

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, March 1, 2024
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom *video recording is available online within a week of meeting*
[Connect with Zoom](#)
Passcode: 765069
Phone: 877-853-5257 (Toll Free)

9:00 a.m.	Call meeting to order, declaration of quorum and introductions	Chair Kloster
9:10 a.m.	Comments from the Chair and Committee Members <ul style="list-style-type: none">• Updates from committee members around the Region (all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• FY 2023-24 Unified Planning Work Program (UPWP) Administrative Amendment for EPA Climate Pollution Reduction Grant (John Mermin)• 2023 RTP Implementation Activities (Kim Ellis)• Update on Hybrid Meetings (Chair Kloster)	
9:25 a.m.	Public communications on agenda items	
9:28 a.m.	Consideration of TPAC minutes, Feb. 2, 2024 (<u>action item</u>) Send edits/corrections to Marie Miller	Chair Kloster
9:30 a.m.	Metro Transportation Improvement Program (MTIP) Formal Amendment Resolution 24-5395 <u>Recommendation to JPACT (action item)</u> Purpose: For the purpose of adding a new ODOT carbon funded signal system project grouping to the 2024-27 MTIP to meet Federal transportation project delivery requirements.	Ken Lobeck, Metro
9:40 a.m.	Westside Multimodal Improvements Study Purpose: To provide TPAC and interested parties an overview of the Westside Multimodal Improvement Study's process, findings, Steering Committee recommendation, and next steps.	Kate Hawkins, Metro Stephanie Millar, ODOT
10:20 a.m.	2024-25 Unified Planning Work Program (UPWP) Purpose: Discuss Draft UPWP	John Mermin, Metro
10:50 a.m.	5-minute break in meeting	
10:55 a.m.	2028-30 Regional Flexible Funds Allocation (RFFA) Program Direction Discussion Purpose: To provide an overview of the existing Regional Flexible Fund Allocation program direction and report back on input heard to date.	Ted Leybold, Metro Grace Cho, Metro
11:25 a.m.	New Federal Greenhouse Gas Performance Measure Requirements Purpose: Discussion of the new Federal GHG performance measure requirements and deadlines for ODOT and the MPOs.	Kim Ellis, Metro Eliot Rose, Metro
12:00 p.m.	Adjournment	Chair Kloster

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2024 TPAC Work Program

As of 2/23/2024

NOTE: Items in *italics* are tentative; **bold** denotes required items
All meetings are scheduled from 9am - noon

<p><u>TPAC meeting, March 1, 2024</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none">• Committee member updates around the Region (Chair Kloster & all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• FY 2023-24 UPWP Administrative Amendment for EPA Climate Pollution Reduction Grant (John Mermin)• 2023 RTP Implementation Activities (Kim Ellis)• Update on Hybrid Meetings (Chair Kloster) <p>Agenda Items:</p> <ul style="list-style-type: none">• MTIP Formal Amendment 24-5395 <i>Recommendation to JPACT</i> (Lobeck, 10 min)• Westside Multimodal Improvements Study (WMIS) (Kate Hawkins, Metro/Stephanie Millar, ODOT, 40 min)• 2024-25 Unified Planning Work Program (UPWP) (John Mermin, Metro, 30 min)• 2028-30 RFFA Program Direction Discussion (Ted Leybold/Grace Cho, 30 min)• New Federal Greenhouse Gas Performance Measure Requirements (Kim Ellis/Eliot Rose, 35 min)	
<p><u>TPAC meeting, April 5, 2024</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none">• Committee member updates around the Region (Chair Kloster & all)• Monthly MTIP Amendments Update (Ken Lobeck)• 2027-30 STIP update (Neelam Dorman)• Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none">• MTIP Formal Amendment 24-XXXX <i>Recommendation to JPACT</i> (Lobeck, 10 min)• 2024-25 Unified Planning Work Program (UPWP) Recommendation to JPACT (Mermin, 20 min)• New Federal Greenhouse Gas Performance Measure Target Setting Approach (Kim Ellis and Eliot Rose, 45 min)• 2028-2030 RFFA – Discuss Initial Options for Recommendation (Grace Cho/Ted Leybold, 45 min)	<p><u>TPAC workshop meeting, April 10, 2024</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none">• 2028-2030 RFFA Step 1 Regionwide Programs and Planning Activities Overview agenda item TBD (Leybold/Cho, 60 min)• TriMet and SMART – Budget Updates and Programming of Projects (TriMet and SMART Staff, 40 min)• ODOT Update on Funding Allocations for 28-30 (Leverage, ARTS, etc.) (Ford/Bolen, 30 min)• Project Delivery Training Series – Topic TBD (Leybold/Lobeck, 60 min)

TPAC meeting, May 3, 2024

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)

Agenda Items:

- **MTIP Formal Amendment 24-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- **28-30 Regional Flexible Fund Program**
Direction 25-XXXX Recommendation to JPACT
(Cho/Leybold, 45 min)
- **27-30 MTIP Program Direction 25-XXXX**
Recommendation to JPACT (Cho/Leybold, 25 min)
- Kick-off to the Transportation Demand Management and Regional Travel Options Strategy Update (Caleb Winter, Marne Duke, Noel Mickelberry, Grace Stainback, 45 min)
- Draft Federal Greenhouse Gas Target (Kim Ellis and Eliot Rose, 45 min)

TPAC meeting, June 7, 2024 *tentative hybrid mtg.*

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- 2027-30 STIP update (Neelam Dorman)
- Fatal crashes update (Lake McTighe)
- 28-30 RFFA – Step 2 – Updates (Grace Cho/Ted Leybold)

Agenda Items:

- **MTIP Formal Amendment 24-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- **Federal Greenhouse Gas Target 24-XXXX**
Recommendation to JPACT (Kim Ellis and Eliot Rose, 45 min)
- Safe Streets for All Update (McTighe, 30 min)
- Freight Study update (Tim Collins, 30 min)

TPAC workshop meeting June 12, 2024

Agenda Items:

- ODOT Update on Funding Allocations for 28-30 (Leverage, ARTS, etc.) (Ford/Bolen, 30 min)
- 28-30 RFFA – Technical Evaluation Criteria – Discussion of Refinements and Inputs (Cho/Leybold, 60 min)
- Project Delivery Training Series – Topic TBD (Leybold/Lobeck, 60 min)

TPAC meeting, July 12, 2024

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)

Agenda Items:

- **MTIP Formal Amendment 24-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- Forward Together 2.0 Vision (Kate Lyman, TriMet; 45 min)
- Connecting First and Last Mile Study Introduction (Ally Holmqvist, Metro; 45 min)

<p><u>TPAC meeting, August 2, 2024</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • 28-30 RFFA – Step 2 - Updates <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) 	<p><u>TPAC workshop meeting August 14, 2024</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Project Tracker – Introduction to the new Regional Database & RFFA solicitation (informational) (Ted Leybold/Jodie Kotrlik, 45 min) • Project Delivery Training Series (Leybold/Lobeck, 60 min) • 28-30 RFFA Proposers Workshop (Cho/Leybold/Lobeck, 120 min)
<p><u>TPAC meeting, September 6, 2024</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • 28-30 RFFA Step 2 – Call for Projects <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) 	
<p><u>TPAC meeting, Oct. 4, 2024</u> <i>tentative hybrid mtg.</i> Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Safe Streets for All Update (McTighe, 30 min) 	<p><u>TPAC workshop meeting October 9, 2024</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Project Delivery Training Series – Topic TBD (Leybold/Lobeck, 60 min) • ODOT Update on Funding Allocations for 28-30 (Leverage, ARTS, etc.) (Ford/Bolen, 30 min)
<p><u>TPAC meeting, November 1, 2024</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • 2028-30 RFFA – Update on Step 2 Applications (Grace Cho/Ted Leybold) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Forward Together 2.0 Implementation (Kate Lyman, TriMet; 45 min) 	<p><u>TPAC meeting, December 6, 2024</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Connecting First and Last Mile” Study (Ally Holmqvist, Metro; 45 min) • 2028-30 RFFA Step 2 – Summary of Applications Received and Process Steps (Informational, Cho 20 min)

Parking Lot: Future Topics/Periodic Updates

- Columbia Connects Project
- 82nd Avenue Transit Project update (Elizabeth Mros-O'Hara & TBD, City of Portland)
- Best Practices and Data to Support Natural Resources Protection
- TV Highway Corridor plan updates
- High Speed Rails updates (Ally Holmqvist)
- MTIP Formal Amendment I-5 Rose Quarter discussion (Ken Lobeck)
- I-5 Rose Quarter Project Briefing (Megan Channell, ODOT)
- I-5 Interstate Bridge Replacement program update
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- RTO Updates

Agenda and schedule information E-mail: marie.miller@oregonmetro.gov or call 503-797-1766.

To check on closure or cancellations during inclement weather please call 503-797-1700.



Memo

Date: February 20, 2024
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: End of January through mid-February 2024

BACKGROUND

Formal Amendments Approval Process:

Formal/Full MTIP Amendments require approvals from Metro JPACT& Council, ODOT-Salem, and final approval from FHWA/FTA before they can be added to the MTIP and STIP. After Metro Council approves the amendment bundle, final approval from FHWA and/or FTA can take 30 days or more from the Council approval date. This is due to the required review steps ODOT and FHWA/FTA must complete prior to the final approval for the amendment.

Administrative Modifications Approval Process:

Projects requiring only small administrative changes as approved by FHWA and FTA are completed via Administrative Modification bundles. Metro normally accomplishes one "Admin Mod" bundle per month. The approval process is far less complicated for Admin Mods. The list of allowable administrative changes is already approved by FHWA/FTA and are cited in the Approved Amendment Matrix. As long as the administrative changes fall within the approved categories and parameters, Metro has approval authority to make the change and provide the updated project in the MTIP immediately. Approval for inclusion into the STIP requires approval from the ODOT. Final approval into the STIP usually takes between 2-3 weeks to occur depending on the number of submitted admin mods in the approval queue.

Added Note:

During this period Metro and ODOT complete the mid-year "Slips Amendment". The Slips amendment examined all projects with phases in FFY 2024 and evaluated if they would obligate their phase funding before the end of FFY 2024 (9/30/2024). If the review concluded that the phase and funding would not obligate before the end of FFY 2024, the phase was slipped to FFY 2025.

Both ODOT and Metro must adhere to annual federal fund obligation targets. The mid-year slip amendment is non-punitive action allowing the obligation target to be adjusted. Projects with federal funds remaining in FFY 2024 are now subject to the obligation targets annual performance requirement. The list of projects with phases and funding slipped to FFY 2025 is included under February #1 Administrative Modification AM24-05-FEB1.

**MTIP Formal Amendments
February FFY 2024 Amendment
Amendment Number: FB24-05-FEB**

2024-2027 Metropolitan Transportation Improvement Program				
Exhibit A to Resolution 24-5384				
February FFY 2024 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: FB24-05-FEB				
Total Number of Projects: 7				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Amendments to ODOT Funded and Managed Projects				
(#1) ODOT Key # 22551 MTIP ID 71266	ODOT	US26: SE Powell Blvd & SE 36th Ave	Design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road Safety Audit determining location will merit by adding traffic signal at location.	COST INCREASE: The formal amendment adds state HB2017 funds to support PE, ROW, and construction phase cost increases. The cost increase is \$782k to project which is a 104% increase. The increase is above the 50% cost increase threshold for administrative actions.
(#2) ODOT Key # 22322 MTIP ID 71228	ODOT	Oregon Transportation Network - TriMet FFY23	Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	FUNDING DECREASE: The eligible State STBG is reduced. The STBG reduction totals \$2,461,508. The ODOT Public Transit Division stated this is required to match FTA allocation/grant amount. The net programming change is 59% which exceeds the 30% cost change administrative threshold for transit projects. The amendment includes the assumption the final awarded funding will be flex transferred to FTA.
(#3) ODOT Key # 23541 MTIP ID New – TBD <i>New Project</i>	ODOT	Oregon Transportation Network - Ride Connection	Urbanized public transit capital funding project grouping bucket (PGB) to be used for gas bus and van replacement, as well as preventative	ADD NEW PROJECT The formal MTIP amendment adds the new ODOT Public Transit Division project grouping bucket (PGB) to support regional rideshare

			maintenance and mobility management for federal fiscal year 2023.	activities. The STBG funds will be transferred to FTA program 5310 for delivery.
TriMet Project Amendments				
(#4) ODOT Key # New - TBD MTIP ID New – TBD <i>New Project</i>	TriMet	TriMet Line 33 Traffic Signal Priority Upgrade	Design and implement the next generation transit signal priority (TSP) upgrade along TriMet's Line 33 to improve reliability of transit service	<u>ADD NEW PROJECT:</u> The formal adds the new Transit Signal Priority (TSP) upgrade project awarded with Metro Carbon Reduction Program (CRP) funds. The CRP funds will be flex transferred to FTA.
(#5) ODOT Key # 23580 MTIP ID New – TBD <i>New Project</i>	TriMet	82nd Ave Bus Rapid Transit Project Development: PDX - Sunnyside Ave	Complete project development activities in support of the planned new 82 nd Ave BRT including preliminary design, addressing NEPA requirements, development of FTA rating materials and other activities needed to obtain a Small Starts grant	<u>ADD NEW PROJECT</u> The formal amendment adds the new 82 nd Ave Bus Rapid Transit (BRT) project for TriMet. The project development activities will complete design and NEPA actions in support TriMet's effort to obtain a FTA Small Starts grant.
(#6) ODOT Key # 22189 MTIP ID 71318	TriMet	Enhanced Seniors Mobility/Individuals w/Disabilities (2026)	Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area in FFY 2026	<u>ADD FUNDS:</u> Update FTA based 5310 formula fund annual estimates and add overmatch to the project in FFY 2026
(#7) ODOT Key # 23203 MTIP ID 71319	TriMet	Enhanced Seniors Mobility/ Individuals w/Disabilities (2027)	Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area in FFY 2027.	<u>ADD FUNDS:</u> Update FTA based 5310 formula fund annual estimates and add overmatch to the project in FFY 2027

Proposed Amendment Review and Approval Steps:

- Friday, February 2, 2024: TPAC meeting (Notification and approval recommendation to JPACT)
- Thursday, February 15, 2024: JPACT meeting (Approval and approval recommendation to Metro Council)
- Thursday, February 29, 2024: Final approval from Metro Council for Resolution 24-5384.
- Next Steps: Final reviews and approvals by ODOT, FTA, and FHWA.

Administrative Modifications

AM24-04-JAN1

(End of January 2024)

Key	Lead Agency	Name	Change
18832	Portland	Willamette Greenway Trail: Columbia Blvd Bridge	<u>PHASE SLIP:</u> The administrative modification adjusts the PE and UR phase programming amounts and slips the UR phase to FFY 2025 with the construction phase being slipped to FFY 2026
23554	Portland	Burgard Bridge Resiliency and Multimodal Enhancements Project Burgard Bridge Resiliency and Multimodal	<u>ADD PHASE:</u> Add small UR phase (\$50k) by shifting a funds from PE. Update the project name. No scope or cost change is occurring.
23463	TriMet	TriMet Transit Center EV Chargers	<u>ADD PHASE:</u> The administrative modification adds a small ROW phase to the project which is locally funded with \$15,000.
22184	TriMet	Enhanced Seniors Mobility/Individuals w/Disabilities (2023) 5310	<u>ADD FUNDS:</u> The administrative modification adjusts the 5310 program funding based on a review of the UZA formula estimates
22182	TriMet	TriMet Rail Preventive Maintenance (2024)	<u>ADD FUNDS:</u> The administrative modification adjusts the 5337 program funding based on a review of the UZA formula estimates
22165	TriMet	TriMet Preventive Maintenance (2024) Support	<u>ADVANCE PROJECT:</u> The administrative modification advances the Other phase and funding from FFY 2025 to FFY 2024. TriMet will move forward and request the STBG flex transfer to occur before the end of FFY 2024.

Administrative Modification AM24-05-FEB1
FFY 2024 Mid-year Project Slip List Amendment
The slip list begins on the next page.

ODOT ID	Project Name	MPO	Status	Current Obligation Year	REVISED Year	Slip Reason	Phase Total Estimated Cost	Metro Concur (Yes/No)	MTIP Amendment Action	Applicant	TPM
18758-CN	OR8: Canyon Rd pedestrian enhancements	Portland Metro	Red - Will not Obligate	2024	2025	Scope change	\$2,811,990	Yes	(Metro and ODOT STBG): Slip Construction phase of \$1,974,955 of STBG-U (plus match) + \$222,297 of State STBG (plus match) + \$325,947 of AC-TAS from FFY 2024 to FFY 2025. Convert AC-TAS to be State STBG. Total slipped ODOT State STBG = \$548,244 (plus match). Fund slip is based on updated cons phase programming completed as of the October FFY 2024 Formal MTIP Amendment. See MTIP Worksheet at end of table. Construction programming should total \$2,811,990.	ODOT	Nate Scott
19358-RW	Basalt Creek Ext: Grahams Ferry Rd-Boones Ferry Rd	Portland Metro	Red - Will not Obligate	2024	2026	Insufficient funds	\$4,001,000	Yes	(Local funds): Slip ROW phase with Local WashCo funds of \$4,001 from FFY 2024 to FFY 2026	WASHINGTON COUNTY	Katie Gillespie
20304-CN	City of Portland safety project	Portland Metro	Red - Will not Obligate	2024	2025	Consultant contract not in place	\$5,759,350	Yes	(ODOT HSIP): Slip Construction phase of \$5,311,273 of ODOT HSIP (plus match) from FFY 2024 to FFY 2025	CITY OF PORTLAND	Mark Hardeman
20304-RW	City of Portland safety project	Portland Metro	Red - Will not Obligate	2024	2025	Consultant contract not in place	\$121,000	Yes	(ODOT HSIP): Slip ROW phase of \$121,000 of ODOT HSIP (plus match) from FFY 2024 to FFY 2025		
20304-UR	City of Portland safety project	Portland Metro	Red - Will not Obligate	2024	2025	Consultant contract not in place	\$62,000	Yes	(ODOT HSIP): Slip Other/UR phase of \$62,000 of ODOT HSIP (plus match) from FFY 2024 to FFY 2025		
20332-CN	I-205 Overcrossing at NE Halsey	Portland Metro	Red - Will not Obligate	2024	2025	Scope change	\$2,520,081	Yes	(ODOT AC funds): Slip Construction phase with \$1,682,468 of AC-TAS (plus match) from FFY 2024 to FFY 2025. Convert federal AC funds to be NHPP (Z001 fund code). Match of \$192,566 slips but remains the same. Reduce Local overmatch of \$645, 947 to \$645,047. (Appears to be typo error in MTIP.) Slip overmatch from FFY 2024 to FFY 2025. Revised Construction phase total cost should be \$2,520,081	CITY OF PORTLAND	Matt Novak
20332-RW	I-205 Overcrossing at NE Halsey	Portland Metro	Red - Will not Obligate	2024	2025	Scope change	\$107,900	Yes	(Overmatch Funds): Slip \$107,900 of local Overmatch funds in ROW phase from FFY 2024 to FFY 2025.		

