendation (by Resolution)
 - 6/29 Metro Council: Consider action on JPACT recommendation (by Resolution)
 - 7/10 to 8/25 Public Comment Period: Briefings to Council, Metro technical and policy committees, county coordinating committees, online public comment survey and public hearing
- **Draft Implementation Chapter (Ch. 8)**
 - Prepare draft: March to May
 - Discussions: July and August
 - 7/7 TPAC: Seek feedback on draft Ch.8
 - 7/11 Metro Council: Seek feedback on draft Ch.8
 - 7/19 MTAC: Seek feedback on draft Ch.8
 - 7/20 JPACT: Seek feedback on draft Ch.8
 - 7/26 MPAC: Seek feedback on draft Ch.8
 - 8/4 TPAC: Continue discussion on draft Ch.8, if needed
- **RTP Adoption process**
 - Prepare draft legislation: July
 - Conduct adoption process: 8/4 to 11/30
 - 8/4 TPAC: review draft Ordinance and outline of adoption package
 - 9/13 TPAC Workshop: Draft Public Comment Report and Recommended Changes
 - 9/20 MTAC: Draft Public Comment Report and Recommended Changes
 - 10/6 TPAC: Draft Public Comment Report and Recommended Changes
 - 10/18 MTAC: Recommendation to MPAC
 - 10/19 JPACT: Introduce final 2023 RTP action (Ordinance)
 - 10/25 MPAC: Recommendation to the Metro Council
 - 11/3 TPAC: Recommendation to JPACT

- 11/16 JPACT: Consider final action (by Ordinance)
- 11/30 Metro Council: Consider final action (by Ordinance)

Updates to the Regional High Capacity Transit Strategy and the Climate Smart Strategy are occurring concurrent with the 2023 Regional Transportation Plan update and are anticipated to be considered by for recommendation by MPAC and adoption by JPACT and the Metro Council as part of the final adoption package for the 2023 Regional Transportation Plan. A schedule of Metro Council and regional advisory committees' discussions in support of these updates follows.

- **Update HCT Strategy**

- January/early Feb.: High Capacity Transit Strategy business group interviews
- 1/13 to 2/13: Transit priorities online public survey and other engagement activities
- 1/17 to 2/1: High Capacity Transit Strategy tabling events with TriMet
- 1/11 TPAC Workshop: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 1/18 MTAC: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 1/19 JPACT: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 1/25 MPAC: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 1/26 Metro Council: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 2/1: High Capacity Transit Strategy online Story Map
- 5/10 TPAC Workshop: High Capacity Transit Strategy Update: Draft Report
- 5/17 MTAC: High Capacity Transit Strategy Update: Draft Report
- 5/18 JPACT: High Capacity Transit Strategy Update: Draft Report
- 5/24 MPAC: High Capacity Transit Strategy Update: Draft Report
- 5/30 Metro Council: High Capacity Transit Strategy Update: Draft Report

- **Update Climate Smart Strategy¹**

- 2/15 TPAC/MTAC Workshop: Climate Smart Strategy discussion
- 2/16 JPACT: Climate Smart Workshop Recap and discussion of updating strategy
- 3/8 TPAC Workshop: Climate Smart Strategy discussion
- 5/10 TPAC: Climate Smart Strategy analysis discussion (as part of RTP system analysis)
- 6/21 TPAC/MTAC Workshop: Climate Smart Strategy discussion

¹ Schedule of discussions to be further refined.

Materials following this page were distributed at the meeting.

Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties*

**ODOT initial fatal crash report as of 4/27/23 – all information is preliminary and subject to change*

Unidentified, walking, OR 213 Cascade Hwy, Portland, Multnomah, 4/28

Unidentified, driving, Springwater Rd & Baker's Ferry Rd, Clackamas, 4/25

Unidentified, driving, NE Columbia Blvd/NE 47th Ave, Portland, Multnomah, 4/16

Tommy Angel Mendiola, 19, driving, Murray Rd/Sexton Mountain Rd, Beaverton, Washington, 4/16

Unidentified, driving, OR 213 Cascade Hwy South, Clackamas, 4/16

James Jung Keun Park, 85, walking, SW Kinnaman Rd/ SW Butternut St, Aloha, Washington, 4/13

Jonathan David Gilkey, 41, motorcycling, NE Columbia Blvd & NE 52nd Ave, Portland, Multnomah, 4/14

Christopher Wendell Niiranen, 55, walking, Clackamas-Boring Hwy, Clackamas, 4/1



2023-24 Unified Planning Work Program

JPACT, May 18, 2023

John Mermin, Senior Transportation
Planner

What is the UPWP?

