

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



DISCUSSION DRAFT

2023-2024 Unified Planning Work Program

Transportation planning in the
Portland/Vancouver metropolitan area

April 2023

oregonmetro.gov

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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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To be added

2023-24 Unified Planning Work Program Resolution Adopted by Metro Council
Southwest Regional Transportation Council Unified Planning Work Program



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)

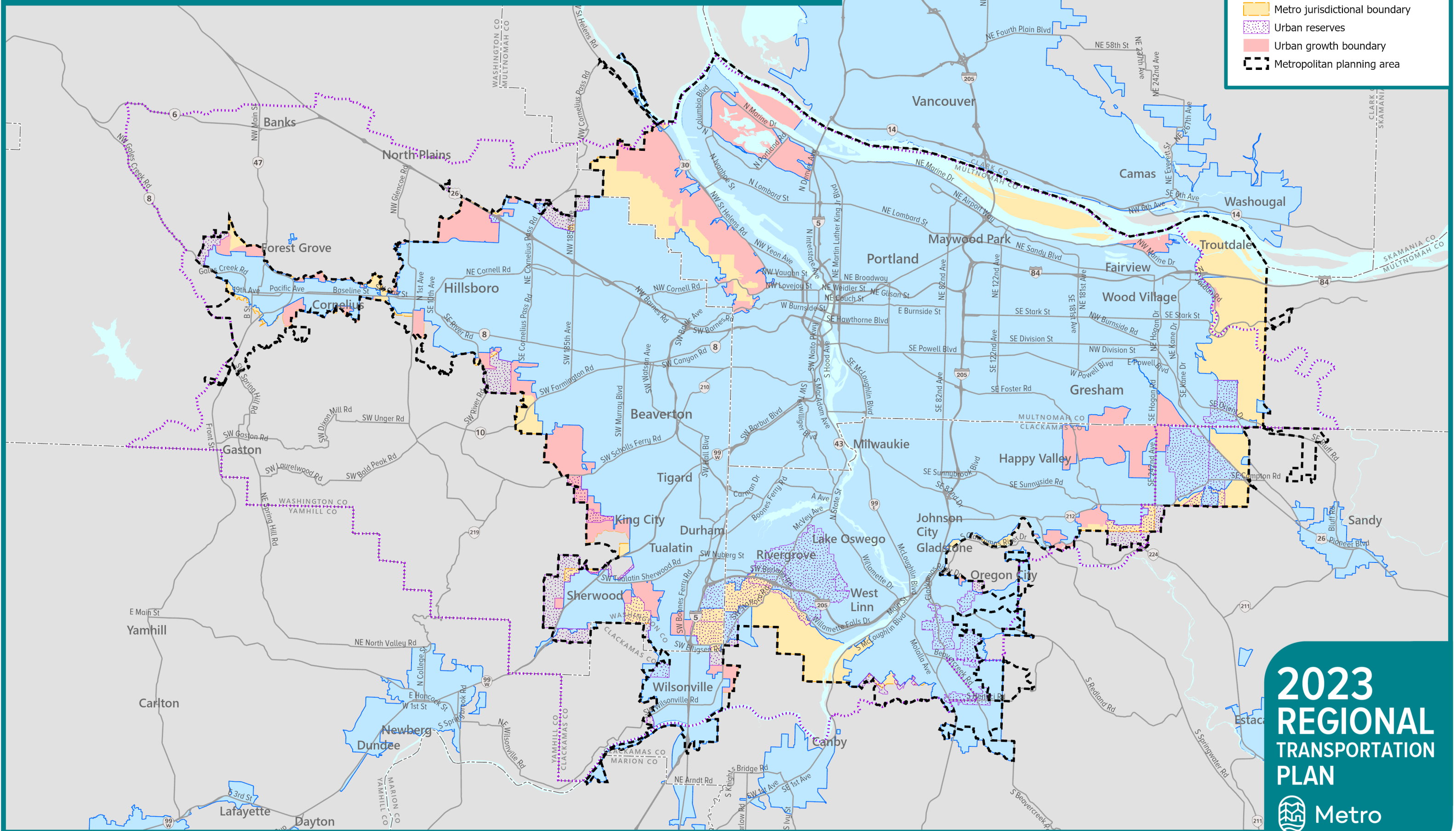
First, Metro’s jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. This boundary represents the Metro district as established by the voters in the region.

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

- Air quality maintenance boundary
- County boundary lines
- Census urbanized area (2020)
- Metro jurisdictional boundary
- Urban reserves
- Urban growth boundary
- Metropolitan planning area



2023
REGIONAL
TRANSPORTATION
PLAN

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

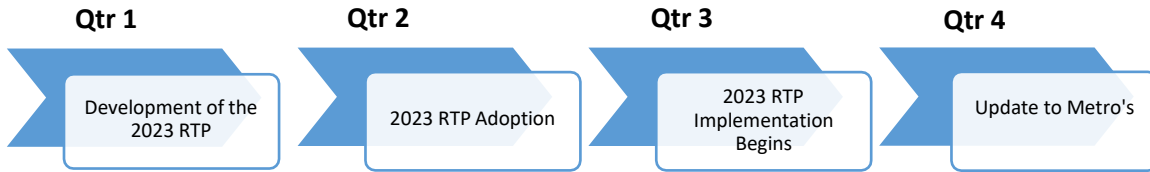
Metro also brings supplementary federal funds and regional funds to this program to provide general planning support to the following regional and state-oriented transportation planning efforts:

- 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:

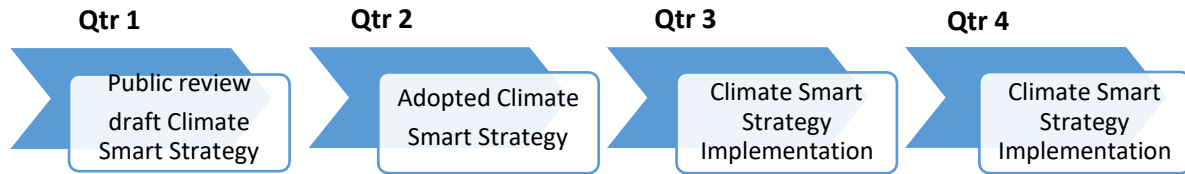
- Provided technical and policy support for implementation and monitoring at the regional and state level, including coordinating the implementation of Climate-Friendly and Equitable Communities rulemaking by the Land Conservation and Development Commission.
- Updated the Climate Smart Strategy as part 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.