ODOT ID	Project Name	MPO	Status	Current Obligation Year	REVISED Year	Slip Reason	Phase Total Estimated Cost	Metro Concur (Yes/No)	MTIP Amendment Action	Applicant	TPM
20488-CN	North Dakota Street: Fanno Creek Bridge	Portland Metro	Red - Will not Obligate	2024	2026	Insufficient funds	\$3,326,890	Yes	(ODOT AC Funds): Slip Construction phase AC-STBGS amount of \$2,170,574 (plus match) from FFY 2024 to FFY 2026 . Convert AC-STBGS to be State STBG (fund code Y240). Match remains unchanged. Slip Construction phase Overmatch funds of \$907,940 from FFY 2024 to FFY 2026 .	CITY OF TIGARD	Katie Gillespie
21128-CN	US30: Watson Rd - Hoge Ave	Non-MPO & Portland Metro	Red - Will not Obligate	2024	2025	RW not secured/certified	\$1,066,800	Yes	(ODOT NHPP funds): Slip Construction phase with \$957,240 of NHPP (fund code Y001) plus match from FFY 2024 to FFY 2025	ODOT	Luis Umana
21607-CN	OR213 at NE Glisan St and NE Davis St	Portland Metro	Red - Will not Obligate	2024	2025	Coordination with other projects	\$3,411,299	Yes	(ODOT AC-NHPP funds): Slip Construction phase with \$3,060,959 of AC-NHPP (ACP0 fund code) plus match from FFY 2024 to FFY 2025 Convert federal Construction AC funds to be NHPP (Z001 fund code). No change to match.	ODOT	Mark Hardeman
21608-CN	OR8 at Armco Ave, Main St and A&B Row	Portland Metro	Red - Will not Obligate	2024	2025	RW not secured/certified	\$3,978,414	Yes	(NHPP and AC-HSIP funds): Slip Construction phase with \$2,267,849 of NHPP (Z001 fund code) plus match from FFY 2024 to FFY 2025. Slip Construction phase with \$1,338,111 of AC-HSIP plus match from FFY 2024 to FFY 2025. Decrease AC-HSIP amount from \$1,338,111 to be \$1,305,899. Match increases from \$112,888 to be \$145,100 Convert AC-HSIP (fund code ACP0) to be HSIP (fund code YS30). Match adjustment noted above. Revised Construction phase cost remains unchanged at \$3,978,414	ODOT	Luis Umana

ODOT ID	Project Name	MPO	Status	Current Obligation Year	REVISED Year	Slip Reason	Phase Total Estimated Cost	Metro Concur (Yes/No)	MTIP Amendment Action	Applicant	TPM
21608-UR	OR8 at Armco Ave, Main St and A&B Row	Portland Metro	Red - Will not Obligate	2024	2025	RW not secured/certified	\$80,445	Yes	(NHPP and AC-HSIP funds): Slip Construction phase with \$59,455 of NHPP (Z001 fund code) plus match from FFY 2024 to FFY 2025. Slip Construction phase with \$13,081 of AC-HSIP plus match from FFY 2024 to FFY 2025. Decrease federal AC-HSIP (fund code ACP0) from \$13,081 to \$12,767. Increase matching funds to AC-HSIP from \$1,104 to \$1,419 No conversion of AC-HSIP funds at this time. Total Other/UR phase cost remains unchanged at \$80,445.	ODOT	Luis Umana
22128-PE	Aloha Access Improvements: SW 174th Ave - SW 187th Ave	Portland Metro	Red - Will not Obligate	2024	2025	Consultant contract not in place	\$1,686,000	Yes	(Metro STBG-U funds): Slip Preliminary Engineering phase with \$1,512,848 of STBG-U (Z230 fund code) plus match from FFY 2024 to FFY 2025. PE phase cost remains unchanged at \$1,686,000. FFY 2024 targets updated as a result.	WASHINGTON COUNTY	Katie Gillespie
22129-CN	Clackamas County Regional Freight ITS - Phase 2B	Portland Metro	Red - Will not Obligate	2024	2025	Consultant contract not in place	\$936,537	Yes	(Metro STBG-U funds): Slip Construction phase with \$840,355 of Metro STBG-U funds plus match from FFY 2024 to FFY 2025. FFY 2024 targets updated as well.	CLACKAMAS COUNTY	Mahasti Hastings
22134-RW	NE 122nd Ave Safety & Access: Beech St - Wasco St	Portland Metro	Red - Will not Obligate	2024	2025	Consultant contract not in place	\$160,000	Yes	(Metro STBG-U funds): Slip ROW phase with \$143,568 of STBG-U (fund code Z230) plus match from FFY 2024 to FFY 2025	CITY OF PORTLAND	Mark Hardeman
22134-UR	NE 122nd Ave Safety & Access: Beech St - Wasco St	Portland Metro	Red - Will not Obligate	2024	2025	Consultant contract not in place	\$100,000	Yes	(Metro STBG-U funds): Slip Other/UR phase with \$89,730 of STBG-U funds (fund code Z230) plus match from FFY 2024 to FFY 2025		
22135-RW	NE MLK Blvd Safety & Access to Transit: Cook - Highland	Portland Metro	Red - Will not Obligate	2024	2025	Consultant contract not in place	\$87,000	Yes	(Metro STBG-U funds): Slip ROW phase with \$78,065 of STBG-U (fund code Z230) plus match from FFY 2024 to FFY 2025	CITY OF PORTLAND	Mark Hardeman
22135-UR	NE MLK Blvd Safety & Access to Transit: Cook - Highland	Portland Metro	Red - Will not Obligate	2024	2025	Consultant contract not in place	\$50,000	Yes	(Metro STBG-U funds): Slip Other/UR phase with \$44,865 of STBG-U (fund code of Z230) plus match from FFY 2024 to FFY 2025		

ODOT ID	Project Name	MPO	Status	Current Obligation Year	REVISED Year	Slip Reason	Phase Total Estimated Cost	Metro Concur (Yes/No)	MTIP Amendment Action	Applicant	TPM
22138-RW	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Portland Metro	Red - Will not Obligate	2024	2025	Consultant contract not in place	\$800,000	Yes	(Metro STBG-U funds): Slip ROW phase with \$404,862 of STBG-U funds (fund code Z230) plus match from FFY 2024 to FFY 2025. Slip ROW phase local Other funds of \$349,000 from FFY 2024 to FFY 2025. Phase total cost remains unchanged at \$800,000	CITY OF PORTLAND	Mark Hardeman
22138-UR	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Portland Metro	Red - Will not Obligate	2024	2025	Consultant contract not in place	\$100,000	Yes	(Metro STBG-U funds): Slip Other/UR phase with \$44,865 of STBG-U funds (fund code Z230) plus match from FFY 2024 to FFY 2025. Slip Other/UR phase local Other funds of \$50,000 from FFY 2024 to FFY 2025. Phase total cost remains unchanged at \$100,000		
22141-RW	Washington/Monroe Street: SE 37th - SE Linwood Ave	Portland Metro	Red - Will not Obligate	2024	2025	Consultant contract not in place	\$671,000	Yes	(Local Other Funds): Slip ROW phase with \$671,000 of local Other funds from FFY 2024 to FFY 2025	CITY OF MILWAUKIE	Mahasti Hastings
22421-CN	Cornelius Pass Hwy: US26 to US30 ITS improvements	Portland Metro	Red - Will not Obligate	2024	2025	RW not secured/certified	\$3,143,965	Yes	(ODOT State STBG funds): Change State TA and AC-TAS in Construction phase to be State STBG (fund code Y240) and combine together. Total State STBG is now \$2,821,080 plus match Slip Construction phase with \$2,821,080 of State STBG plus match from FFY 2024 to FFY 2025	ODOT	Nathan Potter
22421-UR	Cornelius Pass Hwy: US26 to US30 ITS improvements	Portland Metro	Red - Will not Obligate	2024	2025	RW not secured/certified	\$60,000	Yes	(ODOT State STBG funds): Change State TA in OtherUR phase from State TA to be State STBG (Y240 fund code). Slip Other/UR phase with \$53,838 of State STBG plus match from FFY 2024 to FFY 2025.		
22504-CN	I-84: Corbett Interchange - Multnomah Falls Phase 2	Non-MPO & Portland Metro	Red - Will not Obligate	2024	2025	Scope change	\$2,227,226	Yes	(ODOT AC-STBGS funds): Split AC-STBGS federal amount of \$847,029 plus match and change it to be NHPP (fund code Z001) AC-STBGS is reduced from \$2,053,948 to be federal \$1,206,919	ODOT	Luis Umana
22504-RW	I-84: Corbett Interchange - Multnomah Falls Phase 2	Non-MPO & Portland Metro	Red - Will not Obligate	2024	2025	Scope change	\$133,000	Yes	(ODOT AC-STBGS funds): Slip Other/UR phase with \$122,653 of AC-STBGS plus match from FFY 2024 to FFY 2025		

ODOT ID	Project Name	MPO	Status	Current Obligation Year	REVISED Year	Slip Reason	Phase Total Estimated Cost	Metro Concur (Yes/No)	MTIP Amendment Action	Applicant	TPM
22740-CN	I-84: from I-5 to the Idaho border	Non-MPO & Portland Metro	Red - Will not Obligate	2024	2025	Consultant contract not in place	\$3,510,000	Yes	(ODOT HIEV - Highway Infrastructure Electric Vehicle IJA funds): Slip Construction phase with \$2,808,000 plus match of ODOT HIEV funds (fund Y130) from FFY 2024 to FFY 2025	ODOT	Jennifer Bachman
22740-PE	I-84: from I-5 to the Idaho border	Non-MPO & Portland Metro	Red - Will not Obligate	2024	2025	Consultant contract not in place	\$1,590,000	Yes	(ODOT HIEV - Highway Infrastructure Electric Vehicle IJA funds): Slip PE phase with \$1,272,000 plus match of ODOT HIEV funds (fund Y130) from FFY 2024 to FFY 2025		
22827-PE	92nd Ave, E Burnside St and N Basin Ave (Portland)	Portland Metro	Red - Will not Obligate	2024	2025	Consultant contract not in place	\$1,059,000	Yes	(ODOT HSIP funds): Slip PE phase with \$953,100 of HSIP plus match from FFY 2024 to FFY 2025	CITY OF PORTLAND	Mark Hardeman
22829-CN	Lake Oswego Signals Visibility Upgrades	Portland Metro	Red - Will not Obligate	2025	2026	Consultant contract not in place	\$1,203,537	Yes	(ODOT HSIP funds): Slip Construction phase with \$953,100 of HSIP plus match from FFY 2025 to FFY 2026	CITY OF LAKE OSWEGO	Mahasti Hastings
22829-RW	Lake Oswego Signals Visibility Upgrades	Portland Metro	Red - Will not Obligate	2024	2025	Consultant contract not in place	\$5,000	Yes	(ODOT HSIP funds): Slip Construction phase with \$4,500 of HSIP plus match from FFY 2024 to FFY 2025	CITY OF LAKE OSWEGO	Mahasti Hastings
22830-PE	N Basin Ave: N Leverman St - N Emerson St (Portland)	Portland Metro	Red - Will not Obligate	2024	2025	Consultant contract not in place	\$197,000	Yes	(ODOT HSIP funds): Slip PE phase with \$177,300 of HSIP plus match from FFY 2024 to FFY 2025	CITY OF PORTLAND	Mark Hardeman
22957-CN	I-405: I-5 to N Kerby Ave	Portland Metro	Red - Will not Obligate	2025	2026	Consultant contract not in place	\$585,000	Yes	(ODOT HIEV - Highway Infrastructure Electric Vehicle IJA funds): Slip Construction phase with \$468,00 plus match of ODOT HIEV funds (fund Y130) from FFY 2025 to FFY 2026	ODOT	Jennifer Bachman
22957-PE	I-405: I-5 to N Kerby Ave	Portland Metro	Red - Will not Obligate	2025	2026	Consultant contract not in place	\$265,000	Yes	(ODOT HIEV - Highway Infrastructure Electric Vehicle IJA funds): Slip Construction phase with \$468,000 plus match of ODOT HIEV funds (fund Y130) from FFY 2025 to FFY 2026		
22957-PL	I-405: I-5 to N Kerby Ave	Portland Metro	Red - Will not Obligate	2024	2025	Consultant contract not in place	\$44,000	Yes	(ODOT HIEV - Highway Infrastructure Electric Vehicle IJA funds): Slip PE phase with \$35,200 plus match of ODOT HIEV funds (fund Y130) from FFY 2024 to FFY 2025		
23428-CN	I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta	Portland Metro	Red - Will not Obligate	2024	2025	Schedule error	\$2,309,017	Yes	(Congressional Directed Spending funds): Slip Construction phase with \$2,071,881 plus match of HIPCD23 (earmark) funds from FFY 2024 to FFY 2025	ODOT	Kyle Crate
23245-PE	162nd Ave ped/bike upgrades: NE Glisan to NE Halsey	Portland Metro	ADVANCE	2025	2024	At Gresham's request	\$241,093	Yes	Metro STBG-U funds): ADVANCE PE phase with \$216,333 of STBG-U funds (fund code YZ230) plus match from FFY 2025 to FFY 2024.	GRESHAM	Matt Novak

ODOT ID	Project Name	MPO	Status	Current Obligation Year	REVISED Year	Slip Reason	Phase Total Estimated Cost	Metro Concur (Yes/No)	MTIP Amendment Action	Applicant	TPM
23245-RW	162nd Ave ped/bike upgrades: NE Glisan to NE Halsey	Portland Metro	ADVANCE	2027	2026	At Gresham's request	\$239,112	Yes	Metro STBG-U funds): ADVANCE ROW phase with \$214,555 of STBG-U funds (fund code YZ230) plus match from FFY 2025 to FFY 2024.	GRESHAM	Matt Novak

Administrative Modification AM24-06-FEB2
(Regular February administrative modification)

Key	Lead Agency	Name	Change
23245	Gresham	162nd Ave Ped/Bike Upgrades: NE Glisan to NE Halsey	ADVANCE PHASE: Advance PE from FFY 2025 to FFY 2024 and ROW from FFY 2026 to FFY 2026. Also identified to be advanced on the RYG Slip Lir in AM24-05-FEB1
22155	Metro	Next Corridor Planning (FFY 2023)	TECHNICAL CORRECTION – FUNDING ADJUSTMENT Decrease authorized STBG-U amount by \$373,692 based on final correction to balance 5303 adjustment to the SFY 2024 UPWP Master Agreement in Key 23211
21128	ODOT	US30: Watson Rd - Hoge Ave	FUND SHIFT: Shift construction fund to PE to address PE phase shortfall. No backfill required
23110	ODOT	Portland Metropolitan Area Ped & Bike Construction Reserve	TECHNICAL CORRECTION: Shift all funds to Key 23391 in Region 6.
23179	TriMet	TriMet Rail Preventive Maintenance (2025)	ADD FUNDS: Revise funding based on adjusted UZA estimates.
23180	TriMet	TriMet Rail Preventive Maintenance (2026)	ADD FUNDS: Revise funding based on adjusted UZA estimates.
23181	TriMet	TriMet Rail Preventive Maintenance (2027)	ADD FUNDS: Revise funding based on adjusted UZA estimates.
19357	THPRD	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	TECHNICAL CORRECTION: Correct missing prior approved funding and adjust phases

Administrative Modification AM24-07-FEB3

Key	Lead Agency	Name	Change
23229	Metro	Transit Corridor Development (FFY 2026)	SPLIT PROJECT Split \$1 million STBG, create child project supporting Key 22527
NEW SPLIT	Metro	Tualatin Valley Hwy Transit & Development Project - Continued	ADD NEW SPLIT PROJECT: The administrative modification splits \$1 million of STBG-U and match from Key 23239 and commits it to a new child project in support of the existing and ongoing Tualatin Valley Hwy Transit & Development Project in Key 22527
21602	ODOT	I-5: Marquam Bridge - SW Terwilliger Blvd	CANCEL PHASE: The administrative modification cancels the ROW as the latest review determine ROW

			actions are not required. Funds are moved back to PE.
21630	Portland	SE Stark St: 148th Ave- 162nd Ave (Portland) SE Stark St: 111th - 151st Ave (Portland)	<u>MINOR SCOPE CHANGE</u> Update project name due to limits adjustment and slip Cons to FFY 2025
23112	Portland	OR213: 82nd Ave Improvements	<u>SPLIT PROJECT:</u> The administrative modification splits a total of \$2,656,000 and transfers the funds to two projects: Key 20814 and to support the new 82nd Ave development project.
20814	Portland	Jade and Montavilla Multi- modal Improvements	<u>COST INCREASE:</u> The administrative modification updates the committed fund types and increases the construction phase cost. The net increase adds \$803k to the construction phase which equals a 9.8% cost change. The added funds originate from Key 23112.
23597	Portland	82nd Avenue Civic Corridor	<u>SPLIT PROJECT</u> The administrative modification splits \$2,228,909 to the new split project supporting the project development work in the 82nd Ave safety corridor in Key 23597
23254	Washington County	Council Creek Trail: Douglas St- Adams Ave Council Creek Regional Trail: Enhanced Pedestrian Crossings	<u>CHANGE NAME:</u> The administrative modification updates the project name to include "Regional" as part of the name and to differentiate this project from the RAISE grant portion in Key 23549.