- Metro coordinates the annual federally-required document that ensures efficient use of federal planning funds
- Describes:
 - Transportation planning tasks
 - Relationship to other planning activities in the region
 - Budget summaries
- Is combined with SW RTC's UPWP to create a complete planning program for the region

What the UPWP isn't

- Not a regional policy making document
- Not a funding decision document, does not allocate funds
- No construction, design, or preliminary engineering
- Only includes transportation planning projects, federal funds, coming fiscal year

Next Steps

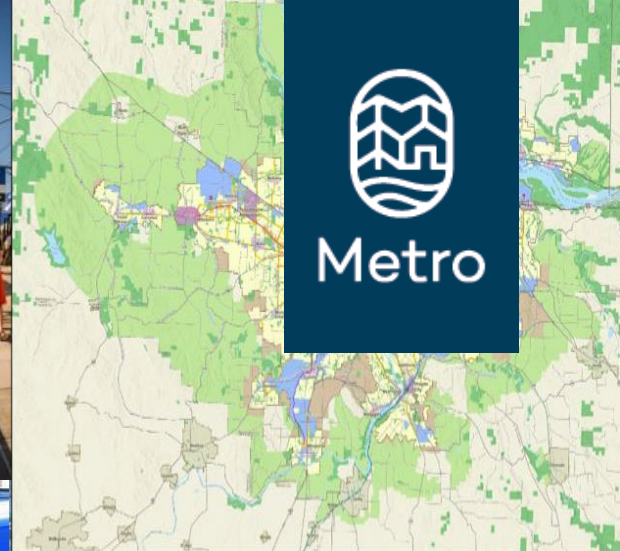
- May 18 Approve the UPWP and recommend to Metro Council - Adoption of Resolution 23-5317
- May 18 Metro Council, Action
- May 19 Submit UPWP to ODOT

Questions?

Carbon Reduction Program – Recommended Allocation

JPACT

May 18, 2023



Carbon Reduction Program (CRP)

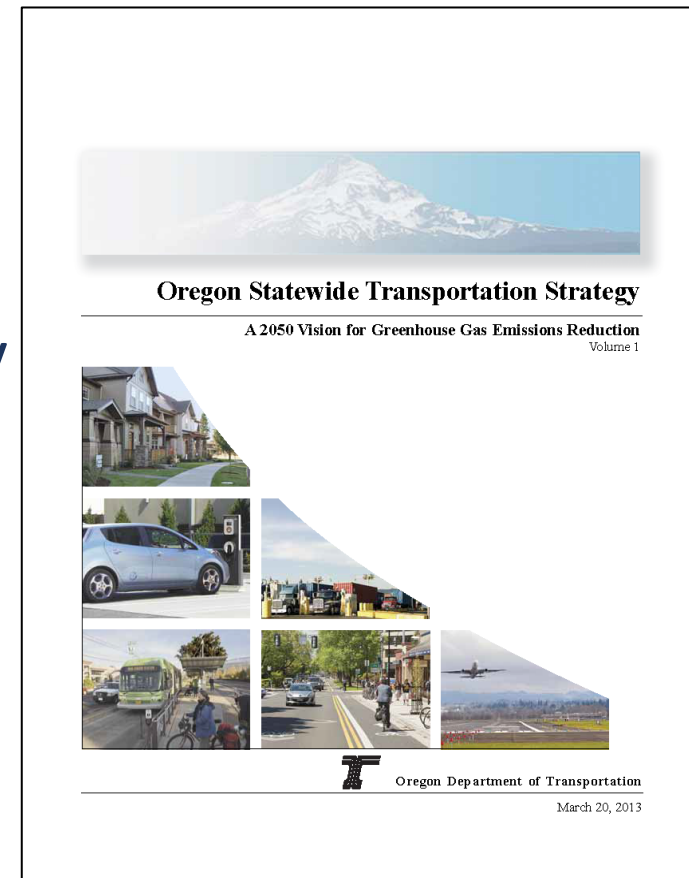
Federal Objective: “to reduce transportation emissions through the development of State carbon reduction strategies and fund projects designed to reduce transportation emissions.”

Federal Requirements

- Develop statewide carbon reduction plan/strategy
 - consult with MPOs and stakeholders
- Fund projects and programs that implement the strategy and reduce greenhouse gas emissions

Oregon – Carbon Reduction Program

- Existing *Statewide Transportation Strategy: 2050 GHG Vision (STS)*
- Prioritize *STS* actions to CRP Strategy
 - Vehicle and Fuel Technology
 - Transportation Options
 - System & Agency Operations
 - Pricing
- CRP Funds ODOT Statewide: \$29.8M