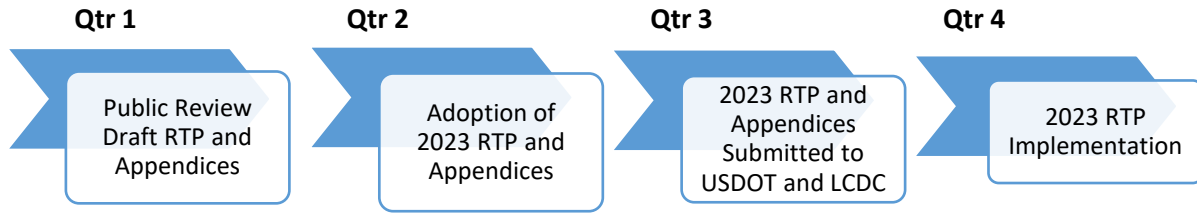
In addition to meeting federal requirements, the plan serves as the regional transportation system plan (TSP), consistent with Statewide Planning Goals, the [Oregon Transportation Planning Rule](#) (TPR), the [Metropolitan Greenhouse Gas Reduction Targets Rule](#) and the [Oregon Transportation Plan](#) 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:		Resources:	
Personnel Services	\$ 1,040,702	PL	\$ 570,951
Materials & Services ^{1 2}	\$ 117,300	PL Match (ODOT)	\$ 65,348
Indirect Costs	\$ 425,647	5303	\$ 308,621
		5303 Match (Metro)	\$ 35,323
		STBG	\$ 446,951
		STBG Match (Metro)	\$ 51,156
		Metro Direct	\$ 105,300
		Contribution	
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.

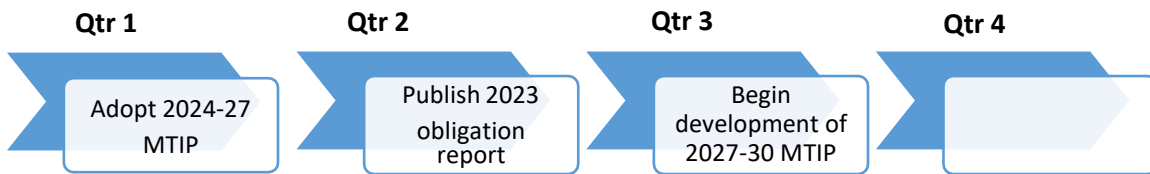
Implement a new data management system. As a part of a broad transportation project tracking system, MTIP staff are working in cooperation with other MPOs in the state, ODOT and transit agencies to develop and implement a new data management system to improve MTIP administrative capabilities. Metro expects 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

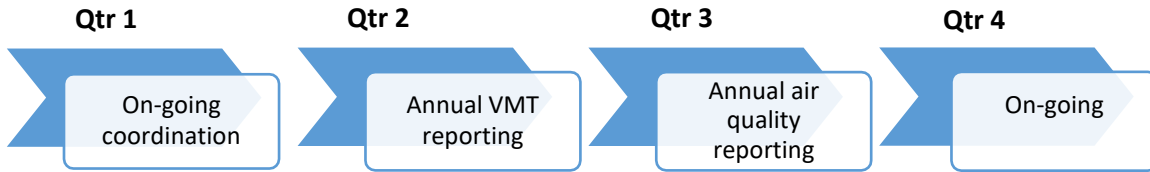
Metro's Air Quality Monitoring program ensures activities undertaken as part of the Metropolitan Planning Organization (MPO), such as the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP), carry out the commitments and rules set forth as part of Portland 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

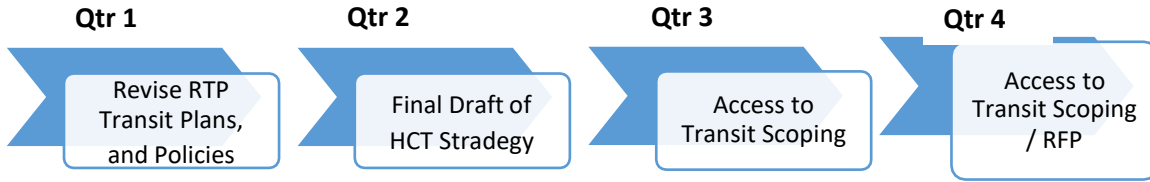
Metro's Regional Transit Program conducts long-range transit planning for the Portland Metro region. Providing high quality transit is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding accessibility, frequency and reliability of transit 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.

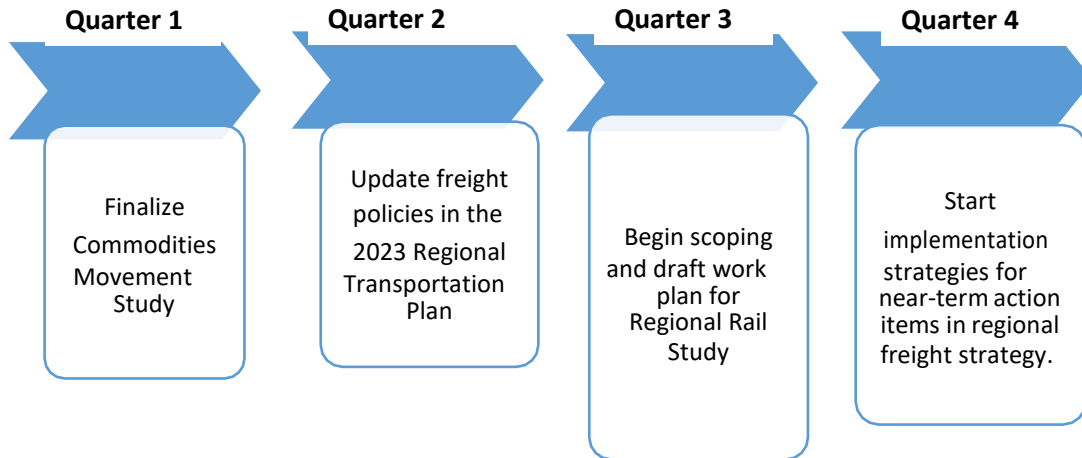
Metro's freight planning program also coordinates with the updates for the Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are 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.