Memo



Date: February 23, 2024
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Senior Transportation Planner
Subject: Administrative amendment to the 2023-24 Unified Planning Work Program (UPWP)

Background

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 1. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It includes all planning projects that will be receiving federal funds for the upcoming fiscal year. The UPWP describes a process for administrative amendments: 1) Notify TPAC; 2) Send amendment to USDOT for approval.

See attached project narrative for the Regional EPA Climate Pollution Reduction planning grant (CPRG) that Metro was awarded in the 2023-24 fiscal year (FY). The narrative describes planning work beginning in FY 2023-24. The project will continue into FY 2024-25 and a narrative for is included in the draft FY2024-25 UPWP.

Next Steps

Metro staff will forward notice of this amendment to USDOT staff for approval and these changes will be reflected on the Metro's UPWP webpage.

Please contact John Mermin, john.mermin@oregonmetro.gov if you have any questions about this amendment.

Regional EPA Climate Pollution Reduction Grant

Staff Contact: Eliot Rose, eliot.rose@oregonmetro.gov

Description

Metro is leading an EPA Climate Pollution Reduction planning grant (CPRG) for the Portland-Vancouver Metropolitan Statistical Area (Clackamas, Clark, Columbia, Multnomah, Skamania, Washington, and Yamhill Counties). Under this grant, Metro will inventory and forecast regional greenhouse gas (GHG) emissions; identify projects that reduce these emissions, and analyze the GHG reductions, implementation readiness, and other co-benefits of these projects. In addition to reducing emissions and aligning with the authority of agency partners within the region, the plans created under the CPRG grant are expected to prioritize actions that advance equity and workforce development. Planning grant funds will support the technical analysis and engagement needed to identify the actions that best meet these criteria.

This work will take place over the course of three deliverables:

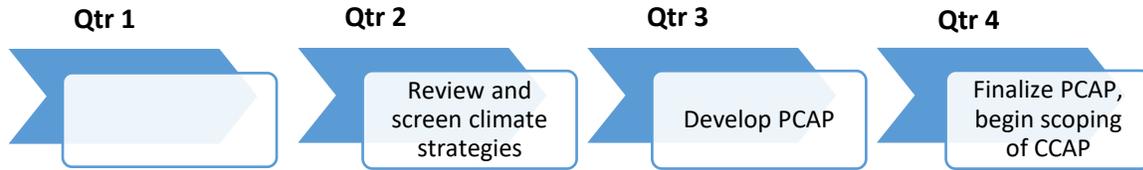
- A Priority Climate Action Plan (PCAP), due in March 2024, that is focused on identifying high-impact climate actions that can readily be implemented by agency partners within the MSA during 2025-30.
- A Comprehensive Climate Action Plan (CCAP), due late summer 2025, that accounts for all major GHG emissions in the region and recommends a broader and potentially longer-term set of greenhouse gas actions.
- A status report, due late summer 2027, that provides an update on the implementation actions and identifies any changes to the actions or results of the PCAP and CCAP.

The first two deliverables are designed to identify projects that are eligible for state and federal funding sources that are focused on reducing climate emissions. These sources include \$4.3 billion in competitive CPRG implementation grants from EPA that are focused on funding actions identified in state and regional PCAPs, as well as other climate-related funding streams created by the Bipartisan Infrastructure Law and Inflation Reduction Act.

During FY 2023-24, Metro was awarded the CPRG grant in the amount of \$1,000,000. Initial work includes entering into an agreement with EPA and a contract with a consultant to support this work. Metro is completing the PCAP, the first major deliverable in the plan, and supporting partner agencies in applying for implementation grants.

During FY 2024-25, Metro will complete the majority of work to develop the CCAP, including completing a regional GHG inventory, identifying GHG reduction actions, and identifying tools and data needed to analyze the GHG reductions and other co-benefits of each action. This work will support agencies across the Metro region (and beyond) in identifying and funding strategies to reduce GHG emissions, which will in turn help to meet the Climate goals and targets in the Regional Transportation Plan.

Key Project Deliverables / Milestones for FY 2023-24



FY 2023-24 Cost and Funding Sources

Due to the timing of when this EPA award was received, it was not included in the FY24 Metro agency budget. The below figures represent Metro’s forecast of FY24 expenses.

Requirements:		Resources:	
Personnel Services	\$ 64,987	CPRG (EPA Grant)	\$ 324,147
Materials & Services	\$ 232,580 ^{1 2}		
Indirect Costs	\$ 26,580		
TOTAL	\$ 324,147	TOTAL	\$ 324,147

¹ The forecasted 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.



Summary of Near-term Regional Planning and Collaboration to Implement the 2023 Regional Transportation Plan and Address Key Transportation Issues of Regional Concern

This document summarizes near-term implementation activities identified in Chapter 8 of the 2023 Regional Transportation Plan that are being led or co-led by Metro in advance of the next plan update. The regional transportation planning and investment activities listed below reflect a combination of required (*) and previously committed (**) regional initiatives and other activities that address transportation policy or planning issues of regional concern that could not be resolved during the plan update. See Chapter 8 of the 2023 RTP for more information.

Summary of RTP Implementation Work (2023-26)

	Regional initiative	Lead Agency	Anticipated timing
Happening Now	Regional Transportation Priorities and Funding**	Metro, JPACT	2023-28
	EPA Climate Pollution Reduction Grant – PCAP/CCAP**	Metro	2023-25
	USDOT Safe Streets for All Grant**	Metro	2023-25
	Investment Areas Planning (82 nd Transit Project, TV Highway Transit Project, Westside Multimodal Improvements Study)**	Metro, multiple partners	2023-25
Getting Started	2027-30 Metropolitan Transportation Improvement Program (MTIP) Update*	Metro	2024-26
	2028-30 Regional Flexible Funds Allocation (RFFA) and 2027-30 Carbon Reduction Program Funds Allocation*	Metro	2024-25
	Emergency Transportation Routes Project, Phase 2**	Metro, RPDO	2024-26
	Connecting First and Last Mile: Accessing Mobility Through Transit Study**	Metro	2024-26
	MTIP Amendment Process Update for Regional Mobility Pricing Project and I-205 Toll Project	Metro	2024
	Regional Mobility Policy Implementation Actions**	Metro, ODOT	2024
	DLCD Climate Smart Monitoring Reports*	Metro	2024
	Federal Greenhouse Gas Target Setting*	Metro	2024
Coming Later	Regional Transportation Demand Management (TDM) Strategy**	Metro	2024-25
	Regional Transportation Functional Plan Update	Metro	2024-25
	Tribal Consultation and Engagement Process Review	Metro	2024-25
	Regional Industrial Lands Availability and Intermodal Facilities Access Study	Metro	2024-25
	2040 Refresh Coordination	Metro	Pending Metro Council direction
	RTP Process, Metrics and Analysis Review	Metro	2025
	Workforce Diversification in Regional Transportation Infrastructure Projects	Metro	2025
	Regional Electrification Coordination	Metro	2025
	Regional Freight Rail Study	Metro, Port	2025-26

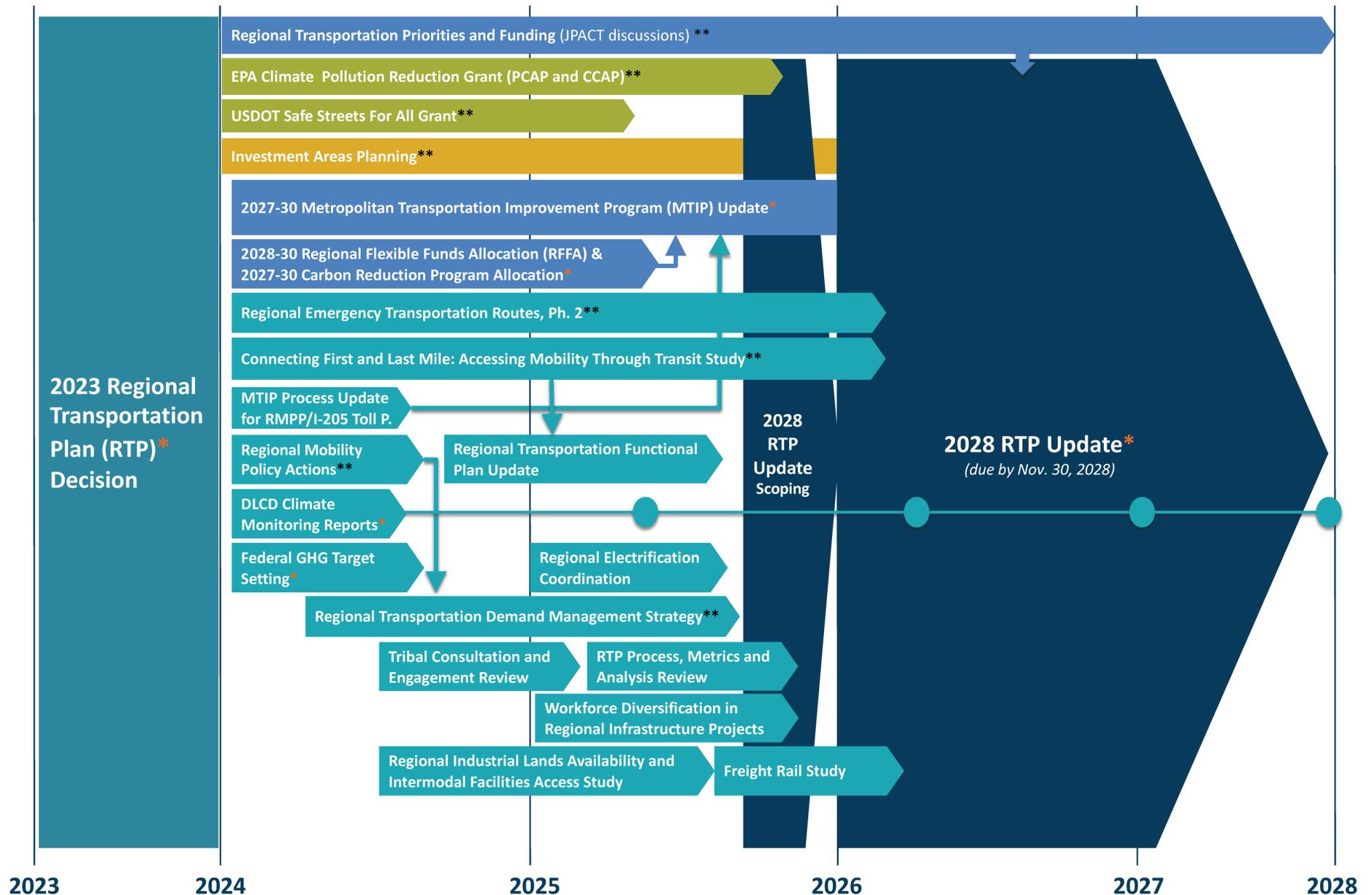
* = required

** = underway/previously committed

February 8, 2024

2023-28 Metro Regional Transportation Planning and Investment Activities

2/8/24



* = required

** = underway/previously committed

RTP Implementation – Summary of Metro Activities and Timing

This document provides an overview of each of the 2023 Regional Transportation Plan (RTP) directed near-term activities that are being led or co-led by Metro in advance of the next update. See Chapter 8 of the 2023 RTP for more information.

Activities That Are Underway

Regional initiative	Details	Timing
USDOT Safe Streets for All Grant**	Regionally coordinated federal grant initiative to improve safety	2023-25
EPA Climate Pollution Reduction Grant – PCAP/CCAP**	Regionally coordinated federal grant initiative to develop climate action plans and reduce climate pollution	2023-25
Investment Areas Planning (82 nd Transit Project, TV Highway Transit Project, Westside Multimodal Improvements Study)**	Identify transportation solutions to address needs to advance for federal and state funding	2023-25
Regional Transportation Priorities and Funding**	Series of monthly JPACT discussions to address current and future funding needs/shortfalls	2024-28

Activities That Are Getting Started

Regional initiative	Details	Timing
2027-30 MTIP Update*	Document federally-funded and regionally-significant projects in the region for the period 2027-30	2024-26
2028-30 Regional Flexible Funds Allocation (RFFA) and 2027-30 Carbon Reduction Program Funds Allocation*	Allocation process for awarding federal funding to projects that advance RTP goals and investment priorities	2024-25
Emergency Transportation Routes Project, Phase 2**	Prioritize and tier designated routes and research operational guidance for facility owners and operators	2024-26
Connecting First and Last Mile: Accessing Mobility Through Transit Study**	Identify service gaps and opportunities to improve transit access and convenience for users	2024-26
MTIP Amendment Process Update	Update process for consideration of amendments of future phases of the Regional Mobility Pricing Project and I-205 Toll Project	2024
Regional Mobility Policy Implementation Actions**	Finalize guidance, methods and tools to support implementation	2024
DLCD Climate Smart Monitoring Reports*	Prepare and submit first annual monitoring report to DLCD per OAR 660-012-0900 (due by 5/31/24)	2024; annually
Federal Greenhouse Gas Target Setting*	Set greenhouse gas emissions reduction targets with SWRTC per new federal rules (due by 8/8/24)	2024

* = *required*

** = *underway/previously committed*

Activities That Will Come Later

Regional initiative	Details	Timing
Regional Transportation Demand Management Strategy**	Develop regional strategy to meet new TDM policies in 2023 RTP and update Metro’s Regional Travel Options program strategy to support implementation	2024-25
Regional Transportation Functional Plan Update	Update Metro code on local implementation of the 2023 RTP	2024-25
Tribal Consultation and Engagement Process Review	Work with Tribes to identify consultation and engagement process changes for MPO work	2024-25
Regional Industrial Lands Availability and Intermodal Facilities Access Study	Research the need for larger distribution and fulfillment centers, and the potential shortage and/or lack of readiness for industrial land	2024-25
2040 Refresh Coordination	Update the 2040 Growth Concept, pending Metro Council direction on scope and timing	TBD
RTP Process, Metrics and Analysis Review	Review existing RTP processes, metrics and tools to recommend changes for 2028 RTP update	2025
Workforce Diversification in Regional Transportation Infrastructure Projects	Explore a strategy for regional implementation of Construction Career Pathways Program (C2P2) framework in the transportation sector	2025
Regional Electrification Coordination	Identify gaps in public and private actions that local/regional actions can fill to advance transportation electrification	2025
Regional Freight Rail Study	Identify freight rail needs and opportunities to improve safety and rail access	2025-26

* = *required*

** = *underway/previously committed*

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**

Date/time: Friday February 2, 2024 | 9:00 a.m. to 12:00 p.m.

Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Ted Leybold, Vice Chair
Karen Buehrig
Allison Boyd
Dyami Valentine
Judith Perez Keniston
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Mike McCarthy
Tara O'Brien
Gerik Kransky
Laurie Lebowsky-Young
Bill Beamer
Marianne Brisson
Sara Westerlund
Indi Namkoong
Ashley Bryers
Katherine Kelly
Shauna Hanisch-Kirkbride

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
City of Portland
City of Happy Valley and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Tualatin and Cities of Washington County
TriMet
Oregon Department of Environmental Quality
Washington State Department of Transportation
Community member at large
OPAL Environmental Justice Oregon
Oregon Walks
Verde
Federal Highway Administration
City of Vancouver
Washington Department of Ecology

Alternates Attending

Sarah Paulus
Dayna Webb
Will Farley
Dakota Meyer
Gregg Snyder
Neelam Dorman
Glen Bolen

Affiliate

Multnomah County
City of Oregon City and Cities of Clackamas County
City of Lake Oswego and Cities of Clackamas County
City of Troutdale and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Transportation

Members Excused

Chris Ford
Lewis Lem
Sarah Iannarone
Jasia Mosley
Steve Gallup
Shawn M. Donaghy
Danielle Casey

Affiliate

Oregon Department of Transportation
Port of Portland
The Street Trust
Community member at large
Clark County
C-Tran System
Federal Transit Administration

Guests Attending

Camilla Dartnell
Casey Gillespie
Cody Field
Jean Senechal Biggs
Jeff Owen
Mat Dolata
Max Nonnamaker
Russ Doubleday

Affiliate

Kittelson & Associates
Oregon Department of Transportation
City of Tualatin
City of Beaverton
HDR
City of Hillsboro
Multnomah County Health Department
Kittelson & Associates

Metro Staff Attending

Ally Holmqvist, Caleb Winter, Clint Chiavarini, Eliot Rose, Grace Cho, Jake Lovell, John Mermin, Kate Gregory, Kate Hawkins, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Monica Krueger, Ted Leybold, Tim Collins.

Call to Order, Declaration of a Quorum and Introductions

Vice Chair Leybold called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. Reminders where Zoom features were found online was reviewed.

Comments from the Chair and Committee Members

- Dyami Valentine announced a soon-to-be-posted Assistant Planner in their long-range planning department at Washington County. The posting is expected to come out mid-March.
- Eric Hesse announced the Portland Winter Light Festival will be starting soon. The link was shared in the chat. <https://pdxwlf.com/>
- Neelam Dorman shared a construction update. The Hall Boulevard on-ramp to OR 217 south is closed for two months, starting Jan. 22. Crews are rebuilding and reconfiguring the ramp to ensure it seamlessly connects to the new auxiliary lane. <https://www.oregon.gov/odot/or217/pages/default.aspx>
- **Monthly MTIP Amendments Update** (Ken Lobeck) Reference to the memo in the packet was made on the monthly submitted MTIP formal amendments submitted during early to mid-January. Questions on the memo can be directed to Mr. Lobeck.
- **Fatal crashes update** (Lake McTighe) The monthly fatal traffic crash report for Clackamas, Multnomah and Washington Counties was given. It was noted this was preliminary data shared by ODOT and news reports.
- **Reminder to review draft UPWP prior to March 1 TPAC discussion** (John Mermin) It was announced the draft 2024-25 Unified Planning Work Program has been sent to committee members for their review prior to discussion at the March 1 TPAC meeting. The document has also been sent to Federal and State partners who will be reviewing the document at the consultation meeting Feb. 28. Those interested in attending this meeting can send an email to Mr. Mermin; his email was shared in chat.