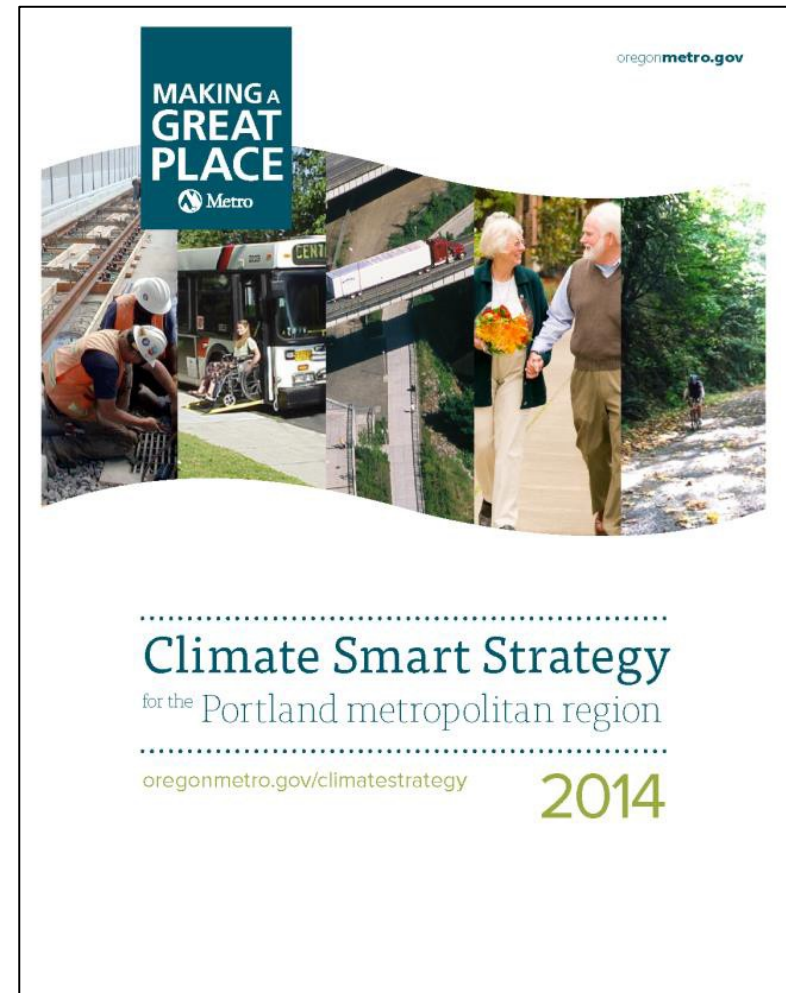
Portland Region – Carbon Reduction Program

Forecasted direct sub-allocation:

- \$18.8 million (5-year total)

Policy Plan and Strategy:

- Climate Smart Strategy
- State CRP strategy consistency



CRP Policy Framework: Climate Smart Strategy & Prioritized Investment Areas

Focus on 3 strategies with highest carbon reduction



Transit (Investment)

- Expanded transit coverage
- Expanded frequency of service
- Improvements in right-of-way to increase speed and reliability of buses and MAX



Active Transportation (Investment)

- New biking and walking connections to schools, jobs, downtowns and other community places



System Management and Operations (Investment)

- Variable message signs and speed limits
- Signal timing and ramp metering
- Transit signal priority, bus-only lanes, bus pull-outs
- Incident response detection and clearance

Stakeholder Input & Considerations for Investment Package Options

- Federal policy and administrative direction
- Climate Smart investment priorities

January – April 2023

- Stakeholder input
 - Transformative
 - Leverage other funding
 - Specific project/program ideas

Development and Narrowing of Investment Options

- Five investment package options considered
- TPAC and JPACT provided direction on narrowing options
- TPAC further considered two favored options and then made a recommendation



TPAC Recommendation



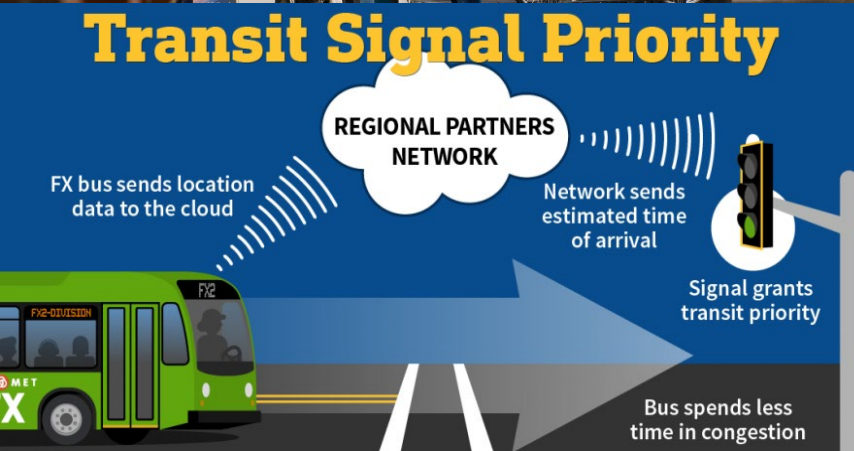
82nd Avenue Bus Rapid Transit development (\$5M)

TV Highway Bus Rapid Transit development (\$5M)

Line 33 McLoughlin Transit Signal Priority (\$4M)

Climate Smart Implementation (\$1.8 M)

System Management & Operations (\$3M)



Next Steps

- JPACT Action – May 18
- Metro Council Adoption – June 2023
- Coordination with State submission to USDOT
- Program investments into 2024-2027 MTIP and STIP

Requested Action:

Approve Resolution
23-5337 and
recommend Metro
Council adoption



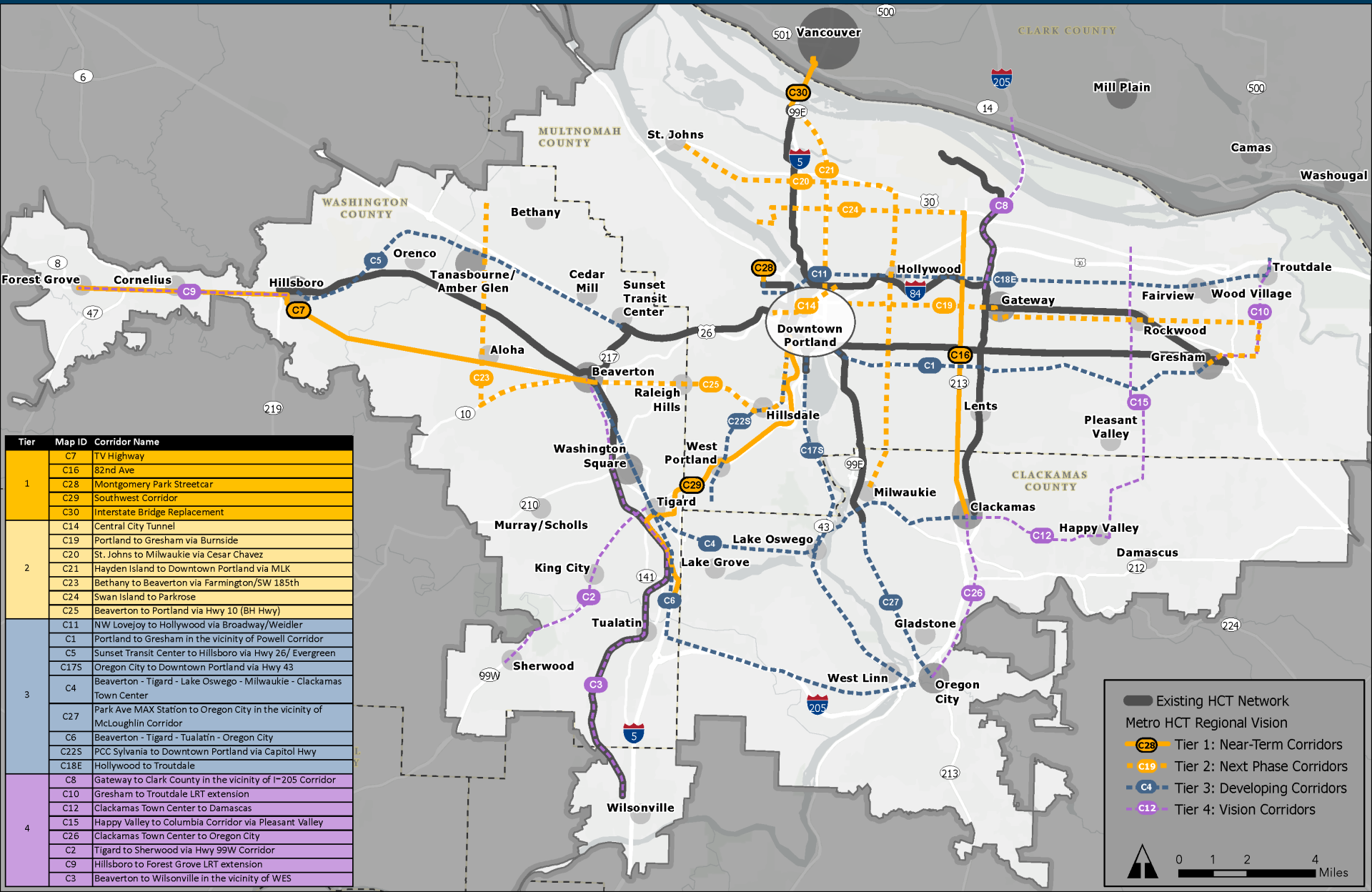


Metro

HCT Strategy Update: Report & Actions

May 2023

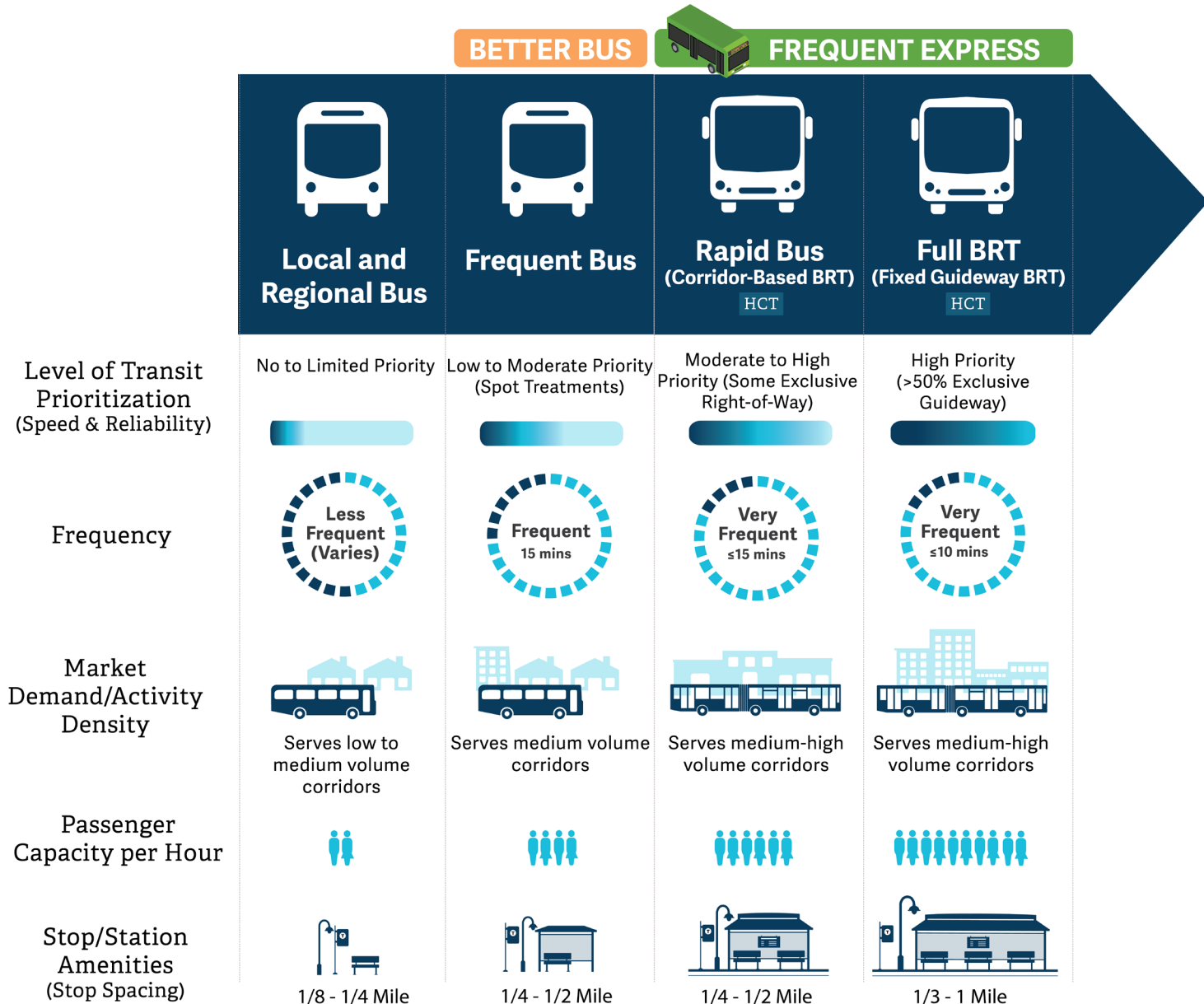
HCT Vision Outcomes



What we heard this winter

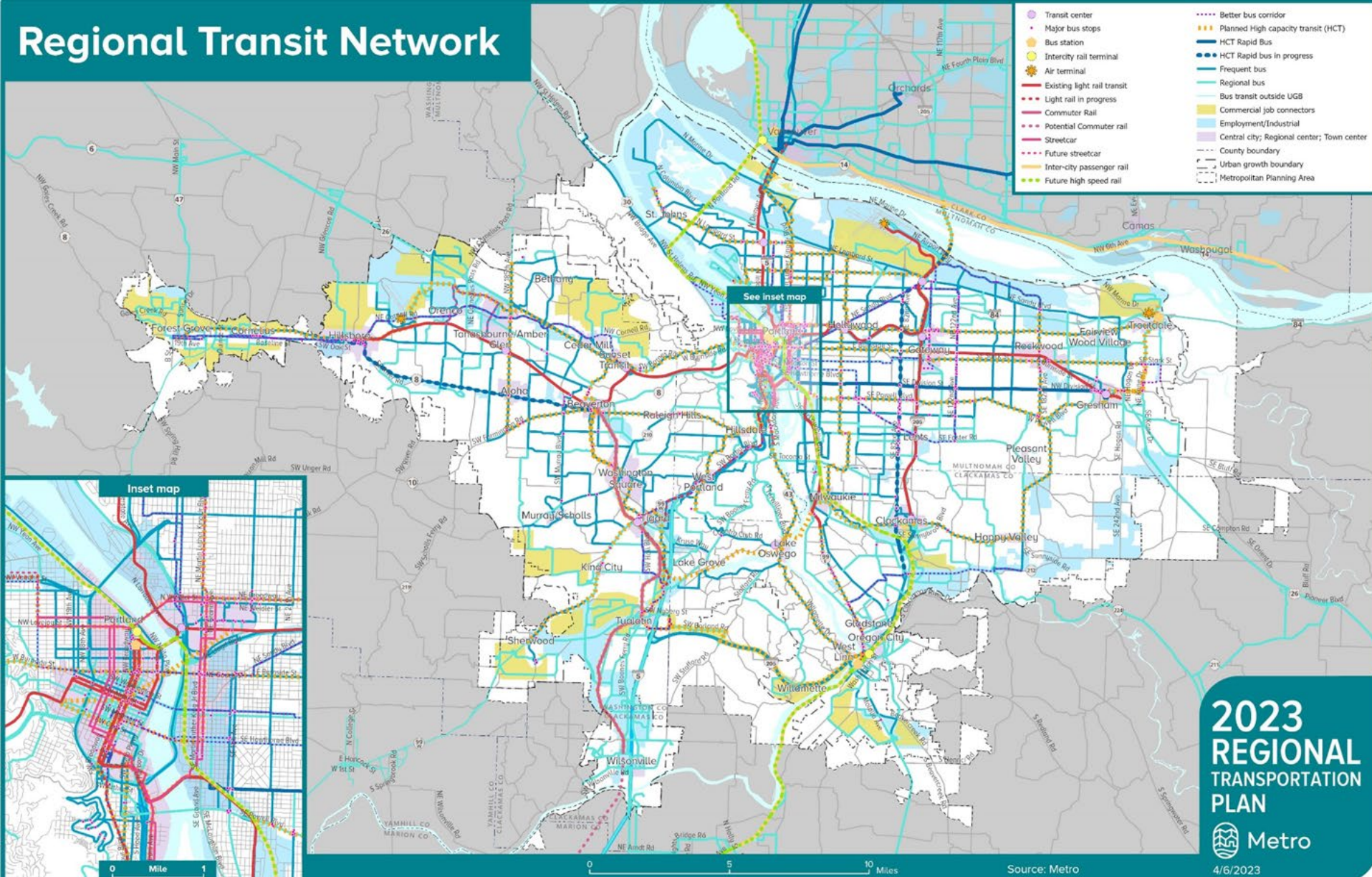


Why there is a spectrum of transit tools



How they come together in the network

Regional Transit Network





How the draft report establishes the regional HCT strategy



EXECUTIVE SUMMARY





DRAFT - April 26, 2023

HIGH CAPACITY TRANSIT
Strategy Update

What action to take to realize the vision



How we advance corridors together

Tier		Description
4	Future Corridors	<ul style="list-style-type: none"> • Develop land use and transit-oriented development plans. • Use readiness evaluation results to identify key actions. • Establish project champions, partnerships and political leadership.
		