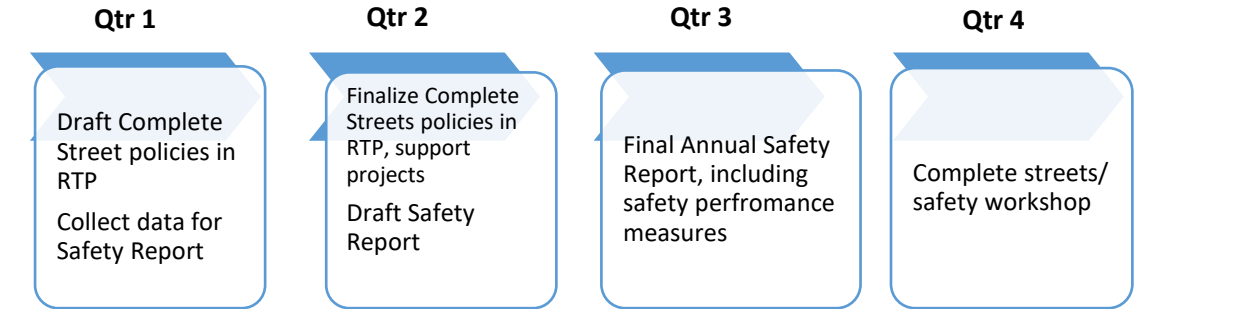
The Infrastructure Investment and Jobs Act (IIJA) requires that MPOs must use 2.5 percent of their overall funding to develop and adopt complete streets policies, active transportation plans, transit access plans, transit-oriented development plans, or regional intercity rail plans. Metro complies with 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 IJJA/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.

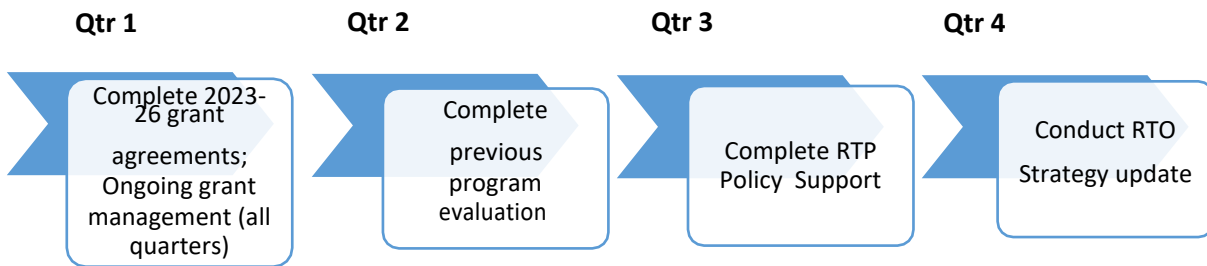
RTO is an ongoing program for more than two decades. It is the demand management element of the region's Congestion Management Process and the Transportation System Management and Operations strategy. Since 2003, the program has been coordinated and guided by a strategic plan, and an independent evaluation 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

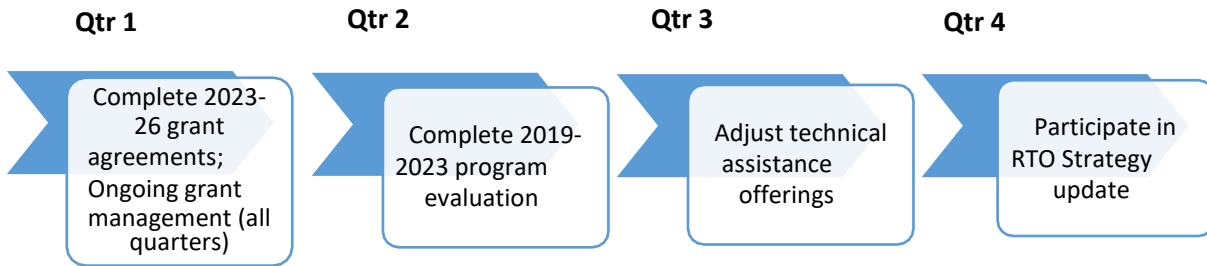
Description

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

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

²In 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.

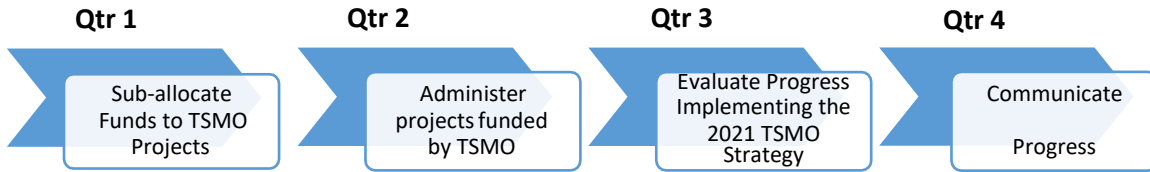
The TSMO Program engages operators through TransPort, Subcommittee of the Transportation Policy Alternatives Committee (TPAC) and a broad range of stakeholders through planning and partnerships. The regionally adopted 2021 TSMO Strategy set a ten-year horizon with 21 actions to implement. These actions 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

Resources:

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

TOTAL 251,589

TOTAL \$ 251,589

Transportation System Management and Operations (TSMO) Program Plus

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

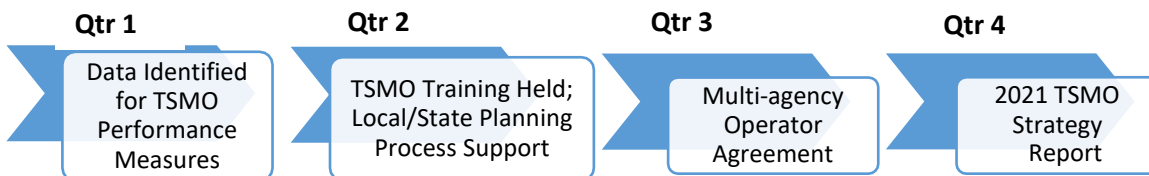
Description

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

Resources:

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

TOTAL	\$ 180,038		TOTAL	\$ 180,038
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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

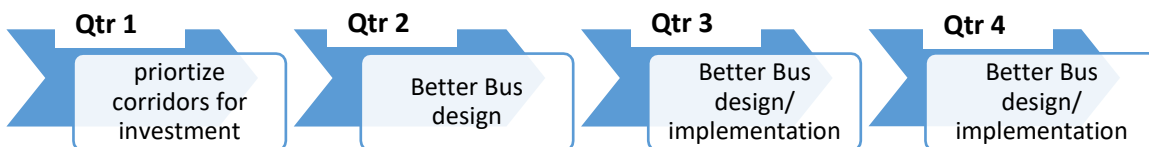
Description

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

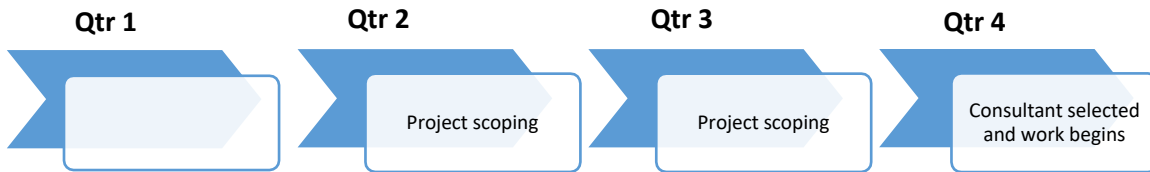
Providing high quality transit service across the region is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding quality transit in our region is also key to achieving transportation equity, maintaining compliance with state and federal air 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:		Resources:	
Materials & Services ^{1 2}	\$ 256,000	Metro Direct Contribution	\$ 256,000
TOTAL \$ 256,000		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.

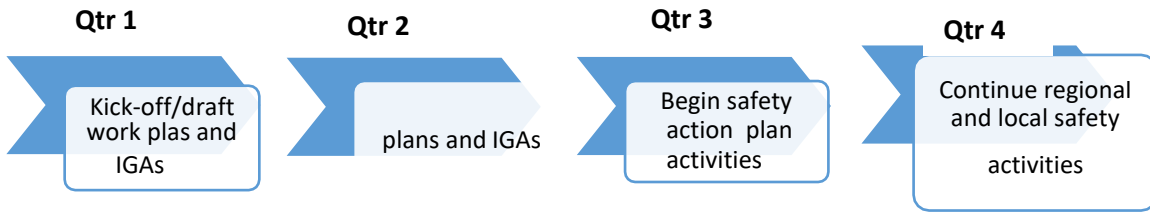
Metro will use grant funds to develop enhanced data collecting and analysis, integrating FARS and speed data for use by cities, counties, and other stakeholders. Metro will work with the agencies listed above and other partners to develop a list of prioritized pedestrian crossing locations across the 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:		Resources:	
Personnel Services	\$ 139,629	SS4A (FTA Grant)	\$ 613,218
Materials & Services ^{1 2}	\$ 482,285	SS4A (FTA Grant)	\$ 65,804 ³
Indirect Costs	\$ 57,108	Match (Metro)	
TOTAL \$ 679,022		TOTAL \$ 679,022	

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.

³In 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.

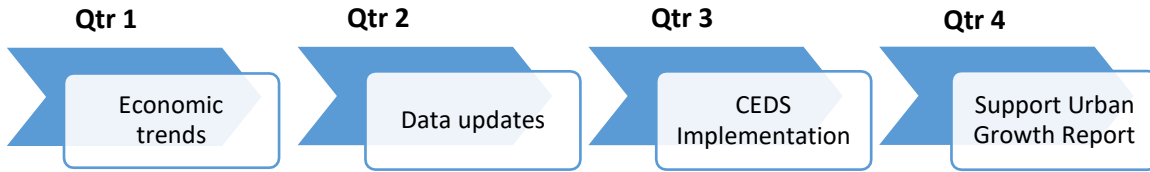
In FY 2020-2021, there were final tool refinements and the data platform was actively used to help visualize equitable development conditions in SW Corridor and the region, aligned with agency-wide data and planning projects, including the Columbia Connects and Planning for Our Future Economy projects.

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

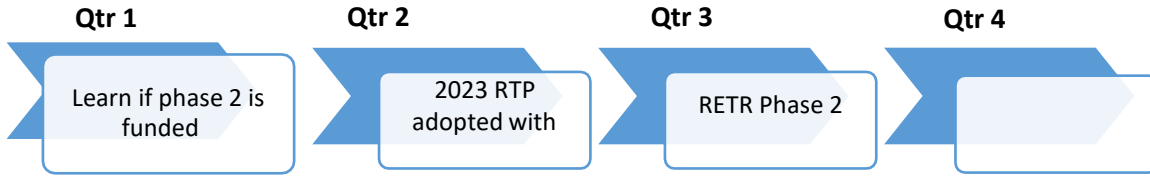
Identified in Chapter 8 of the [2018 Regional Transportation Plan](#), this project is a collaborative effort between public, private and non-profit stakeholders, co-led by the five-county, bi-state [Regional Disaster Preparedness Organization \(RDPO\)](#) and Metro to improve the safety and resiliency 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

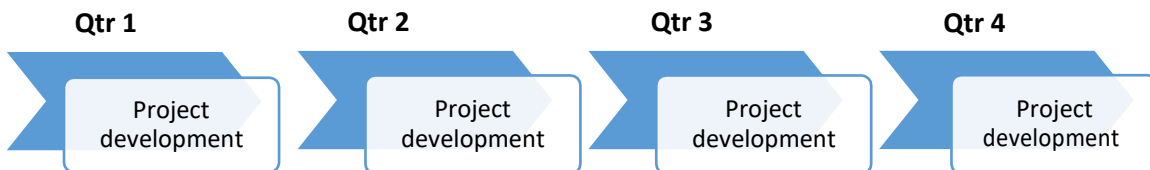
Metro’s Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region’s 2040 Growth Concept. Projects include supporting compact, transit-oriented 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

Resources:

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

TOTAL \$ 635,293

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.