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from January 5, 2024

A correction was noted from Jaimie Lorenzini: Page 8 of past minutes (packet page 19), line 3; change “train ridership” to “transit ridership”. Minutes from TPAC January 5, 2024 with this correction were approved unanimously with no abstentions.

Metro Transportation Improvement Program (MTIP) Formal Amendment Resolution 24-5384

Recommendation to JPACT (action item) (Ken Lobeck) The February 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle adds or amends a total of seven projects. There are three new projects being added to the MTIP and four existing projects being amended. Three of the projects belong to ODOT with the remaining four impacting TriMet. Full details were described in the packet.

ODOT Existing Project Amendments:

US26: SE Powell Blvd & SE 36th Ave (Safety upgrade project)

Addresses phase cost increases. The cost increase is \$782k to project.

Oregon Transportation Network - TriMet FFY23

The eligible State STBG is reduced. The STBG reduction totals \$2,461,508.

TriMet Existing Project Amendments:

Enhanced Seniors Mobility/Individuals w/Disabilities (2026)

Update 5310 estimates and add Local overmatch funding to the project for 2026

Enhanced Seniors Mobility/Individuals w/Disabilities (2027)

Update 5310 estimates and add Local overmatch funding to the project for 2027

New Project Additions to the MTIP and STIP:

Oregon Transportation Network - Ride Connection

\$1,979,194 award of ODOT managed federal Surface Transportation Block Grant (STBG) funds

TriMet Line 33 Traffic Signal Priority Upgrade

Adds the Metro awarded CRP funded project to the MTIP/STIP to support the development and implementation of a Transit Signal Prioritization upgrade along Line 33 (along McLoughlin Blvd)

82nd Ave Bus Rapid Transit Project Development: PDX - Sunnyside Ave

Adds the TriMet project development project supporting engineering requirements through NEPA and final design to help secure a later FTA Capital Improvements Program Small Starts grant.

Comments from the committee:

Gregg Snyder asked, with the exception of TV Highway Bus Rapid Transit project, have all the carbon reduction bonds been now programmed in the MTIP? Are there any outstanding at this point? Mr. Lobeck noted there are two remaining still in program development status. The 82nd Avenue allocation was just done last month. The TriMet Line 33 Traffic Signal Priority Upgrade is \$4 million of the Metro Carbon Reduction Program (CRP) award.

Karen Buehrig asked why the 82nd Avenue BRT project had 2 numbers. Why a separate fund approved last month and then this project, which is separate but the same type of work. Mr. Lobeck noted TriMet and Metro staff are involved in this project. It was ruled to move forward with the scope of activities as

Comments from the committee:

Dyami Valentine noted in the decision-making graphic it showed TPAC off without a connection to JPACT, but would assume there will be the typical information shared between the committees. Mr. Mermin agreed. From the timeline the duration of the project might have been missed. Mr. Mermin noted the project begins Spring 2024, and the funding needs to be spent by Spring 2026. The bulk of the work would be done by the end of 2026. Mr. Valentine noted he'd want to confirm who we had contacted in the past for representatives with Emergency Response to serve on this workgroup.

Karen Buehrig asked how the steering committees formed and who serves on them. Mr. Mermin noted the steering committee was the RDPO Steering Committee which is a standing committee, so it doesn't need to be formed. The only committee that needs to be formed is the Quarterly Project Work Group. It was asked if this was something that RDPO ultimately approved or approved by JPACT because it's going into a document. Mr. Mermin noted we are asking for endorsement from JPACT, Metro Council, the SWRTC Board, and RDPO Steering Committee and RDPO Policy Committee. These are the elected bodies and what was done with the project in Phase 1.

Ms. Buehrig confirmed it a document that lives on its own and endorsed by many agencies. Mr. Mermin added it was a part of recommendations that might be part of what to consider in the next RTP. It's not part of the RTP, but we could put some of the results of the project in the appendix of the RTP.

Eric Hesse noted that related to the Federal Protection Program, there are state and regional resilience protection documents referenced in the statute that correlate to different match requirements. It was asked if there were regional documents that could be related this in the sense of resiliency plans. Mr. Mermin this was not a resiliency plan but a related topic, and will follow up with this after some research on the matter.

Jaimie Lorenzini asked when the names for the Project Work Group should be submitted. Mr. Mermin noted in the next month.

Gregg Snyder wondered what would activate such a network. Is it the Cascadia Subsection Zone, or an instance like the recent ice storm. Would we evacuate in certain disasters? Reference was made to the multiple stakeholders across the region. Mr. Mermin added the network could be useful to all types of regional disasters.

2027-30 Metropolitan Transportation Improvement Program (MTIP) Revenue Forecast (Grace Cho)

Information on the draft MTIP financial forecast was provided. It was noted that this is a required element of the MTIP process, it provides an overall funding context for upcoming allocation processes and decisions, it is not a commitment of funds to allocation programs or specific projects, and only includes expected federal and state generate revenues only. A little over \$1.1 billion of revenue estimated for the region is consistent as was programmed for 24-27 and 21-24 MTIP cycles.

The revenue forecast has certain caveats: Tolling and/or future pricing program revenues are not included. Not all revenues are included in the MTIP, with examples given. And Federal discretionary does not include any anticipated awards for Portland area major projects. Funding allocation discussion began with ODOT in Fall 2023, with the 28-30 RFFA kick off this month. TPAC will have updates shared from ODOT programs, RFFA programming, and transit agency budgets over the course of the MTIP process.

Comments from the committee:

Tara O'Brien asked how is this different than how it was approached in previous MTIP revenue forecasts. Have any assumptions changed? Processes changed? How is this different from the RTP revenue forecast. It was thought the MTIP is short term and not including any potential discretionary awards in the MTIP.

Ms. Cho noted the revenue forecast does include discretionary awards. ODOT has a placeholder for potential discretionary awards which focus on smaller awards. The approach and process to the revenue forecast is fairly similar to what has been done in the past. There is more focus on federal revenues. The main difference is the 24-27 cycle were separated out for the typical allocations minus the federal discretionary revenues (table 1 in the packet), and what is the revenue forecast going to be if adding some expected revenues around state and local funds. State revenues that get passed through to counties and cities. There are more breakdowns to identify allocations compared to last cycle that lumped allocations together.

VC Leybold noted the RTP forecast does serve as the starting point for the MTIP forecast. In particular, the RTP does try to give a comprehensive outlook for local revenue sources and describe those as well. One other slight difference is when we are looking short term at the MTIP revenue forecast, the longer term forecast for the RTP financial forecast. Some agencies are a little more conservative with the MTIP forecast, based on more recent existing levels of funding that assumed growth in that funding assumed in the long-range forecast because they're not trying to over promise in the TIP. As part of the presentation, at this point we did not include tolling revenues or the large federal discretionary grants programs assuming we'll get on of those in this timeframe. Whereas in the long range forecast we did assume those long range federal discretionary grants for the big capital projects. For the TIP, with those funds if award happens, we can accommodate those and bring them into the TIP.

Karen Buehrig noted initially it was hard to understand why we wouldn't include the federal discretionary grants. It may be there are buckets named that we know we get and those we assume we get? Are we capturing those federal discretionary funds that have been awarded? Ms. Cho noted the key with the MTIP revenue forecast is a snapshot at the beginning of the process to give us context of the next 4-yr program. It's heavily focused on federal formula programs that get allocated into the region. As long as there is a reauthorization process in place, we feel confident with the funding. We believe with our history of federal discretionary grants to include that in our revenue forecast. It depends on how comfortable different agencies felt about including that at this stage. Any federal discretionary grant is getting programmed in the TIP. This forecast is not a barrier for programming federal discretionary grants, it's just some context for helping us understand as we start the next development of the TIP.

Ms. Buehrig noted as a way of thinking of this perhaps is as the way we are doing the process now, trying to estimate the funds that are going to be available in that time period that basically will be guiding our choices for how we frame up our MTIP policy for the 3-year period, which would play that self out as step one and step two. But this forecast that we're generating is basically telling us the amount of money that we'll be able to divide up. It's really not the money that has been targeted for a specific project, it's the money that we will be seeing to spend, with choices on how we spend it.

Ms. Cho clarified that one, the TIP policy is more comprehensive than just the RFFA funds. This forecast laid out is more monies that not only have authority for MPOs to allocate out, but funds from all ODOT funding programs that have been discussed and decided what to forward to the Oregon Transportation Commission for consideration with directions on those funds. It's also the federal formula programs with transit agencies as well. It's a much more comprehensive picture. The initial revenue forecast is starting the process of a new TIP. It will be an interesting way to look back and see how far off we were in actual revenue in terms of what was actually awarded over the course of the process, and what we end up adopting starting a new TIP cycle.

VC Leybold noted we're calling the process the RFFA program direction, not policy. But it is providing that context for development of that program direction, but also provides direction for what do we want to comment on for ODOT funding program allocations. How does that fit into the bigger picture with all the money coming into the region or expected to come into the region, when we're commenting on these programs or transit budgets, and how they are proposing to program their funding. It was noted with the MTIP the burden of proof with fiscal constraint is much higher than the RTP with discretionary funds. We cannot assume what was built into our forecast.

VC Leybold noted it might behoove us to clarify in the forecast that there is the expectation in the region of going after some of these large discretionary grants, and that should play into the context this report is providing. We may want to reserve some of our flexible funds for some discretionary funds to local discretion to set aside some matching funds for large projects. This is something we can look back on with the forecast to at least have a description of with this context.

Jaimie Lorenzini asked does this cycle look if we contemplate inflation and reduction in purchasing power. Ms. Cho noted the last 2 cycles at the time of adoption and what we are forecasting now are pretty close. We saw a smaller amount get programmed in 2024-27 compared to 2021-24. There is probably a reduction of purchasing power with inflation, but the 21-24 cycle still reflected major revenues coming in through FTA for the retainment of the Portland/Milwaukie light rail project. Factors around timing, grant awards and major projects actively taking place differ, but the amounts tend to be stable across the board with perhaps a smaller number of projects in the cycle. Ms. Lorenzini added it will be interesting to see how we can use this MTIP forecast for other forecasts to start messaging the regional funding need, especially as JPACT starts considering priorities in the next legislative session.

Gregg Snyder provided an example of a Hillsboro transportation system development change where there was a 9.3% inflation increase to the project cost. Potential increase with similar projects from revenue streams could reduce purchasing power to about 20% in 2 years. The 2025-27 RFFA is estimated for 152.8m, but the total available funds from Table 2, page 114 in the packet, show an increase of only 11% to 153.1m. That means a dramatic decrease in the purchasing power for projects in this cycle with inflation factored in.

It was noted the difference in the carbon reduction program from Metro compared to ODOT, in that ODOT has this listed in its revenue forecast for 14.2m a year, but Metro did not include this program in the RFFA allocation. This may be placed outside the RFFA programs, or listed separately? Ms. Cho noted the carbon reduction program is included by Metro to be allocated but is listed separately and will be discussed at the next presentation at the meeting. The \$153.1m does include the carbon reduction program.

Dyami Valentine agreed that we are seeing a decrease in what we're forecasting. From a context piece it sounds like we're capturing some pessimistic views from agencies, we are not anticipating as much revenue, and further on our purchasing power significantly is eroded. Having this brought through in the conversation is an important aspect. Also, that we are capturing a moment in time, based on the conversations you've had. In terms of ODOT, based on their forecasts recently shared, it seemed much more dire further on. This didn't seem captured in this forecast. Is there any reconciliation there? Ms. Cho noted it is actually captured in this forecast, working with ODOT state office and regional office staff to put the ODOT revenue allocations together with OTC adoption document late last year. What might have been allocated further out is now tied to their bond obligations.

Eric Hesse referenced page 126 of the packet, "ODOT estimates that there will be \$70,571,951 of unallocated funds". This puts the discussion in more context for where potential shortfalls with project funding forecasts can play a part. Discussion was held on interpretation of Table 2, and where RFFA and the Carbon Reduction Program was listed. The total 3-year RFFA funds are \$153.1m. The Carbon Reduction Program are 2027 carry over and years 28-30 are \$15.5m making a total of \$168.6m when included with RFFA. Metro will continue to assume those funds are available for the carbon reduction program.

It was asked where the recent Interstate Bridge Replacement project award announced for \$600m would fit with this forecast, if at all, recognizing that it hasn't been formally awarded, but that is the type of project that would be reflected in these programs in the fiscal years being discussed. Ms. Cho noted we did not include any major project awards in this forecast. They have not been programmed through any federal discretionary funds yet. When awarded they would be programmed and amended into the appropriate fiscal year TIP.

VC Leybold noted you may recall we did an initial forecast 24-27MTIP and then when the reauthorization bill passed and changed the numbers, we did an updated version. It might happen again. We made a lot of assumptions with growth rates or lack of growth rates on the revenue side for the years outside the authorization. Appreciation was given to the committee on their input, noting they would be putting in more description that the region is planning to apply for these grants. It was recommended to add more language regarding reduced purchasing power due to inflation and rising costs. And more context around amount of funds in the tables regarding programs and how they relate to each other.

A 5-minute break in the meeting was taken.

2027-30 Metropolitan Transportation Improvement Program and 28-30 Regional Flexible Fund Allocation Program Directions (Ted Leybold & Grace Cho) Background information, components and functions of the Metropolitan Transportation Improvement Program (MTIP) was given. The MTIP roles of staff, partners, committees and Metro Council was given. The 2027-30 MTIP process and timeline was shown. The MTIP program direction was described. Next steps with the program include gathering and summarizing input and forming recommendations toward JPACT review.

The 2028-30 Regional Flexible Funds Allocation (RFFA) was presented with background information. The relationship between RFFA/MTIP/STIP (State Transportation Improvement Program) was explained. The RFFA roles, process and timelines were given. The 2028-2030 RFFA Program Direction framework has two steps:

Step 1 (ongoing investments & bond payments) –

- Project development and construction bonds
- Regionwide transportation investments
- MPO, Corridor & System planning

Step 2 (capital projects) –

- Advance 2023 RTP Goals
 - Safe System, Equitable Transportation, Climate Action, Mobility Options, Thriving Economy
- Topical or geographic focused investments
- Regional scale impact, leverage funding, positioning

The step 2 project proposals and evaluations were described including call for projects, technical evaluations, risk assessment, and timeline. The steps toward final adoption of the 2028-30 RFFA was provided. A note regarding the Carbon Reduction Program was made. Work is happening for the continuation of program, there is a separate process to mitigate risk in case the program does not get reauthorized, to the degree possible, will coordinate with RFFA, and the proposal will be brought forward at a later date. Next steps with the RFFA program include gathering and summarizing input and forming recommendations toward JPACT review.

Comments from the committee:

Allison Boyd if it was known which TPAC meetings were planned to bring more information about the funding breakdown of the RFFA allocations. As an example, what committed under Step 1, proposed for projects under Step 1, or what should be in Step 2. My other question is on the project delivery training series listed on the TPAC workshops. What will those cover? It's possible different people will attend them such as planners, engineers, or those writing the applications.

Mr. Lobeck noted Metro would like to see all types of attendees because those are who draft the applications and can discuss reviews and know what will be applicable. The first workshop covers the basics with formulas and questions to answer. In April we could cover project scoping including requirements and cost estimates. Coming in Fall we'll cover more specific conditions with funding. Generally, cover tips and best practices learned from past cycles.

Ms. Cho noted in terms of specific meeting dates, which is what was assumed in trying to understand the capacity level with Step 2. The April meeting will give a good idea starting the Step 1 numbers. Right now, we are aiming to collect initial input. With that said we have provided our initial forecast with the RFFA program for the 3-year cycle. Ms. Boyd noted there are some services already calculated, and wondered when we'd get some of that breakdown and where it was going in Step 1, or not.

Dyami Valentine thought it sounds like some of that service may be retired in this timeframe. Interest was given in how that may impact some of our program direction discussion. Regarding the carbon reduction program, it would help to understand that the work Mr. Rose is doing fits into the programming of some of the outcomes of the Climate Pollution Reductions draft work. Hopefully we are making that link at some point with some of the needs and opportunities as applied through the eligibility requirements for the Carbon Reduction Program. A suggestion was given for when presenting to JPACT and Metro Council to show the MTIP/STIP relationship slides incorporated into the forecasting to show context.

Jaimie Lorenzini noted hearing that RFFA invests across the region. Other partners in the region have noted that achieving geographic parity across this process can be challenging. This is understandable given the federal government doesn't allow us to set our place and sites of a project that the region asks for. Thinking of solutions to achieve geographic parity some ideas come to mind. One is providing more support for smaller agencies or requesting county subareas request "X" amount of funding. Interest in learning more on how we could bring more balance to this process, recognizing that we can't suballocate, and how we could incorporate that into our policy direction.

When asked for more clarity on the balance of funding projects across the region and how to address this, Ms. Lorenzini noted that in the last cycle we had a bit of a phenomenon where Clackamas County submitted several lower cost projects. As a result, they received less, but also didn't receive the full balance for projects submitted. There are feelings about proportionality around the region, and often when we talk about proportionality people liken this to receiving a share of the pie relative to other higher populations. This is not the case with RFFA because we don't look at population share. So how do we look at areas that are trying to provide this geographic representation to encourage more applications from these areas where parity is reached with competitive applications submitted.