3	Developing Corridors	<ul style="list-style-type: none"> • Update Transportation System Plans with transit-supportive elements. • Update land use plans to focus growth and density in key corridors. • Work with community to identify corridor needs, constraints, and opportunities (e.g., anti-displacement). • Build a coalition of stakeholders to support continued corridor work.
		
2	Emerging Regional Priority Corridors	<ul style="list-style-type: none"> • Align high density designations and zones with corridors and consider transit-supportive development code changes. • Begin refinement planning, coordinate improvements beyond the project, and establish a shared vision. Begin analyzing alternatives. • Begin conceptual design, clarify cost, and identify funding commitments. • Begin establishing the stakeholder coalition for corridor planning.

Why this is important for the process

Tier 3 (developing) and Tier 4 (vision) corridors

Tier 1 and Tier 2 (near-term) corridors

Small Starts: 4–7 years average | New Starts: 5–10 years average

Corridor identified in HCT Vision

Pre-project readiness

- Corridor problem statement
- Partnerships and local commitment
- Transit-supportive land use and transportation planning and policies
- Early anti-displacement studies and programs

Does corridor meet readiness requirements?
Periodic re-evaluation through RTP process

NO

YES

Corridor planning & conceptual design

- Locally preferred alternative (LPA)
- Station area planning
- Operating, capital, and funding plans
- Ridership modeling

- Early concept design
- Launch equitable development strategy
- Alignment and mode determination
- Purpose and need

Project development

- Design
- Finalize station locations

- Environmental review (NEPA*)
*National Environmental Policy Act

Design & engineering

- FTA construction grant agreement (if applicable)

- Local funding commitment

Construction

- Final design

- Construction

Launch and post-launch

Corridor part of HCT network

Project opening

Robust community engagement occurs throughout



How stakeholders will provide input



What 2023 RTP (& HCT) next steps are

Thank you!!