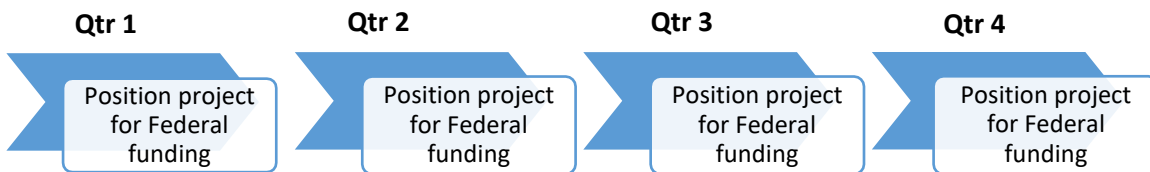
The project supports local land use plans and zoning and is a key element to support the region’s 2040 Growth Concept by allowing for compact development in regional town centers. The project advances 2018 RTP policy direction on vibrant communities, shared prosperity, transportation choices, healthy 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:		Resources:	
Personnel Services	\$ 115,317	SW Corridor Equitable Dev. Strategy (FTA Grant)	\$ 630,000
Materials & Services ¹	\$ 630,000	SW Corridor Equitable Dev. Strategy (FTA Grant) Match (Metro)	\$ 124,434
Indirect Costs	\$ 47,165	Metro Direct Contribution	\$ 38,047
TOTAL \$ 792,482		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.

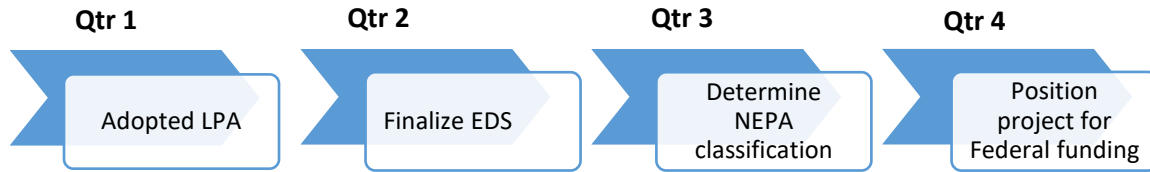
The goal of the EDS is to minimize and mitigate displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. The EDS may identify additional housing needs, workforce development gaps and opportunities for residents, regulatory 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:		Resources:	
Personnel Services	\$ 478,527	HOPE - TV Highway (FTA Grant)	\$ 121,922
Materials & Services ^{1 2}	\$ 125,200	HOPE - TV Highway (FTA Grant) Match (Metro)	\$ 0 ³
Indirect Costs	\$ 195,718	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 F7 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.

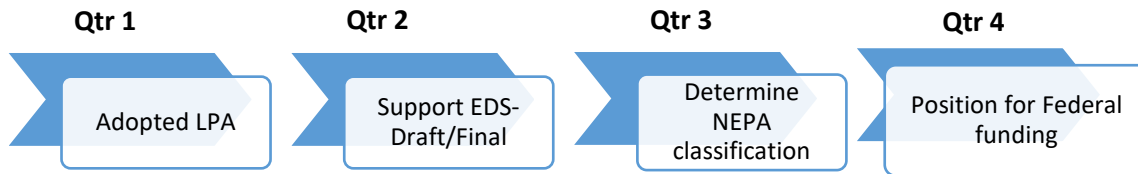
The transit LPA will identify the transit concept to serve the 82nd Avenue corridor. The concept will be developed to reflect community feedback and direction of the project steering committee. Based on the LPA, conceptual designs will be advanced enough to apply for entry into Federal project development, 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:		Resources:	
Personnel Services	\$ 566,913	STBG	\$ 312,972
Materials & Services ^{1 2}	\$ 457,500	STBG Match (Metro)	\$ 35,821
Indirect Costs	\$ 231,867	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:		Resources:	
Personnel Services	\$ 318,162	PL	\$ 420,701
Materials & Services ¹	\$ 45,600	PL Match (ODOT)	\$ 48,151
Indirect Costs	\$ 130,128	Metro Direct Contribution	\$ 25,038
TOTAL	493,890	TOTAL	\$ 493,890

¹As 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

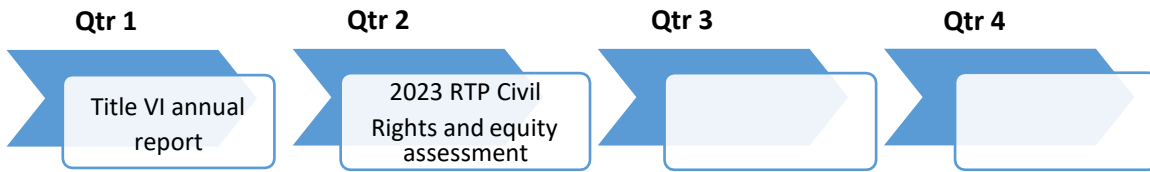
Metro's transportation-related planning policies and procedures respond to mandates in Title VI of the 1964 Civil Rights Act and related regulations; Section 504 of the 1973 Rehabilitation Act and Title II of the 1990 Americans with Disabilities Act; the federal Executive Order on Environmental Justice; 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.

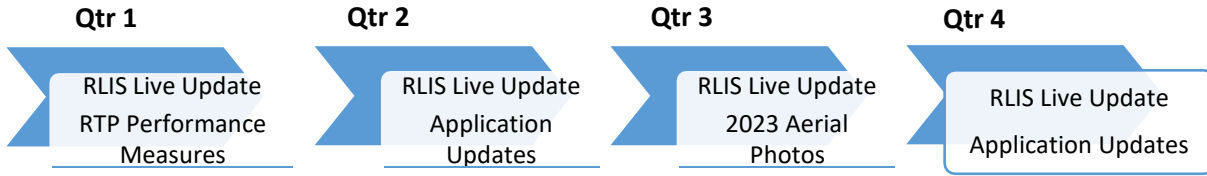
The DRC develops applications and provides systems administration for a variety of tools. Recent examples are the Crash Map, a tool for the analysis of transportation safety data, the High Injury Corridors dashboard that displays areas with the most collisions, and the Social Vulnerability Explorer, 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):