Ms. Cho notes this is part of our process as the starting point and good feedback to know how best to plan our program direction. The key we have been moving toward with the RFFA process is driving toward outcomes. We want to recognize that we want to invest across the region and have a regional impact in leveraging funding. We are thinking about all that in the context of how we advance our regional transportation plan goals. That's why we haven't placed more definition in the applications while not setting limitations but to provide best opportunities.

Appreciation was given for the helpful context and emphasis on outcome driven goals. The offer was made to help support these efforts. A second question asked, looking at the last application cycle, it seemed there were some issues or challenges in projects with employment areas. Interest was given in looking forward how we could think about criteria and process to better support those types of projects, recognizing that they also advance our regional outcomes.

Tara O'Brien asked for clarification to understand the difference between what is asked for TPAC and JPACT with the program direction versus the funding allocation. Is it feedback and discussion around the program direction? Is it about the actual amounts of funding available in Step 1 and Step 2? Is it the policy guidance, related to the RTP goals? It would help to understand what was given on page 153 of the packet with the presentation today to line up expectations. It was assumed we're not talking about the funding allocations in the next few months, but the broader guidance.

Ms. Cho noted the program direction is how the region targets these funds with the RTP goals and objectives. The program direction starts to outline the criteria for Step 1 of the RFFA that we will review with technical evaluations for Step 2. For Step 1 it's about discussion of our commitment to repay our bond and discussion of maintaining our regional programs. Further discussion with the program direction includes feedback on program criteria for Step 2. It was asked if the April discussion will focus on generally expected amounts of funding to be available in Step 1 or Step 2 and discussion around potential changes to the criteria or program direction for those. Ms. Cho agreed and would welcome input.

VC Leybold noted that regarding the bond payment schedule, it is anticipated to go down in this cycle from approximately \$21m to \$17m, equating to roughly \$4m in capacity that will not be tied up in the payment process. The reduction from the bond payment commitment this period could play into comments for Step 1 and factored in with programming.

Ms. Buehrig found the graphic that described where the MTIP was related to key partners (ODOT, TriMet, SMART) helpful in understanding our discussion. Integrating that into the presentation about revenues was suggested. There was confusion about the Feb. 14 meeting with discussion on program direction listed, but hearing the next time we talk about this is in March. Ms. Cho noted workshops can hold discussions on program direction but haven't been clearly defined yet. It was noted it would be helpful to be able to understand as we think about the RFFA, maybe at the Feb. 14 meeting, for people to see the different elements that are included in Step 1 and Step 2, so people have a broader idea of what they are responding to.

It was suggested that at some point in time we have a presentation about past accomplishments through the various programs and what has been spent for reaching goals. Interest was given in the corridor program as part of Step 1, understanding the type of projects and how projects are selected that RFFA works on in the corridor program. We need to be sure we are giving ourselves enough time to have information on the funding and that funding conversation. It seems we are hearing it may come to us in April; does that mean seeing actual amounts, and then discuss further in May with recommendations in June? The sooner we have this information the better.

One of the questions in the presentation was whether things should be brought to the coordinating committees. It was thought there needs to be more shape, since our discussion now with comments is challenging and would expect the coordinating committees to find it challenging also. Perhaps more useful in the April timeframe with information to respond to ahead of time. There is expectation of conversation happening around the bond repayment in Step 1.

Referring to the graphic showing the relationship between organizations and MTIP, one thing that came out of the RTP was the direction to have a more detailed review process when the tolling process came into the MTIP. We have to sync and have more information as we move the project into the MTIP. That fits in with the connection between ODOT and MTIP. The same could apply with RFFA and MTIP. We're still interested in what that will look like and if/how it relates to this conversation.

VC Leybold noted we are working on putting together a description with methods of operationalizing the tolling process when the MTIP amendment and process is brought forward. And then take that direction forward in the RTP when a tolling project is proposed to be amended into the TIP. It's probably on a parallel track with this discussion, but it's less about the program direction for the TIP or RFFA, but for the allocation process ODOT is leading for selecting projects with formula funds to be brought into the 27-30 TIP.

This input was appreciated in learning more about the process and could be applicable and used even before this specific cycle as we discuss the program direction on the 27-30 cycle. Ms. Cho added the workshops scheduled will provide an overview of Step 1 programs and extend into more details for Step 2 in further workshops scheduled.

Eric Hesse appreciated hearing in more detail what the future meetings will cover. It was believed the programs are particular interest due to investments in a regional scale and how delivery of the programs will be planned. Ongoing projects between cycles could be given time in presentations to provide information on where they are now, and how these investments are working for leveraging or directed correctly.

The RTP alignment was noted in the materials. In particular, the fifth goal in the RTP (prosperity), where clarity was asked if during this summer more would be discussed about specific criteria to measure this and included in the program direction. Last cycle included a specific performance measure around this. Identifying where this fits into the program direction and other phases planned would be helpful. Ms. Cho added the amount of measurement designed will depend on how much agreement we can get to with program direction in the May-June timeframe. If we get to something similar to what we had in the past cycle with 95% in terms of defining measurements for the technical evaluation criteria, then we can adopt and finalize this summer.

Mr. Hesse anticipates hearing interest with economic perspectives including developing new job centers in the region while evaluating existing conditions in various criteria for funding. Appreciation was given on issues raised by Ms. Lorenzini to help people engage in the process, recognizing that this may feel it's the only available funding there, but acknowledge we are talking about federalized funding which provides challenges to some application expectations. The application process and proposed outcome targets require consideration with an equity lens. State and local funding could also be applied to reach those outcomes with a perhaps less restrictive equity lens.

Gregg Snyder noted there was good conversation at the Washington County Coordination Committee about these items and wanted to reflect back on some feedback. This has been one of the only discretionary programs we had, which as mentioned, is less than 5%. This is the time where we can educate JPACT at the level of transportation planning decisions with the amount of funding, and how little this is compared to other funds.

Regarding the coordinating committee and the process of applications. There was some discussion shouldn't the County collaborate more closely as a coordinating committee to ensure a great slate of projects to be proposed. It was believed this would be helpful. The ability to coordinate on a closer level at the County level might encourage projects that might not otherwise come forward, recognizing the point of federalization.

This cycle is not the first done, so is there a section of lessons learned for the workshop coming up? If we drive the program direction in the manner that becomes less complex, then the more we can focus on intended outcomes and reduce administrative costs. Regarding the corridor projects, interest was given in hearing more about with priorities identified. Regarding outcomes in the last process, it was noted 3 out of every 4 dollars went into the Portland region, which was probably good and justified, but would it apply this time? It was suggested we should be mindful how we propose these allocations given there are regional projects everywhere. The idea of project reductions is challenging when awarded only part of what was requested. Where does the project go without the full funding, to start or wait? What we've invested so far, can we take them all the way to the end?

Adjournment

There being no further business, meeting was adjourned by Vice Chair Leybold at 12:01 p.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, February 2, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	2/2/2024	2/2/2024 TPAC Agenda	020224T-01
2	2024 TPAC Work Program	1/23/2024	2024 TPAC Work Program as of 1/23/2024	020224T-02
3	Memo	1/24/2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments during early to mid-January 2024	020224T-03
4	Draft Minutes	1/5/2024	Draft minutes from TPAC 1/5/2024	020224T-04
5	Resolution 24-5384	N/A	Resolution 24-5384 FOR THE PURPOSE OF ADDING OR AMENDING SEVEN PROJECTS IN THE 2024-27 MTIP TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS	020224T-05
6	Exhibit A to Resolution 24-5384	N/A	Exhibit A to Resolution 24-5384	020224T-06
7	Staff Report Memo	1/24/2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: February 2024 MTIP Formal Amendment & Resolution 24-5384 Approval Request	020224T-07
8	Memo	1/26/2024	To: TPAC and interested parties From: John Mermin, Metro and Carol Chang, Regional Disaster Preparedness Organization (RDPO) RE: Overview of Regional Emergency Transportation Routes (RETR) Phase 2 project	020224T-08
9	Memo	1/26/2024	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner Ted Leybold, Resource Development Manager RE: 2027-2030 Metropolitan Transportation Improvement Program (MTIP) Revenue Forecast	020224T-09
10	Attachment 1	N/A	Attachment 1: Summary of Forecast of Federal and State Transportation Revenues Portland Metro Area Transportation Federal Fiscal Years 2027 through 2030 (in millions)	020224T-10
11	Attachment 2	February 2024	2027-2030 Metropolitan Transportation Improvement Program (MTIP) Revenue Forecast Initial Draft	020224T-11

12	Memo	1/26/2024	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2027-2030 MTIP Program Direction and Work Program	020224T-12
13	Attachment 1	1/10/2024	Attachment 1: 2027-2030 MTIP WORK PLAN SUMMARY	020224T-13
14	Memo	1/26/2024	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner Ted Leybold, Resource Development Section Manager RE: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Schedule and Process Overview	020224T-14
15	Attachment 1	1/1/2024	Attachment 1: 2028-2030 REGIONAL FLEXIBLE FUND ALLOCATION work plan summary at-a-glance	020224T-15
16	Slide	2/2/2014	January traffic deaths in Clackamas, Multnomah and Washington counties	020224T-16
17	Presentation	2/2/2024	February 2024 Formal MTIP Amendment Resolution 24- 5384	020224T-17
18	Presentation	2/2/2024	REGIONAL EMERGENCY TRANSPORTATION ROUTES (RETR) PHASE 2	020224T-18
19	Presentation	2/2/2024	2027-30 MTIP Revenue Forecast Initial Draft	020224T-19
20	Presentation	2/2/2024	2027-2030 Metropolitan Transportation Improvement Program (MTIP)	020224T-20
21	Presentation	2/2/2024	2028-2030 Regional Flexible Funds Allocation (RFFA)	020224T-21

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING A NEW)	RESOLUTION NO. 24-5395
ODOT CARBON FUNDED SIGNAL SYSTEM)	
PROJECT GROUPING TO THE 2024-27)	Introduced by: Chief Operating
MTIP TO MEET FEDERAL)	Officer Marissa Madrigal in
TRANSPORTATION PROJECT DELIVERY)	concurrence with Council President
REQUIREMENTS)	Lynn Peterson

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

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

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5335 to adopt the 2024-27 MTIP; and

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

WHEREAS, pursuant to the U.S. Department of Transportation's MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, ODOT's Statewide Carbon Reduction Strategy Plan was created in response to the new requirements in the Bipartisan Infrastructure Law to develop reduction strategies to support efforts and identify projects and strategies to support the reduction of transportation emissions; and

WHEREAS, ODOT has approved \$896,672 of federally appropriated Carbon Reduction Program funds plus state matching funds for a total of \$999,300 from their Carbon Reduction Strategy Plan supporting signal system upgrades; and

WHEREAS, the new Signal System upgrade project will provide improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing and

WHEREAS, completing the MTIP programming actions will enable subsequent required federal approval steps to occur without delay for the new project; and

WHEREAS, the programming updates to add ODOT's new Signal System upgrade project to the 2024-27 MTIP are stated in Exhibit A to this resolution; and

WHEREAS, on March 1, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on March 14, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add ODOT's new Carbon funded Signal System upgrade project as stated within Exhibit A to complete required programming updates to the 2024-27 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this ____ day of _____ 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
March FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: MR24-06-MAR

The March Federal Fiscal Year 2024 Formal MTIP Amendment adds a new ODOT Carbon funded project grouping bucket (PGB) to the MTIP to meet federal transportation delivery requirements.

- **Key 22546 - Portland & Surrounding Areas Signal System (ODOT):** New Project. The formal amendment adds to new PGB to the 2024-27 MTIP. The PGB is a region-wide revenue bucket across the Metro MPA three-county regional area. The PGB contains Carbon funding to be used for later awarded eligible signalization and interconnect type projects for coordinated signal timing helping to reduce motor vehicle air emissions pollutants and the carbon footprint. The Carbon funding is being split off from ODOT’s Statewide Carbon PGB in Key 23087).

The Exhibit A Table starting below contains a more detailed summary of the changes and programming actions.

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 24-5395

March FFY 2024 Formal Transition Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: MR24-06-MAR
 Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Project Cancellations: No cancellations or removals from the MTIP as part of the March 2024 Formal Amendment				
None				

Category: New Projects				
(#1) ODOT Key # 23546 MTIP ID TBD <i>New Project</i>	ODOT	Portland & Surrounding Areas Signal System	Improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new ODOT Carbon funded Project Grouping Bucket (PGB) supporting later awarded signal system upgrade projects. The Carbon funds originate from Key 23087. The funding is being split off Key 23087 and transferred to this project.
Category: Amendments to Existing Projects				
None				

Proposed Amendment Review and Approval Steps:

- Tuesday, February 27, 2024: Post amendment & begin 30-day notification/comment period.
- Friday, March 1, 2024: TPAC meeting (Required Metro amendment notification)
- Thursday, March 14, 2024: JPACT meeting.
- Wednesday March 27, 2024: End 30-day Public Comment period.
- Thursday, April 4, 2024: Final approval from Metro Council anticipated.
- Early to mid-May 2024: Estimated final USDOT amendment approvals occur.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add new CRP funded Signal
 Systems PGB to the MTIP

Project #1

Project Details Summary							
ODOT Key #	23546	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		MR24-06-MAR		STIP Amendment ID:		24-27-0480	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new Regional Carbon funded Signal System upgrade project grouping bucket(PGB) to the MTIP. The Carbon funds are being split off of a statewide carbon PGB in Key 23087. The action is also consistent with prior OTC action approving the ODOT Carbon Reduction Strategy plan.

Project Name:	Portland & Surrounding Areas Signal System						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	FHWA	
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:
 Improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing.

MTIP Detailed Description (Internal Metro use only):
 Through out the Metro MPA three-county regional area, award eligible signalization and interconnect type projects for coordinated signal timing helping to reduce motor vehicle air emissions pollutants and carbon footprint. (ODOT Carbon fund not Metro allocated CRP funds. Key 23546 Carbon is split from non-MPO Key 23087)

STIP Description:
 Improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	OP-CARBON		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
Carbon	Y601	2024		\$ 484,004					\$ 484,004
Carbon	Y601	2025					\$ 340,884		\$ 340,884
Carbon	Y601	2026						\$ 71,784	\$ 71,784
Federal Totals:			\$ -	\$ 484,004	\$ -	\$ -	\$ 340,884	\$ 71,784	\$ 896,672

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State - HB2017	S070	2024		\$ 55,396					\$ 55,396
State - HB2017	S070	2025					\$ 39,016		\$ 39,016
State - HB2017	S070	2026						\$ 8,216	\$ 8,216
State Totals:			\$ -	\$ 55,396	\$ -	\$ -	\$ 39,016	\$ 8,216	\$ 102,628

The ODOT Financial Plan/Actual Amounts identifies the origin of the State funds from HB2017

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 539,400	\$ -	\$ -	\$ 379,900	\$ 80,000	\$ 999,300

Total Estimated Project Cost							\$	999,300
Total Cost in Year of Expenditure:							\$	999,300

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 539,400	\$ -	\$ -	\$ 379,900	\$ 80,000	\$ 999,300
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 55,396	\$ -	\$ -	\$ 39,016	\$ 8,216	\$ 102,628
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 484,004	\$ -	\$ -	\$ 340,884	\$ 71,784	\$ 896,672
State	\$ -	\$ 55,396	\$ -	\$ -	\$ 39,016	\$ 8,216	\$ 102,628
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 539,400	\$ -	\$ -	\$ 379,900	\$ 80,000	\$ 999,300

Phase Composition Percentages

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

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	48.4%	0.0%	0.0%	34.1%	7.2%	89.73%
State	0.0%	5.5%	0.0%	0.0%	3.9%	0.8%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	54.0%	0.0%	0.0%	38.0%	8.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes/No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT approved Carbon Reduction (CRP) federal funds.
2. Does the amendment include changes or updates to the project funding? Yes. The amendment adds new approved CRP funds.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via STIP Impacts Worksheet and prior approved OTC action.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	N/A - Regional PGB			
Cross Streets	Route or Arterial		Cross Street		Cross Street
	N/A - Regional PGB		N/A - Regional PGB		N/A - Regional PGB

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes The new PGB is region-wide. Specific eligible projects will awarded funding and split off from the PGB
			X				

RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project The new project is being added to the MTIP as an approved Carbon Reduction Program Project Grouping Bucket 9PGB) supporting later eligible signal system upgrade projects.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3
Exemption Reference:	40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects. 40 CFR 93.127, Table 3 - Intersection signalization projects at Individual intersections
Was an air analysis required as part of RTP inclusion?	No. However, the specific projects awarded State Carbon funding will be assessed for their carbon reduction impact as part of the RTP's Climate Action and Resilience goal.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is a region-wide revenue-project grouping bucket. ODOT will split off specific eligible signal system upgrade projects which will also contain their carbon reduction impacts.
RTP Constrained Project ID and Name:	ID# 12095 - Safety & Operations Projects: 2023-2030
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable. Regional CRP revenue project grouping bucket (PGB)
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

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

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? No. Not applicable.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goals: <u>Goal #2 - Safe System</u> Objective 2.1 - Vision Zero Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #5 - Climate Action and Resilience</u> Objective 5.1 – Climate Change Mitigation: Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capital in order to slow climate change.

5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be February 27, 2024 to March 27, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**
7. Added notes: N/A

Fund Codes References

Carbon	Federal funds appropriated to the State DOT with the overall purpose to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions
State	General State funds committed to a project usually to cover the required minimum match requirement to the federal funds.
State - HB2017	State funds committed to eligible projects that originate from the Oregon approved HB2017 Legislation. HB 2017 made a significant investment in transportation to help further the things Oregonians value, such as a vibrant economy with good jobs, choices in transportation, a healthy environment, and safe communities.

Key 23546 is a Regional Project Grouping Bucket.



Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y601	Carbon reduction program greater than 200,000 population IIA	100.00%	539,400.00	89.73%	484,003.62	10.27%	55,396.38	0.00%	0.00
	PE Totals		100.00%	539,400.00		484,003.62		55,396.38		0.00
CN	Y601	Carbon reduction program greater than 200,000 population IIA	100.00%	379,900.00	89.73%	340,884.27	10.27%	39,015.73	0.00%	0.00
	CN Totals		100.00%	379,900.00		340,884.27		39,015.73		0.00
OT	Y601	Carbon reduction program greater than 200,000 population IIA	100.00%	80,000.00	89.73%	71,784.00	10.27%	8,216.00	0.00%	0.00
	OT Totals		100.00%	80,000.00		71,784.00		8,216.00		0.00
Grand Totals						896,671.89		102,628.11		0.00

Most Recent Approved Amendment
 Amendment No: **21-24-2789** Approval Date: **12/15/2022**
 Requested Action: **Add new project, using PROTECT planning program funds.**

Name: Carbon Reduction Program; Small Urban and Rural 22-24 Key: **23087**
 Description **Develop a carbon reduction strategy based on the state's greenhouse gas reduction goals that supports reduction in transportation emissions and identify projects appropriate to state population density.** Region: **6**
 MPO: **Non-MPO** Work Type: **OP-CARBON**
 Applicant: **ODOT** Status: **BUCKET OF FUNDS**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$2,046,137.13		\$2,046,137.13
Fund 1					Y606 \$874,517.55		
Match					\$100,092.45		
Fund 2					Y607 \$486,078.18		
Match					\$55,633.82		
Fund 3					Y608 \$475,403.12		
Match					\$54,412.01		

Footnote:
Most Recent Approved Amendment
 Amendment No: **24-27-0708** Approval Date: **1/12/2024**
 Requested Action: **Reduce project by \$6,191,283.20, funds previously allocated to projects.**



Memo

Date: February 21, 2024
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: March FFY 2024 MTIP Formal Amendment & Resolution 24-5395 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING A NEW ODOT CARBON FUNDED SIGNAL SYSTEM PROJECT GROUPING TO THE 2024-27 MTIP TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The March 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle adds one new ODOT project. The project is a project grouping bucket (PGB) containing approved Carbon funding to be committed to later approved signal system upgrade projects.

What is the requested action?

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 24-5395 to add ODOT's new Carbon funded Signal System upgrade PGB to the 2024-27 MTIP.

A summary of the project is included below:

- **Key 23546 - Portland & Surrounding Areas Signal System:**
 - Lead Agency: ODOT
 - Description: The project will provide improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing upgrades.
 - Action: The formal amendment adds the new project to the MTIP. Adding a new project to the MTIP requires a formal/full amendment with final approval by FHWA.
 - Added Notes:
 - Key 23546 is authorized a total of \$896,672 of ODOT approved federal Carbon funds.
 - The federal minimum match is 10.27% which result in a project total programming amount of \$999,300.

- The federal funds originate from an existing statewide Carbon PGB in Key 23087. \$896,672 of Carbon funds (plus match) are being split off of Key 23087 and re-programmed to a Region 1 (within the Metro MPA boundary) signal intersections system upgrade bucket.
- Specific eligible projects will then be split off of Key 23546 when awarded the Carbon funds.

Most Recent Approved Amendment							
Amendment No: 21-24-2789				Approval Date: 12/15/2022			
Requested Action: Add new project, using PROTECT planning program funds.							
Name: Carbon Reduction Program; Small Urban and Rural 22-24						Key: 23087	
Description: Develop a carbon reduction strategy based on the state's greenhouse gas reduction goals that supports reduction in transportation emissions and identify projects appropriate to state population density.							Region: 6
MPO: Non-MPO			Work Type: OP-CARBON				
Applicant: ODOT			Status: BUCKET OF FUNDS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				STATEWIDE	STATEWIDE		
Current Project Estimate							
Year	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
					2024		
Total					\$2,046,137.13		\$2,046,137.13
Fund 1					Y606 \$874,517.55		
Match					\$100,092.45		
Fund 2					Y607 \$486,078.18		
Match					\$55,633.82		
Fund 3					Y608 \$475,403.12		
Match					\$54,412.01		
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0708				Approval Date: 1/12/2024			
Requested Action: Reduce project by \$6,191,283.20, funds previously allocated to projects.							

○ ODOT Carbon Program:

- The Oregon Transportation Commission approved ODOT's Carbon Reduction Program (CRP) last September 14, 2023. ODOT's CRP outlines the carbon reduction goals and outcomes the funding will provide.

State of Oregon Carbon Reduction Strategy



AUGUST 2023

- From the Executive Summary:

The Oregon Carbon Reduction Strategy was developed in response to new requirements in the Bipartisan Infrastructure Law. The Bipartisan Infrastructure Law requires each state, in consultation with any Metropolitan Planning Organization designated within the state, to develop a carbon reduction strategy and update the strategy every four years. The Bipartisan Infrastructure Law requires carbon

reduction strategies to “support efforts and identify projects and strategies to support the reduction of transportation emissions.”

In Oregon, greenhouse gas emissions from transportation accounted for approximately 35% of total emissions in 2021 and represent the largest sector of emissions. Oregon’s best available climate change projections indicate that average annual temperatures will increase 5°F by the 2050s and 8.2°F by the 2080s because of human influenced climate change. Climate change has already begun to exacerbate impacts to the natural and human environments in Oregon such as increased flooding and wildfires.

Oregon has been engaged in reducing emissions for almost two decades. This history has provided the state with a wealth of policy, programs, and projects that are turning the tide and reducing emissions across the state. While the state has made significant progress, more work is still needed to achieve Oregon’s emissions reduction targets of 80% below 1990 levels by 2050.

The Oregon Carbon Reduction Strategy is based on the *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction*. The Statewide Transportation Strategy examines ways that the transportation sector can reduce greenhouse gas emissions and help achieve Oregon’s greenhouse gas reduction goals. The document contains a broad range of strategies and actions for reducing transportation emissions that modeling and analysis have shown to have measurable greenhouse gas reduction results. Oregon continues to monitor the Statewide Transportation Strategy to ensure its effectiveness and has incorporated it into the 2023 Oregon Transportation Plan which will guide investments in Oregon from now until 2050.

The Bipartisan Infrastructure Law provided additional funding for projects that reduce transportation related greenhouse gas emissions. Through the Carbon Reduction Program, Oregon is apportioned \$82.4 million over 5 years for fiscal years 2022-2026. These funds are allocated by federal formula to Transportation Management Areas, Small Urban and Rural areas, and Statewide projects.

As required by federal regulations, the Oregon Department of Transportation (ODOT) coordinated with the state’s transportation management areas and consulted with the Oregon’s regional planning organizations to develop strategies and priorities for the Carbon Reduction Program. ODOT conducted a call for projects in 2023 for the Small Urban and Rural funding. Transportation Management Areas identified projects for their share of the funding. ODOT

conducted an internal project selection process for the Statewide funding.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate and fiscal constraint as a result of the required changes.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling.
- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.
- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the March FFY 2024 Formal MTIP amendment (MR24-06-MAR) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	February 23, 2024
• Initiate the required 30-day public notification process.....	February 27, 2024
• TPAC notification and approval recommendation.....	March 1, 2024
• JPACT approval and recommendation to Council.....	March 14, 2024
• Completion of public notification process.....	March 27, 2024
• Metro Council approval.....	April 4, 2024

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	April 10 ,2024
• USDOT clarification and final amendment approval.....	Early to mid- May 2024

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the final selected projects to be awarded the Carbon funds from this PGB. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There are no direct or indirect impacts to the approved Metro budget through the actions of this amendment. The Carbon funds belong to ODOT and do not impact Metro’s Carbon fund allocation.

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 24-5395 to add ODOT’s new Carbon funded Signal System upgrade PGB to the 2024-27 MTIP.

No Attachments.

Addressing Transportation Challenges on the Westside

You know that things are changing in Oregon.

Over the last 20 years, the area has seen more people move in and more cars and trucks on the roads.

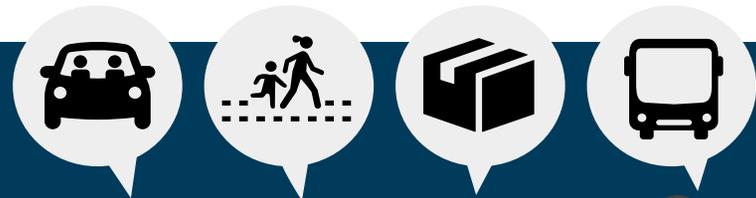
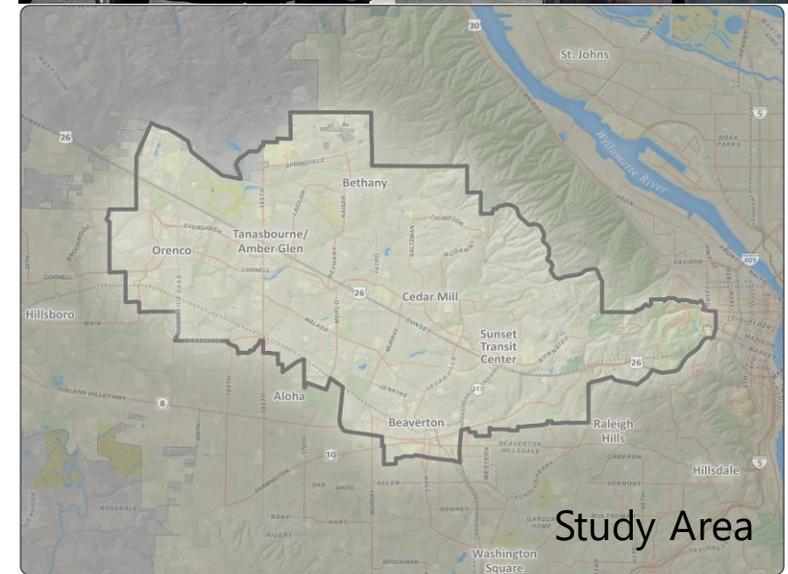
Washington County is growing faster than its neighbors in the region. Since the pandemic, we've seen fewer people on transit and changing travel needs. To sustain the area's economic health and quality of life, the Westside Multimodal Improvement Study will think big about how people and goods travel in and through the Westside Corridor today and over the next 20 years.



What are our goals for addressing transportation needs?

The study will look ahead to find policies and investments to create solutions that address five priority areas:

- **MOBILITY:** Improve travel time and travel time reliability for people and freight moving through the corridor
- **SAFETY:** Improve safety for all users
- **SOCIAL EQUITY:** Provide benefits or mitigate transportation burdens to historically underserved populations
- **CLIMATE ACTION:** Reduce air pollutant emissions and support climate goals
- **ECONOMIC VITALITY:** Serve or connect regional destinations and centers



Developing strategies together

This study will lay the foundation for future investments in the Westside Corridor. We will work together to make **recommendations for projects, strategies, and technologies to meet the needs of the community.** The study is a critical piece of the planning process that gives you the chance to share your thoughts in helping share the future before we jump ahead.

Spring-Summer 2022

Setting the stage:
Understanding needs and identifying goals

Fall 2022-Spring 2023

Developing strategies:
Working to identify solutions

Summer 2023 and beyond

Implementation and investment:
Prioritizing projects and developing a plan

Ongoing stakeholder and community input

We are talking to the community throughout this study.



Share your thoughts today!

Sign up for the **mailing list** to stay up to date and get notified about the about upcoming survey, community presentations, and other opportunities to provide feedback.

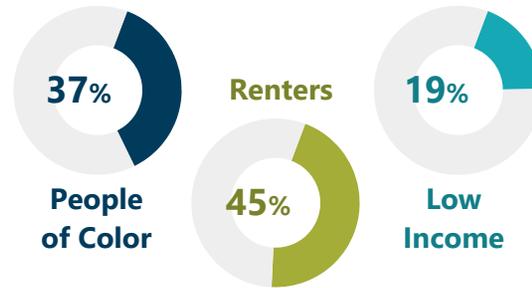
Please **visit our website** to sign up for the mailing list and learn more about the study:
<https://prod.oregon.gov/odot/UMO/Pages/wmis.aspx>

Email the project team anytime at **Westside.Study@odot.oregon.gov**



Who experiences transportation challenges in the Westside Corridor?

The Westside Study Area, centered on the US 26 Sunset Highway from Hillsboro through the Vista Ridge Tunnel, is home to approximately **90,000 residents and 124,000 jobs**. It is a regional employment destination, with many people traveling into the area for work, and an economic engine for Oregon, producing many high value exports.



Employment & Commute Trips

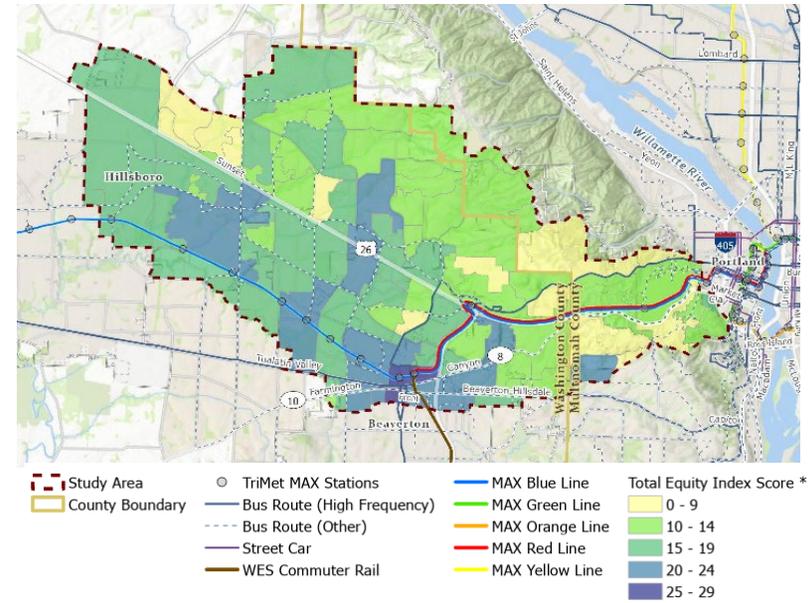
Washington County is a major employment center. Within the study area, roughly **97,000** non-resident workers commute into the study area daily, while 64,000 residents commute outside the study area for work. Notably, 27,000 people both live and work here. (2018 data)

Transit use in the Westside Corridor is higher than across the region, making up 9% of commute trips, as of 2018. We recognize COVID-19 has changed the way some travel, and this study reflects these changes. The busiest TriMet stops are now at major transfer points.

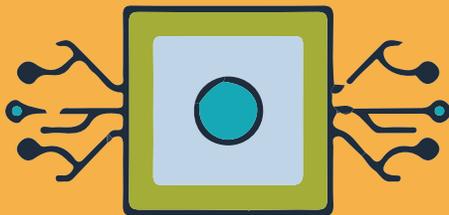
Residents & Housing

Westside residents are more racially diverse than the region and state, with over 37% residents of color. 45% of households are renters, which is higher than the region.

The percentage of car-free households (6.5%) and low-income households (19%) are both lower than the regional averages.



This map of the Westside study area shows TriMet's Transit Equity Index. Many parts of the study area score high in opportunity for improved transit service and access to jobs for equity priority communities.



Silicon Forest: High Tech Exports

- Oregon's thriving high-tech industry includes more than 6,000 businesses statewide that provide over **81,000 jobs**.
- Oregon exported **\$15 billion** in electronics in 2021. This made up 60% of Oregon's exports, and much of that value comes from Washington County businesses.

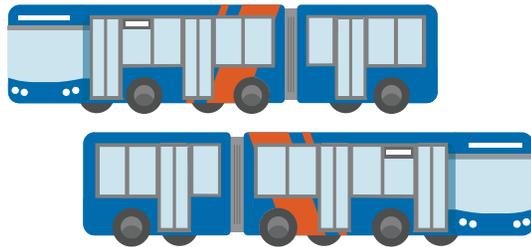
What Do We Know?

Existing and expected future conditions highlight transportation issues and needs on the Westside.



Cars and Freight

While US 26 has the highest freight volume of all non-interstate highways in the region, just **five percent** of trips are freight vehicles, indicating that freight is not the primary cause of traffic congestion.



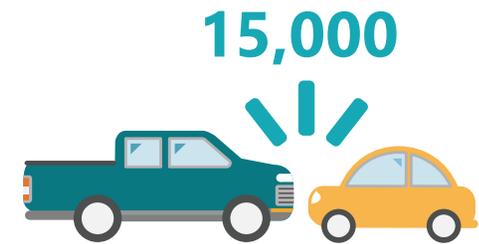
Westside Transit

The Westside corridor has **frequent service** bus routes and MAX light rail service. However, there are few north/south transit routes, and many employers are located on large campuses or office parks with poor traffic circulation for transit service.



Traffic Congestion

Travel times can vary **20+ minutes** for a typical trip from Hillsboro's employment areas to PDX Airport, due largely to congestion on US 26.



Safety

The study area has seen **15,000 crashes** in the past 5 years. Many westside arterials have high rates of injuries and fatalities relative to the region, including Tualatin Valley Highway, Baseline Road, Cornell Road, Cornelius Pass Road, and Farmington Road.

What's Next?

- **Evaluating Potential Solutions.** The Westside Multimodal Improvements Study project team is evaluating a variety of programs, policies, and infrastructure projects to understand how well different investment options address the study's priority areas: mobility and reliability, safety, social equity, climate action, and economic vitality.
- **Prioritizing Investments.** In fall and winter 2023, the project Steering Committee will weigh community input and evaluation results. Their final recommendation will set a path forward for future implementation.

Visit the **project website** and sign up for the **mailing list** to stay informed and engaged with the study.