oregonmetro.gov





**2023 Regional Transportation Plan
Opportunities to Improve Draft Project List
JPACT | May 18, 2023**

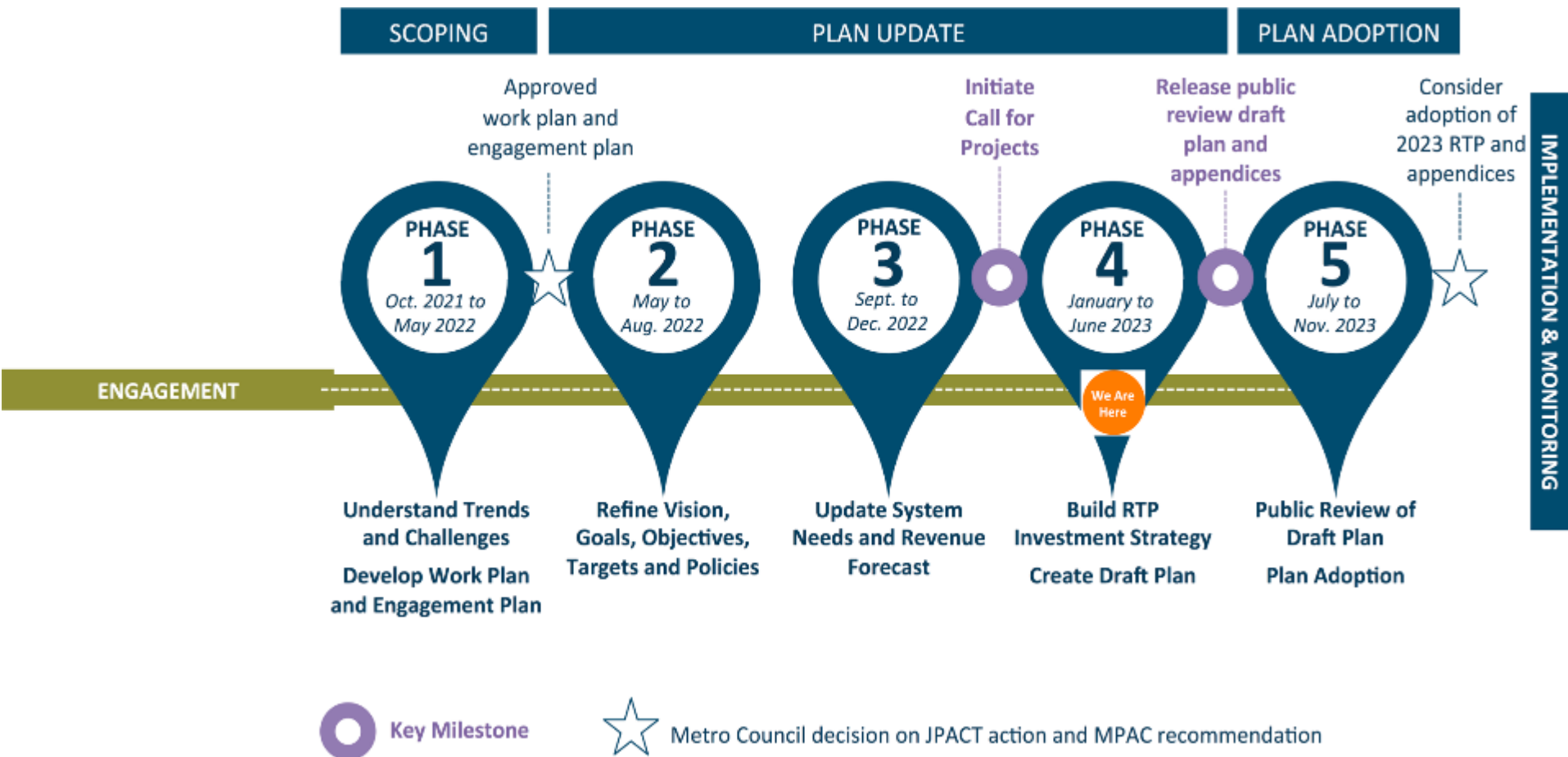
Today's purpose

- Recap draft system analysis key findings and public input
- Report back on May 11 JPACT/Council workshop feedback
- Hear JPACT feedback on opportunities for improving draft project list

In June, JPACT will be asked to support release of the draft Plan for public review