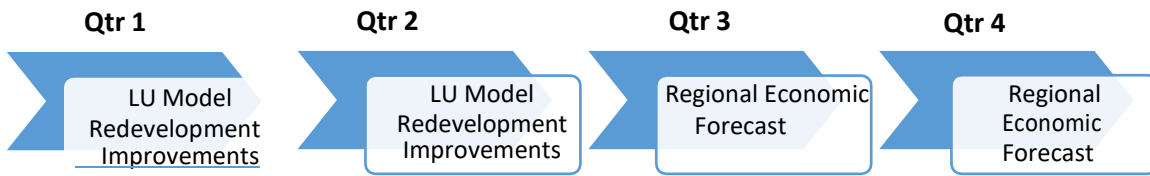
- Regional Economic Forecast Updates
- Ongoing Mapping & Data Analytics of Census 2020 Data (flow basis)
- Ongoing Maintenance of Land Development Monitoring System
- Update of Vacant Lands Inventory

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:		Resources:	
Personnel Services	\$ 170,005	5303	\$ 248,989
Materials & Services ¹	\$ 137,950	5303 Match (Metro)	\$ 28,498
Indirect Costs	\$ 69,532	Metro Direct Contribution	\$ 100,000
TOTAL \$ 377,487		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.

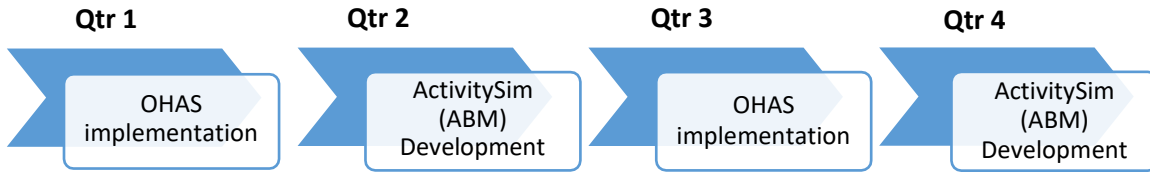
Work completed (July 2022 – June 2023):

- 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.

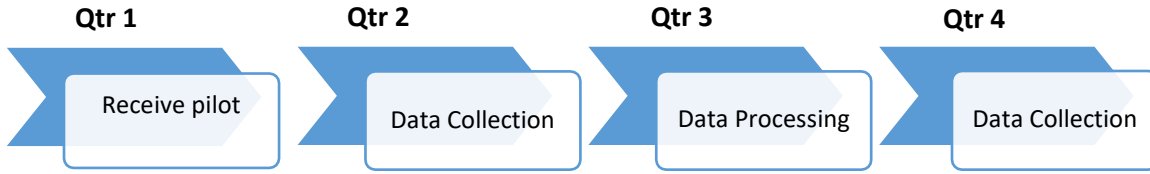
Work completed (July 2022 – June 2023):

- 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

TOTAL \$ 132,132

Technical Assistance Program

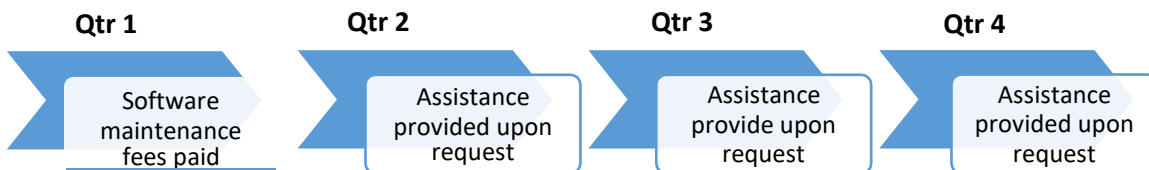
Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

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

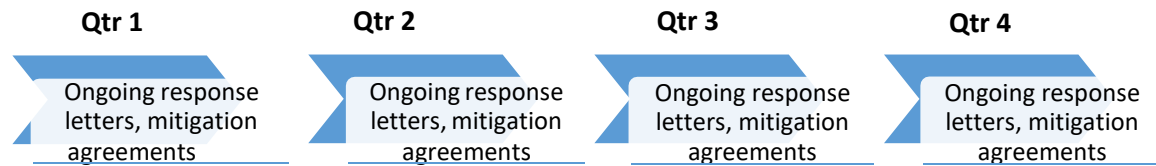
Staff Contact: Neelam Dorman, Neelam.Dorman@ODOT.oregon.gov

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

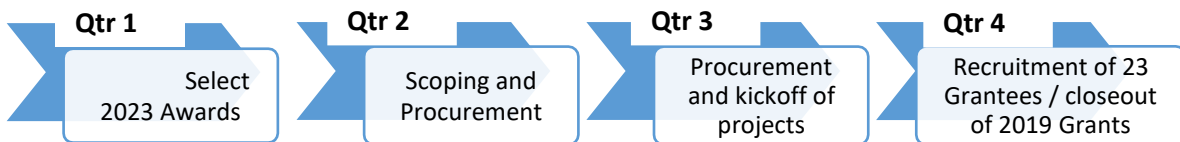
Description

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.)		Resources:	
Personnel	\$ 100,000	Federal grant	\$ 852,435
Services			
Materials & Services	\$ 850,000	Local Match	\$ 97,565
TOTAL	\$ 950,000	TOTAL	\$ 950,000

ODOT Region 1 Active Transportation Strategy

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

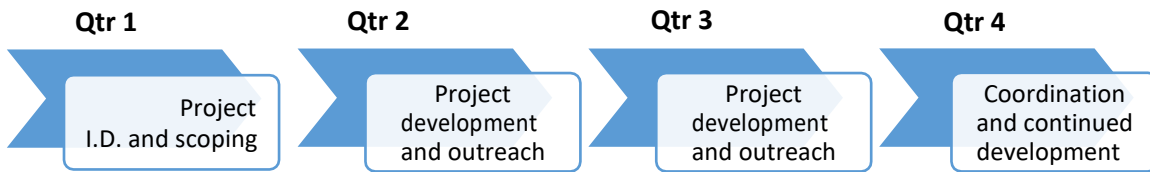
Description

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 ODOTs 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:		Resources:	
Personnel	\$ 200,000	Federal grant	\$ 224,325
Services			
Materials & Services	\$ 50,000	Local Match	\$ 25,675
TOTAL	250,000	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:		Resources:	
Personnel	\$ 187,500	Federal grant	\$ 336,488
Services			
Materials & Services	\$ 187,500	Local Match	\$ 38,513
TOTAL	375,000	TOTAL	\$ 375,000