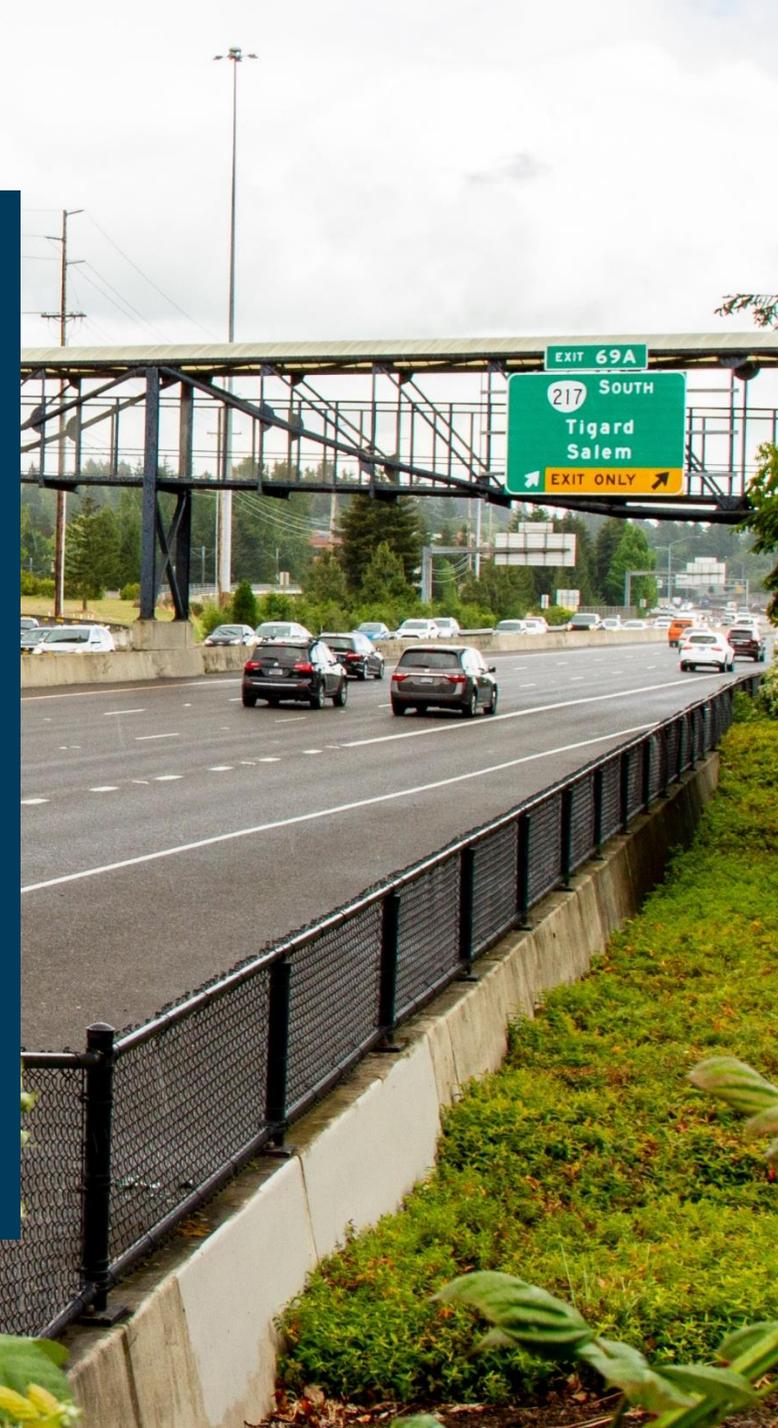
<https://www.oregon.gov/odot/UMO/Pages/wmis.aspx>



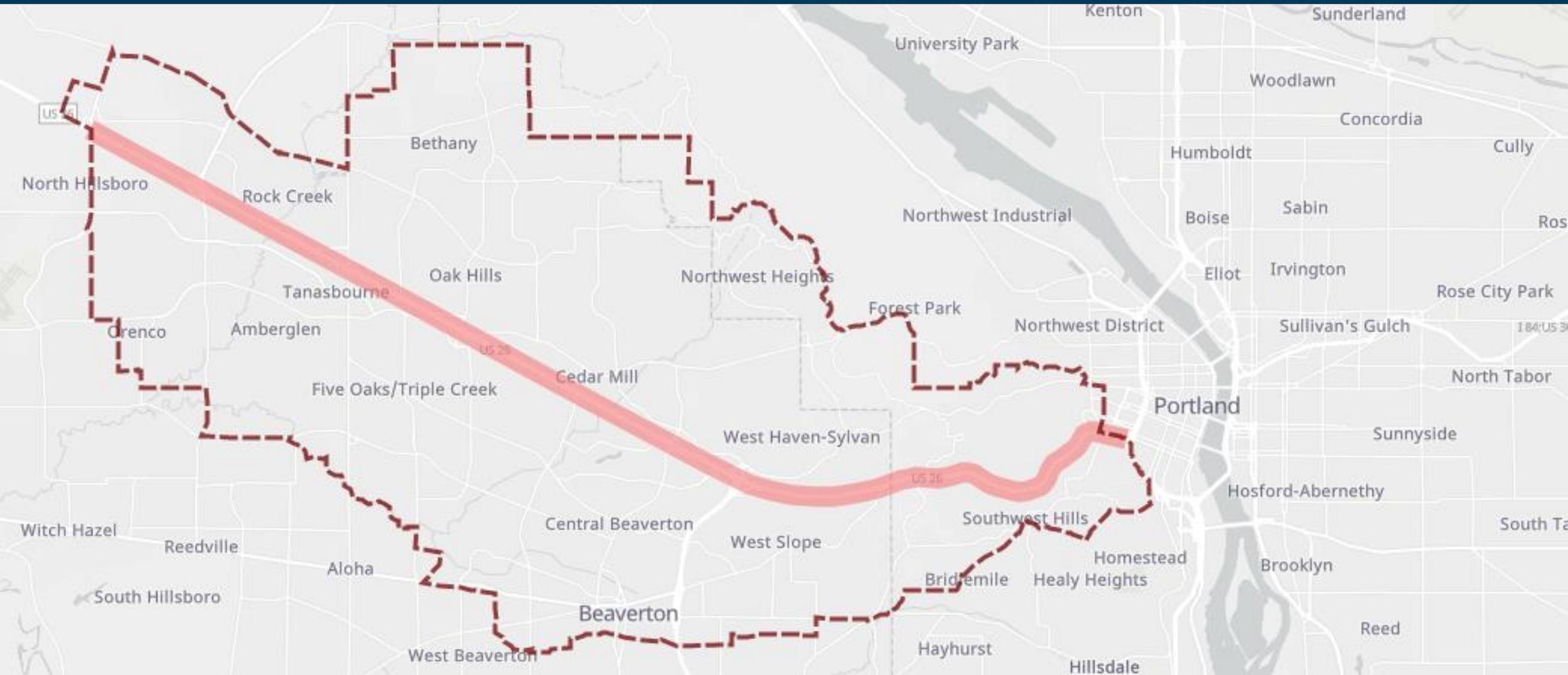
March 1, 2024

Westside Multimodal Improvements Study

Transportation Policy Alternatives Committee



Addressing Transportation Challenges on the Westside



Mobility & Reliability • Safety • Social Equity • Climate Action • Economic Vitality

Project Partners

- ODOT and Metro
- City of Beaverton
- City of Hillsboro
- City of Portland
- Multnomah County
- Washington County
- TriMet
- Greater Portland Inc.
- Washington County Chamber
- APANO
- Centro Cultural



Issues and Needs

ISSUES

NEEDS



Transit travel times are not competitive

Need to improve multimodal options



Inadequate "last mile" access

Need to increase transportation equity



Congestion due to limited capacity

Need to reduce congestion and improve safety



Traffic safety for all users and modes

Need to improve freight mobility



Impaired freight movement

Need to reduce greenhouse gas emissions

Modeled Scenario Groupings

Scenarios		Includes projects such as...
1	System management	Faster transit, transit subsidies, carpooling, biking, ramp meters
2	Relatively short-term improvements	More transit, park and rides, minor improvements to US26 interchanges
3	Existing Infrastructure Improvements	Widen Cornelius Pass Rd, widen US26, add carpool lane, more overcrossings
4	New infrastructure improvements	I-405/US26 interchange, exit closures, new MAX tunnel, new North Willamette bridge
5	Tolling	Toll lanes on US26 and OR 217 to manage congestion

2045: The Regional Transportation Plan (Baseline)

2023 Regional Transportation Plan – What does the Region Imagine for 2045

- The 2023 RTP includes a list of transportation investment priorities for the next 20 years.
- Identifies \$68.5 billion in projects, of which \$25.5 billion is capital.
 - Investments such as transit, sidewalk, bridge, bikeway and roadway projects
 - Transit service, maintenance and operations
 - Road maintenance and operations.
- Policies, strategies and investments in the 2023 Regional Transportation Plan help to advance transportation equity, climate, safety, mobility and economic development goals.

High-Level Findings

- Population grows 30% to over 2.2 million people.
- Total employment grows 37% to 1.2 million jobs.
- RTP aims to triple transit, bike, and pedestrian shares; projections show lesser increases.
- Congestion on US 26 is expected to grow by 2045, adding a few more minutes of travel time compared to today through the study area; does not meet performance targets.

Improvements

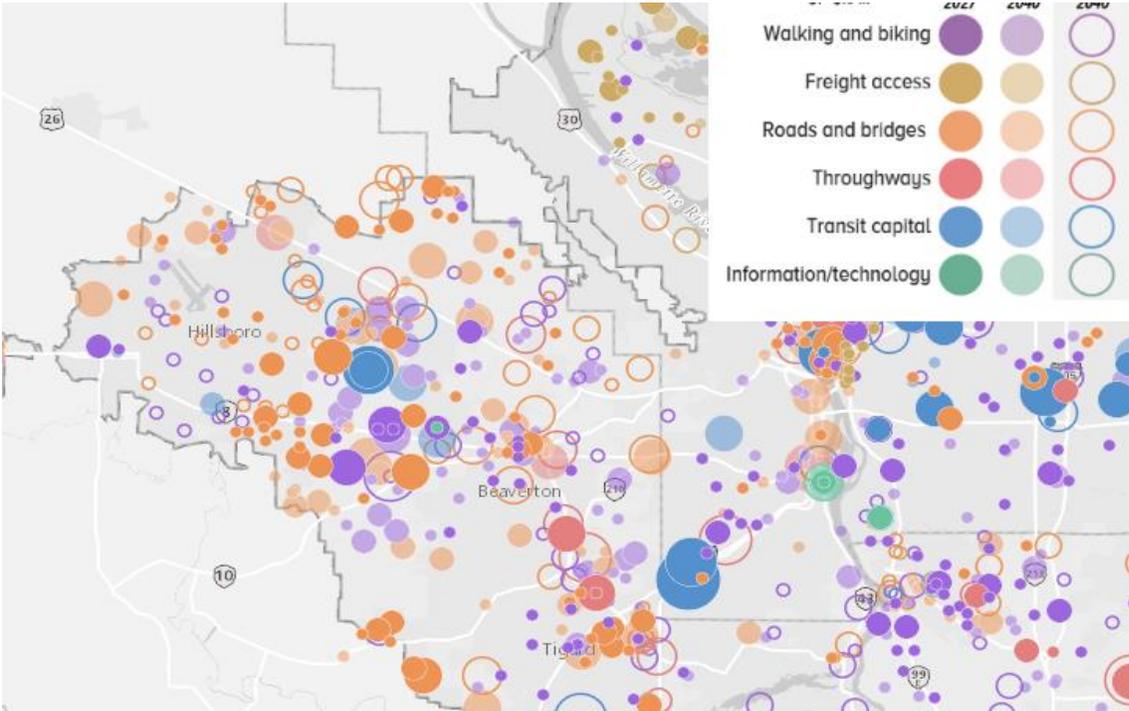
The financially constrained RTP is the baseline for comparison and includes changes such as:

- I-205 widening
- Regional tolling (I-5 and I-205)
- Interstate Bridge Replacement Program (extension of light rail to Vancouver)
- Rose Quarter
- Red Line Max improvements
- Freight access improvements

In the Study Area, improvements include:

- Progress toward filling pedestrian and bicycle gaps
- Safety projects on US 26, Canyon Road
- OR 217 auxiliary lanes
- TV Highway High-Capacity Transit

Where would improvements be implemented?



Scorecard

+ Safety

- The RTP allocates over two-thirds of capital funding to projects that address identified safety concerns or projects that provide safety benefits, with more than half on the high-injury network.

🤝 Social Equity and Climate

- The RTP prioritizes system investments in Equity Focus Areas; many on the westside.
- Brings pedestrian, and bicycle networks in EFAs from 60 to over 75% complete.
- Job access via transit and auto is slightly better in EFAs than in other communities, and access to destinations via auto is much higher than via transit.
- GHG per capita to decrease between 22- 40%.

📍 Mobility and Reliability

% Change in Travel time on US26 - Hillsboro to Tunnel (from 2020)

Westbound **+12% AM +8% PM**

Eastbound **+13% AM +8% PM**

Travel Demand on US 26, west of the Vista Tunnel
14,600 (122%) AM / 12,500 (104%) PM

Regional change in trips by mode (from 2020)

SOV **+1,053,100 (-3.2%)**

HOV **+1,095,900 (+1%)**

Transit/Bike **+590,205 (+6%)**

SCENARIO 1: Enhancing Existing Systems

Scenario Description – Techniques to manage the system with minimal infrastructure changes

- Scenario 1 examines what the region can achieve by using system management and transit improvements, with minimal changes to built infrastructure.
- This scenario represents a low-cost, programmatic approach.
- The scenario considers major expansions of cycling routes, micromobility programs and carpooling programs.
- The improvements listed are in addition to those included in the 2023 RTP.

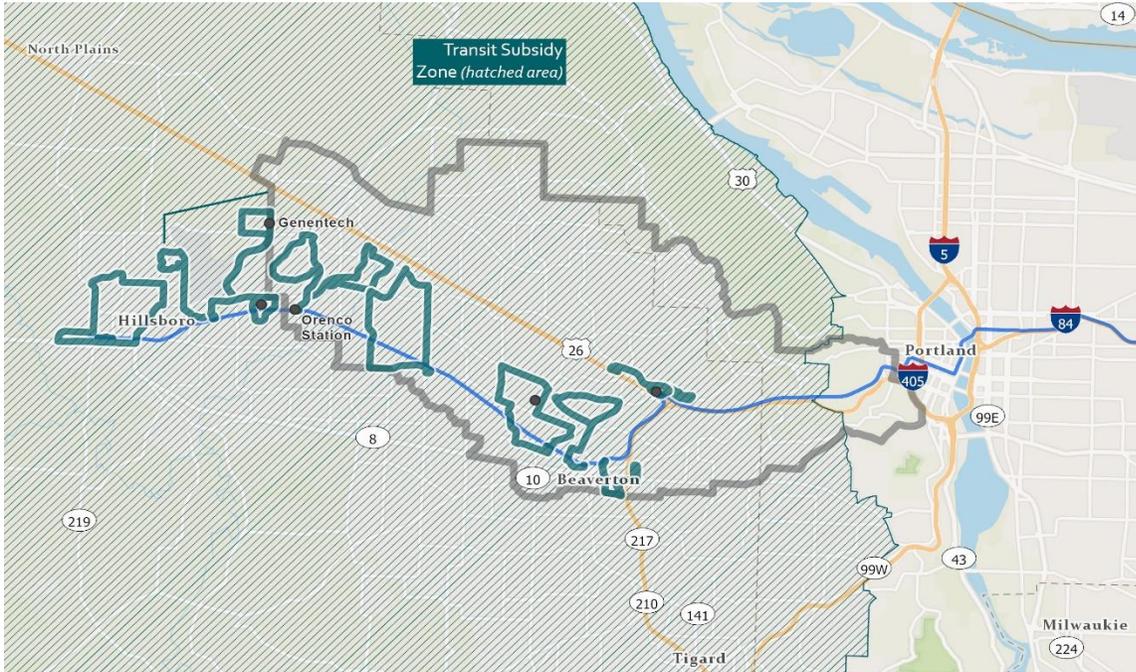
High-Level Findings

- This set of projects would modestly increase non-driving mode share.
- Safety for all users would improve, especially for people walking, biking and taking transit.
- Travel time, reliability, and safety would improve modestly from ITS and incident response.
- Overall VMT and throughput similar to 2023 RTP.

Improvements

- Transit travel time improvements
- Transit fare subsidy
- Fixed route shuttles and circulators (see map)
- Employer and regional demand management programs*
- enhancements*
- Incident response*
- Active traffic management (ITS)*
- Vanpools*
- Parking policies and pricing
- Regional bike network expansion*
- Expanded bike and micromobility programs*
- Regional carshare program*

Where would improvements be implemented?



Scorecard

+ Safety

- This set of projects are likely to improve safety for all users, especially for people walking, biking and taking transit.
- ITS and incident response can improve safety for roadway users.

❤️ Social Equity and Climate

- This scenario provides transit subsidies and would increase transit, bike, and walk trips.
- Moderate improvements to access to jobs and key locations across the westside.
- While in general multimodal projects have positive GHG benefits, the mode shift seen in this scenario is relatively small.

📍 Mobility and Reliability

% Change in Travel time on US26 - Hillsboro to Tunnel (from baseline)

Westbound	-1% AM	-1% PM
Eastbound	-1% AM	-1% PM

Travel Demand on US 26, west of the Vista Tunnel

14,500 (121%) AM / 12,600 (105%) PM
Maximum = 12,000

Regional change in trips by mode (from baseline)

SOV	HOV
-7,700 (-0.16%)	-3,000 (-0.07%)
+10,700 (+0.5%)	

SCENARIO 2: Near-term Improvements and Spot Fixes

Scenario Description – Short-term investments and modifications on US 26

- Scenario 2 explores strategic interchange modifications, added auxiliary lanes, new transit routes and P&R lots, and widespread sidewalk infill.
- These projects aim to make use of lower-cost, smaller-scale, and more quickly achievable changes to improve mobility.
- Key transit improvements include bus on shoulder (US26) and new routes and corridors connecting E/W, both HCT and MAX.