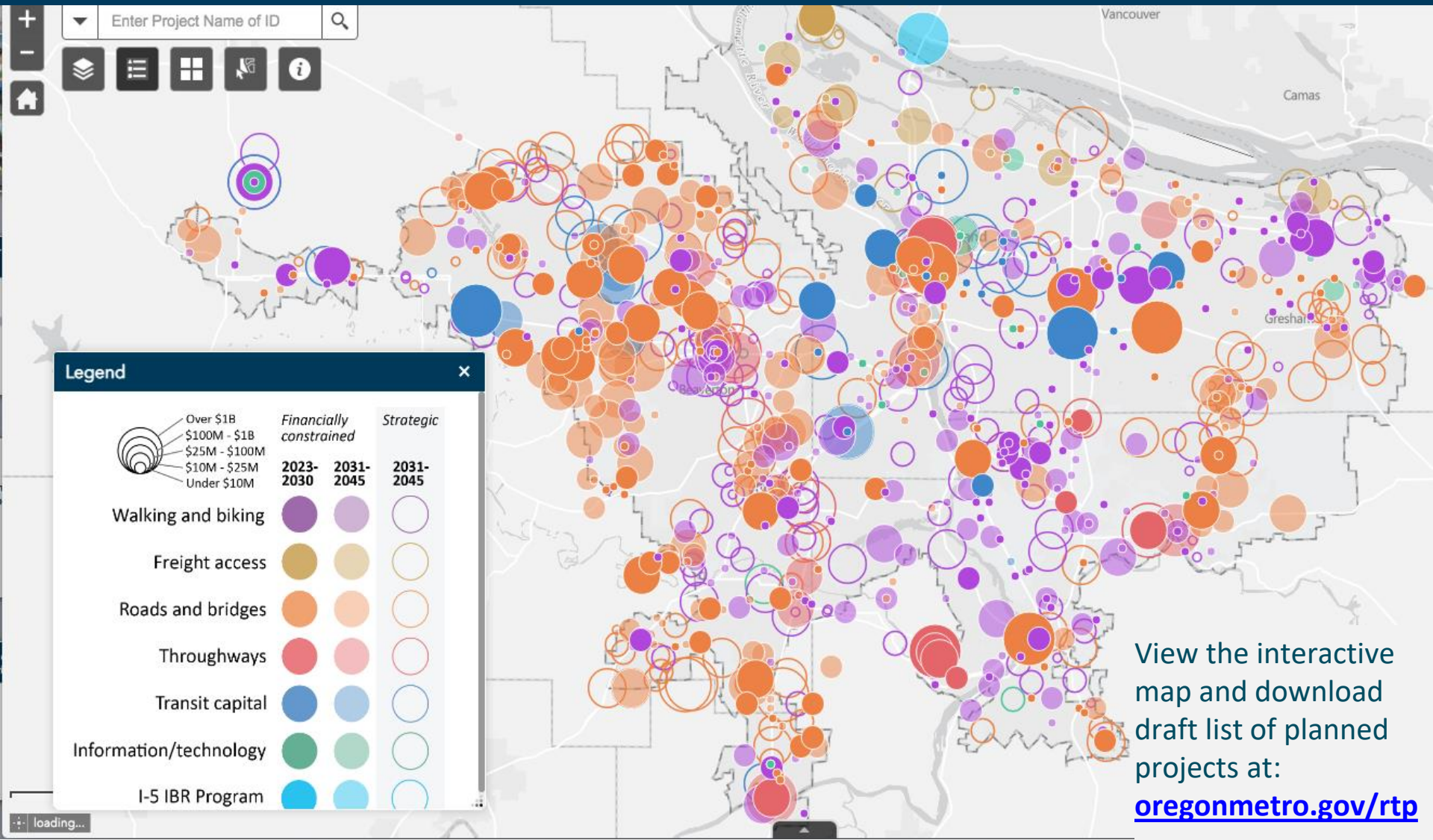


Timeline for the 2023 RTP update



2023 RTP constrained priorities

More than \$73 billion planned by 2045



2023 RTP constrained priorities

Majority of spending on operations and maintenance

\$25.3B

CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$]



12% Walking + Biking
11% Transit Capital
31% Roads + Bridges
19% Throughways
24% I-5 IBR Program
2% Freight Access
2% Info + Technology

\$48.0B

OPERATIONS + MAINTENANCE SPENDING
[YEAR OF EXPENDITURE \$]



58% Transit Service + Operations
10% Transit Maintenance
32% Throughway+Road+Bridge Maintenance

35% of RTP spending goes toward **capital projects**

38% goes toward **operating existing and new transit service**

28% goes toward **maintaining the system we have**

2023 RTP Constrained Priorities

10 projects = 50% of the capital spending

I-5 Bridge Replacement: **\$6b**

I-5/Rose Quarter: **\$1.3b**

I-205 Improvements: **\$1.2b**

Earthquake Ready Burnside Bridge: **\$895m**

SW Corridor Light Rail (*planning and development, PE, ROW only*): **\$882m**

I-5 Boone Bridge: **\$550m**

Sunrise Corridor phase 2: **\$416m**

Regional Mobility Pricing Project: **\$400m**

TV Highway High-capacity Transit: **\$300m**

82nd Ave. High-capacity Transit: **\$300m**



2023 RTP Constrained Priorities

Draft system analysis: key findings

- In most cases, the **RTP makes progress** toward regional goals, **but falls short** of meeting several target outcomes
- The RTP achieves **mixed results for mobility, equity and economy** goals
- The region is **not on track to meet our safety goals**, and data shows our streets are getting less safe



Draft 2023 RTP Goals developed by
JPACT and Metro Council with input
from MPAC and CORE

What we've heard from community outreach and engagement

Safety is the top concern

Traffic safety is a concern while walking and biking

Personal safety – including hate crimes, harassment, and unsafe interactions with others – is a concern for people taking transit, or walking to / waiting at stations

We are facing a climate emergency

Major RTP projects do not do enough to reduce emissions

Prioritize maintenance

Streets and sidewalks need repair; **Buses and MAX** cars need maintenance

Invest more in transit service

The **transit network** needs to be more **affordable, efficient and accessible**

Walking is a priority

Many parts of the region **need more sidewalks**, and all sidewalks need to be **ADA accessible**.

Summary reports are being prepared for Metro Council and JPACT consideration.

JPACT/Metro Council workshop – May 11



- Look to transportation gaps in underserved and outlying areas. -> <-
- Be honest about where we are putting our dollars.
- Prioritize near-term projects to save lives and bring value.

- Encourage new and reviving transit modes.
- Emphasize equity.

- Be clear about what we want to achieve.
- How do we pay for larger projects, even important ones?

- Take note of transit coverage and rent prices

- Consider land-use as a driver of displacement

For Rent

- Improve transit without causing displacement.

- Can we meet our climate goals?

- Strong legislative commitment around generating capital.

- Shrink gap between transit and driving time.

- Look at big picture to make everything fits together without conflict.



Thank you for your input!

Opportunities to further advance RTP goals in the near-term (by 2030)

1. **Update descriptions** to specify project features that will improve regional goals
2. **Shift project timing to accelerate projects that:**
 - address safety on high injury corridors
 - complete regional network gaps
 - invest in Equity Focus Areas
3. **Provide more specificity for bundled projects** so they can be evaluated

Agencies may submit changes by May 24



What's ahead?

June	JPACT and Council action to release public review draft 2023 RTP and projects
July-August	Public comment opportunity, including public agency and policymaker review
Fall	MPAC, JPACT and Council review of public input and final action on 2023 RTP

Discussion

Other suggestions for improving the draft project list, particularly for the near-term?

Other feedback for staff as the the draft RTP is prepared for for public and policymaker review?



kim.ellis@oregonmetro.gov
eliot.rose@oregonmetro.gov
oregonmetro.gov
oregonmetro.gov/rtp