ODOT Region 1 Planning for Operations

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

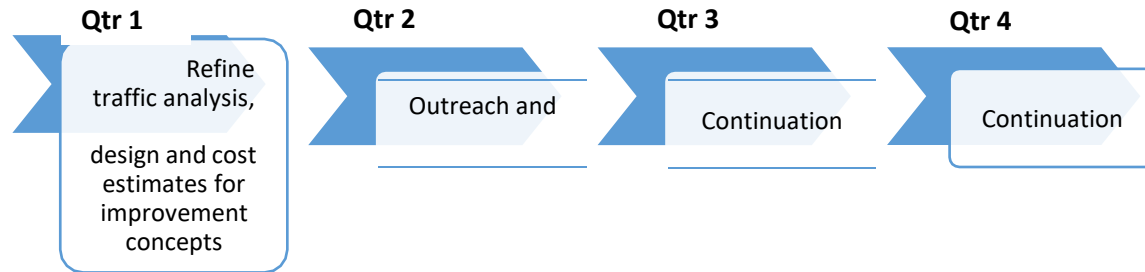
Description

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:		Resources:	
Personnel	\$ 100,000	Federal grant	\$ 269,190
Services			
Materials & Services	\$ 200,000	Local Match	\$ 30,810
TOTAL	\$ 300,000	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.

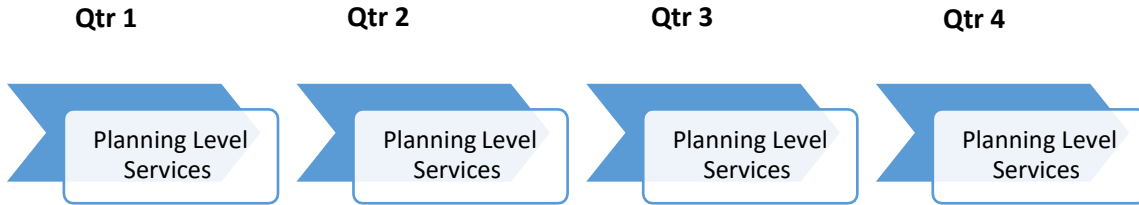
In FY 2022-23 the Boone Bridge project selected a consultant team to complete the Planning and Environmental Linkages (“PEL”) process and began coordination for this work. The PEL phase will be completed before conducting the National Environmental Policy Act (NEPA) process.

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	\$ 2,000,000
Services	
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

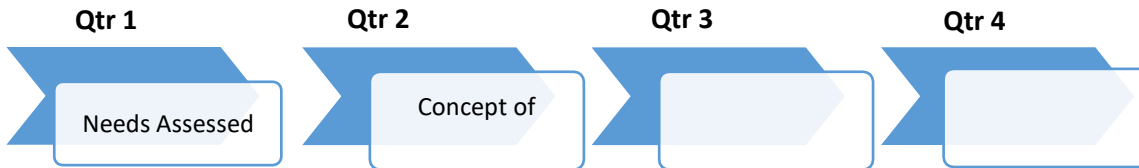
Description

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:		Resources:	
Personnel	\$ 70,000	Federal grant	\$ 200,000
Services			
Materials & Services	\$ 150,891	Local Match	\$ 22,891
TOTAL	\$ 220,891	TOTAL	\$ 220,891

Westside Multimodal Improvements Study

Staff Contact: Stephanie Millar, Stephanie.l.millar@odot.oregon.gov

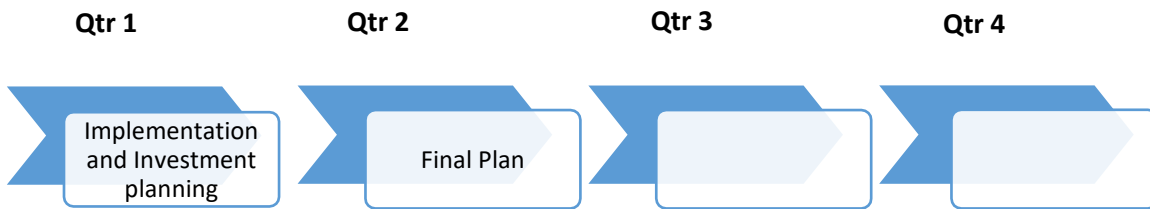
Description

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:		Resources:	
Personnel	\$ 200,000	Federal grant	\$ 451,3115
Services			
Materials & Services	\$ 300,000	Local Match	\$ 48,685
TOTAL	500,000	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.

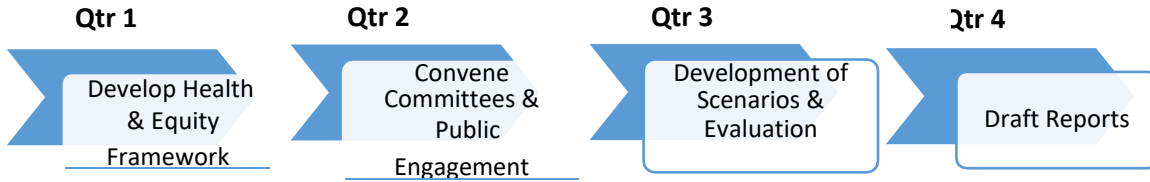
In FY 2022-23 the visioning project:

- 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:		Resources:	
Personnel	\$ 200,000	Federal grant	\$ 2,800,000
Services			
Materials & Services ¹	\$ 2,800,000	Local Match	\$ 200,000
TOTAL	\$ 3,000,000	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

¹The 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.

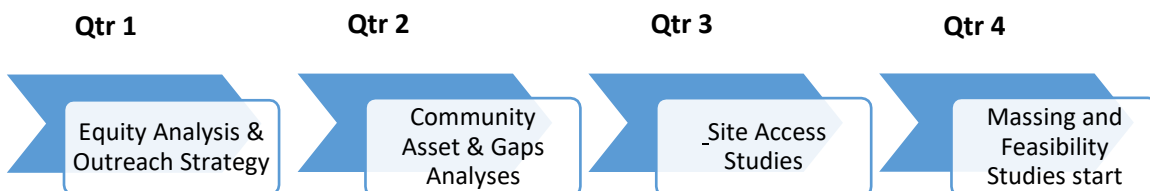
Work commenced in Spring 2023 on receipt of grant funding with contract procurement and scope clarification through vendor contract negotiations. Work in FY2023-24 will include the following tasks: Equity Analysis and Outreach Strategy; Site Access Studies; Community Assets and Gaps Analyses; Site Master 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

¹The 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.

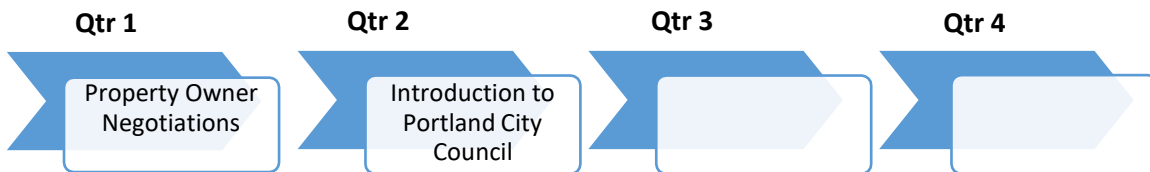
In FY 2022-23 the Montgomery Park to Hollywood project:

- 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.

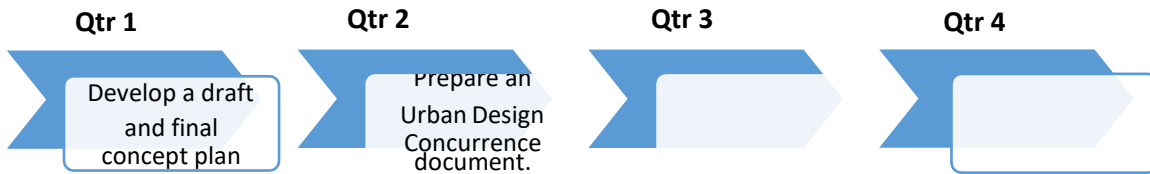
In April of 2022 city staff requested an amendment to the scope of work to do the following:

- 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

Resources:

Federal grant	\$ 50,000.00
Local Match	\$ 10,000.00
Amendment (city funded)	20,000.00*

TOTAL \$ 80,000.00

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

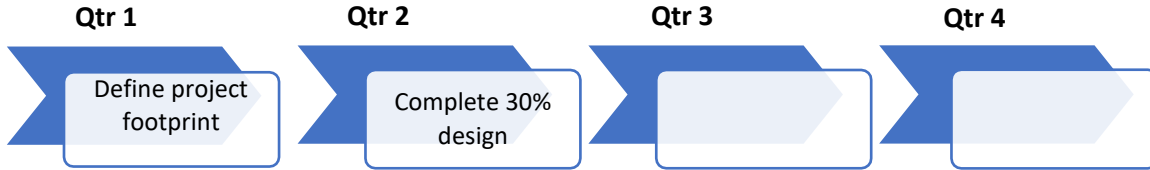
In FY 2023-24 the Council Creek Regional Trail project will complete 30 percent design for the trail, including a project footprint and determination of key project needs such as whether a new bridge over Dairy Creek will be required or the existing bridge will be rehabilitated. In coordination with 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

Resources:

Federal grant	\$ 1,345,950
Local Match	\$ 154,050

TOTAL \$ 1,500,000

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.

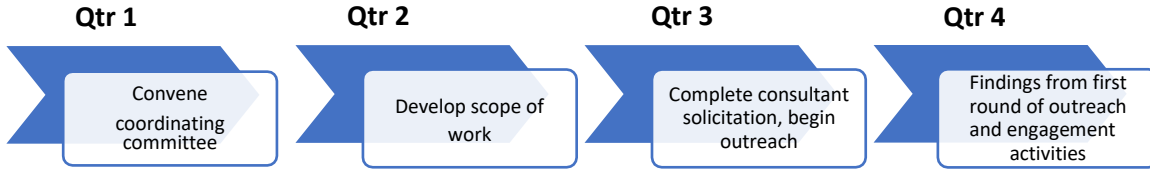
This is a new planning project; the grant to fund the project was announced in early 2023. The ISRQ Reconnecting Communities grant project is consistent with the Regional Transportation Plan (RTP), which includes the broader RQIP; the 2040 Vision, which calls for the continued development of Rose Quarter 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:

Personnel Services \$ 350,000
 Materials & Services \$ 150,000

TOTAL \$ 500,000

Resources:

Federal grant \$ 400,000
 Local Match \$ 100,000

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 YOY 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
	<p>(e.g., roadways, public transit, bike and pedestrian) to provide more specific detail describing how available revenues can meet projected costs overtime.</p>	<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 YOY 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>
	<p>Recommendation 2: Metro should develop a single definition for a regionally significance project and use it consistently throughout all documents and processes.</p>	<p>Metro expects to establish a comprehensive definition for the term “regionally significant” as part of the 2023 RTP update.</p>
	<p>Recommendation 3: Metro should look at MTPs of peer MPOs and consider changes to provide a more user-friendly and accessible MTP format.</p>	<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. 	<p>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.</p>
	<p>Recommendation 8: Metro should use just one document as the MPO’s Public Participation Plan to make it easier for the public participation processes.</p>	<p>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.</p>
	<p>Recommendation 9: Metro should include information in the PPP on how the public can volunteer to serve on committees.</p>	<p>Metro will pursue this recommendation, understanding that multiple departments outside of the MPO function also manage and recruit for committees.</p>
	<p>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.</p>	<p>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.</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
<p>6. Civil Rights (Title VI, EJ, LEP, ADA)</p>	<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>

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.

So, hello. We're Metro – nice to meet you.

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.

Metro Council President

Lynn Peterson

Metro Councilors

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Christine Lewis, District 2

Gerritt Rosenthal, District 3

Juan Carlos González, District 4

Mary Nolan, District 5

Duncan Hwang, District 6

Auditor

Brian Evans

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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.

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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. 	
<p>3. Increase Security</p>	<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.	resiliency and reliability through systems analysis of proposed RTP investments. <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