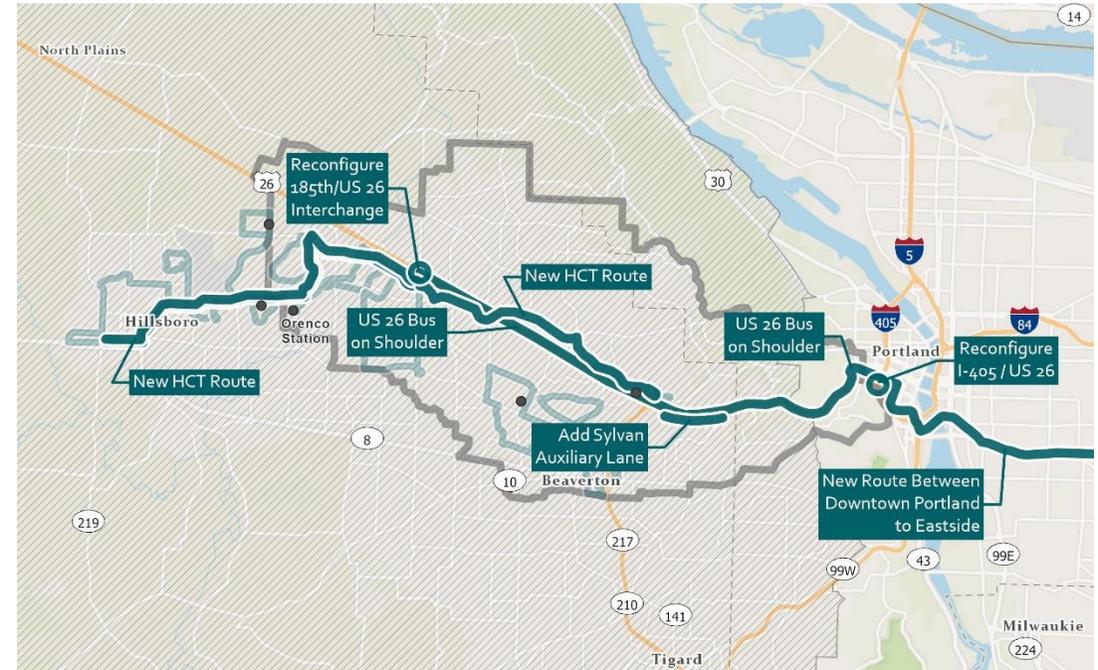
High-Level Findings

- These projects would further shift some trips to non-driving modes.
- New and expanded park and rides would be well utilized, and transit trips increase.
- Travel time, reliability, and safety would show small additional improvements.
- Overall VMT and throughput similar to projected values for 2045 in the 2023 RTP.

Improvements

- 185th/US26 auxiliary lane at interchange
 - Sylvan auxiliary lane
 - US26/I-405 modifications to minimize merges
 - Bus on shoulder on US26
 - New and expanded park and ride locations to serve express bus, HCT and MAX
 - New transit corridors connecting Westside, Downtown and Eastside
 - New HCT route Barnes to Hillsboro Central TC
 - Close gaps in pedestrian network*
- * Improvements are measured qualitatively and were not included in the Regional Travel Demand Model evaluation*

Where would improvements be implemented?



Projects in dark teal are new in this scenario. Scenario 2 include projects from Scenario 1.

Scorecard

+ Safety

- Auxiliary lanes improve safety by reducing merging and weaving conflicts.
- Transit riders experience fewer fatalities and injuries than people in cars.
- Closing gaps in the pedestrian network improves safety for users
- Incident response clears roadway hazards, reduces risk of more incidents.



Social Equity and Climate

- Transit investments lead to an increase in trips, which can reduce VMT and GHG.
- Completing the pedestrian network improves access and access to transit but results in a relatively small gain in mode shift and potential GHG reductions.



Mobility and Reliability

% Change in Travel time on US26 - Hillsboro to Tunnel (from baseline)



Travel Demand on US 26, west of the Vista Tunnel
 14,600 (122%) AM2HR /
 12,500 (104%) PM2HR

Regional change in trips by mode (from baseline)



SCENARIO 3: Parallel Routes & Local Facilities

Scenario Description – Longer-Term Investments including widening and managed lanes

- Scenario 3 considers larger, more costly and complex improvements to the Westside road and transit network, including road widening on Cornelius Pass and Barnes/ Burnside, multiple arterial crossings of US26, new roads, as well as roadway management for freight mobility and increased transit between Hillsboro and North Portland.
- Key investments for freight include managed lanes on US26 for freight and HOV, freight bypass at ramp meters.

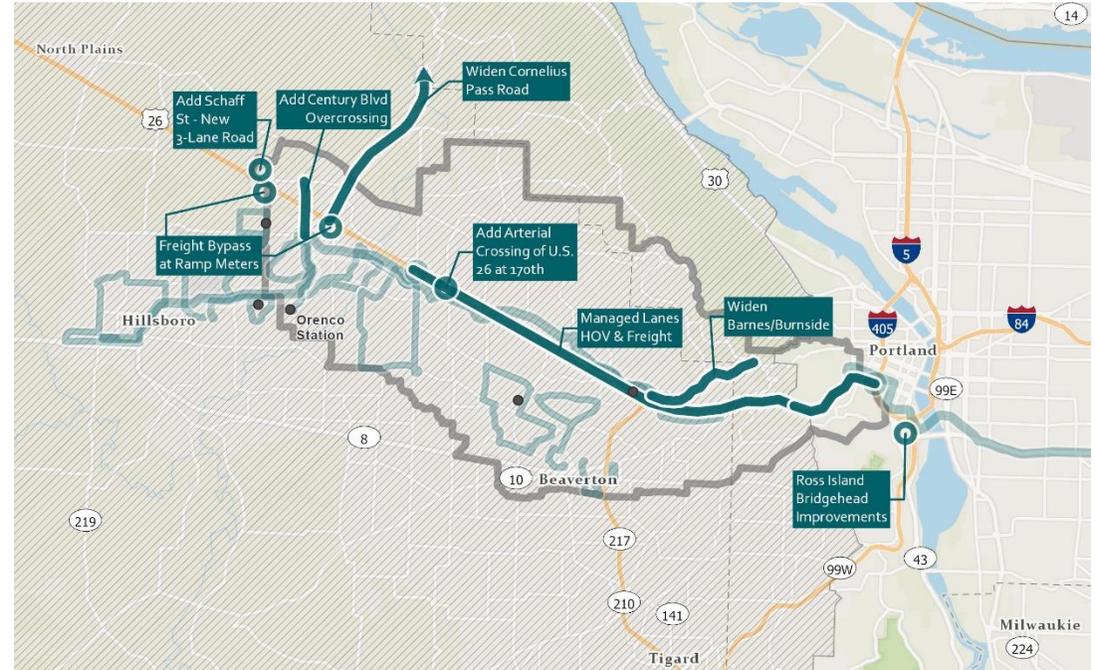
High-Level Findings

- New managed lane on US 26 improves freight travel time but travel times for all travelers are slower.
- Widened Cornelius Pass Road attracts approximately 2,900 additional vehicles eastbound and westbound all day.
- Transit improvements continue to support mode shift.

Improvements

- Managed lanes – HOV and freight
- Widen Cornelius Pass Road north of US26
- Widen Barnes/Burnside to County Line
- Add arterial crossings of US26
- Add new roadway – Schaff Street
- Add MAX transit frequency between Hillsboro Hatfield Center and Expo Center
- Ross Island Bridgehead Improvements
- Freight bypass at ramp meters
- Complete streets on local parallel routes*

Where would improvements be implemented?



Projects in dark teal are new in this scenario. Scenario 3 include projects from Scenario 1 and Scenario 2.

Scorecard



Safety

- Road widening and new arterial streets increase crossing distance for people walking and biking, which can decrease safety.
- Complete streets incorporate safety measures for all users.



Social Equity and Climate

- Access to jobs improves with roadway and transit investments.
- Transit investments lead to continued increase in transit trips, which can reduce VMT and GHG.
- HOV lane on US26 encourages modes that reduce GHG.



Mobility and Reliability

% Change in Travel time on US26 - Hillsboro to Tunnel (from baseline)

Westbound +6% AM -1% PM

Eastbound +3% AM +6% PM

Travel Demand on US 26, west of the Vista Tunnel
14,500 (121%) AM / 12,600 (105%) PM

Regional change in trips by mode (from baseline)

 SOV	 HOV
-13,500 (-0.3%)	-5,200 (-0.1%)

	+18,600 (+0.9%)
---	-----------------

SCENARIO 4: Major, Large-Scale Infrastructure

Scenario Description – Consider major highway and transit investments

- Scenario 4 imagines major, regionally significant new infrastructure to reshape travel on the Westside and across the region.
- Key projects include:
 - major redesign of the US26/405 interchange,
 - Northern Connector
 - widening of US26 through the Vista Ride tunnel
 - a new MAX tunnel through downtown Portland.

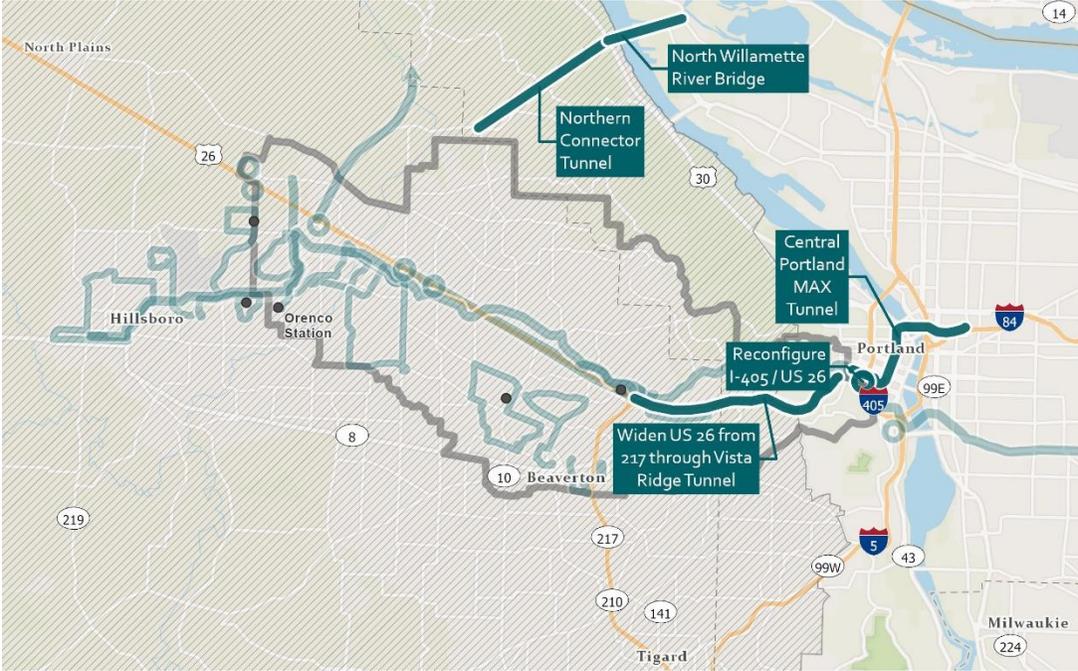
High-Level Findings

- Mobility and reliability are improved, especially for eastbound US 26.
- The northern connector carries approximately 31,000 vehicles per day.
- Transit improvements continue to support mode shift from auto even with added highway capacity improvements in this scenario that improve auto times.

Improvements

- Reconfigure US26/I-405 interchange at Market Street
- Northern Connector – new roadway, tolled tunnel connecting Kaiser Road to US30 across the west hills/Forest Park
- North Willamette River Bridge – connects US30 to Columbia/ Lombard; begins at Northern Connector
- Widen US26 from 217 through Vista Ridge Tunnel
- MAX tunnel downtown between Goose Hollow and Lloyd Center

Where would improvements be implemented?



Projects in dark teal are new in this scenario. Scenario 4 includes projects from Scenarios 1-3.

Scorecard

Safety

- Auxiliary lanes reduce weaving and provide safety benefits
- Increased speed is associated with increase in crash severity

Social Equity and Climate

- Construction projects would be resource-intensive
- Some of the gains in transit ridership and VMT reduction from previous scenarios are diminished
- VMT per capita decreases slightly compared to the 2045 RTP
- Travel time on transit with the MAX tunnel decreases, bringing thousands of additional households within 45-minutes of job centers

Mobility and Reliability

% Change in Travel time on US26 - Hillsboro to Tunnel (from baseline)

Westbound	-4% AM	-3% PM
Eastbound	-13% AM	-11% PM

Travel Demand on US 26, west of the Vista Tunnel

16,600 (104%) AM	13,800 (86%) PM
Maximum = 16,000	

Regional change in person trips by mode (from baseline)

SOV	HOV	Bike
-14,100 (-0.3%)	-300 (-0%)	+14,200 (+0.7%)

TOLLING SCENARIO: Tolling on US 26 and OR 217

Scenario Description – Tolling

- Tolling Scenario does not include improvements developed for Scenarios 1-4; it would be added to the baseline RTP set of projects
- Tolling Scenario includes tolling on US 26 and OR 217, along with tolling proposed in the 2023 Regional Transportation Plan.
- Rates would be consistent with the Regional Mobility Pricing Project in the draft RTP:
 - Fixed demand management fee
 - Supplemental high-demand fee based on time of day and congestion, levied in two locations:
 - Vista Ridge Tunnel (EB & WB)
 - Cedar Hills/Murray

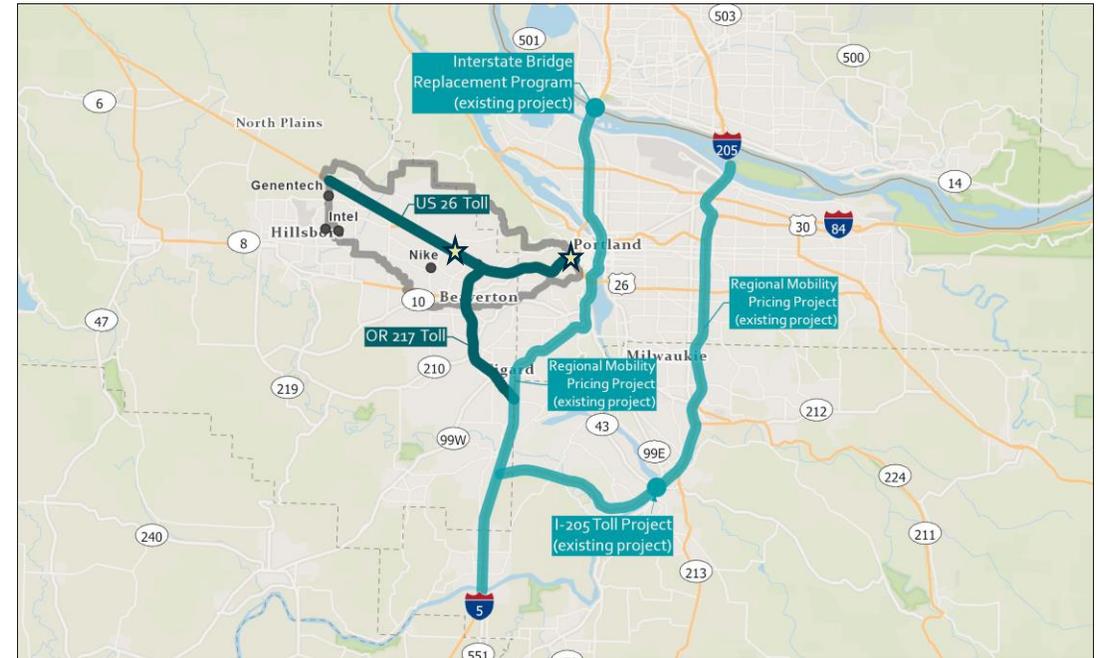
High-Level Findings

- Tolling US 26 and OR 217 has substantial impact on travel times.
- Mode shift includes an increase in carpooling and transit, resulting in fewer vehicles on the road.
- These results would likely been strengthened with some of the other investments from Scenarios 1-4.

Improvements

- Tolling Scenario would toll:
 - US 26 from Brookwood to I-405
 - OR 217 between US 26 and I-5
- Electronic gantries (no toll booths)
- Tolls are in addition to those planned and included in the 2023 RTP:
 - Interstate Bridge
 - Abernethy Bridge
 - Regional Mobility Pricing Project

Where would improvements be implemented?



Tolling Scenario does not include improvements from scenarios 1-4. Lighter blue existing projects are proposed in the 2023 RTP.

Scorecard

+ Safety

- Tolling gantries or implementation would likely allow for continued flow of traffic (no toll booths).
- Reduction in vehicles on the road and improved reliability would decrease risk of crashes
- Potential for diversion would require safety and capacity analysis



Social Equity and Climate

- Congestion Pricing supports reduced SOV VMT and results in more carpooling and transit use
- Low Income Toll Program will provide discounted options



Mobility and Reliability

% Change in Travel time on US26 - Hillsboro to Tunnel (from baseline)

Westbound -26% AM -26% PM

Eastbound -28% AM -24% PM

Travel Demand on US 26, west of the Vista Tunnel
 11,500 (96%) AM / 8,600 (72%) PM
 Maximum = 12,000

Regional change in person trips by mode (from baseline)

 SOV	 HOV
-18,800 (-0.4%)	+8,100 (+0.2%)

	+10,700 (+0.5%)
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Steering Committee Recommendation

- Consensus to advance multimodal investments such as transportation demand management and transit supportive programs and projects
- Consensus to study *Strategic Capital Investments and Funding Strategy* by looking at tolling paired with complementary corridor investments
- No consensus on Northern Connector and North Willamette Bridge

Next Steps

- Recommendations will be circulated for Steering Committee review and confirmation.
- Seeking endorsement of final report by participating local agencies, JPACT, and Metro Council.

Thank you!



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DISCUSSION DRAFT

2024-2025 Unified Planning Work Program

Transportation planning in the
Portland/Vancouver metropolitan area

February 2024

oregonmetro.gov

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TO BE ADDED

- Federal Certification Review Table
- 2024-25 Unified Planning Work Program Resolution Adopted by Metro Council
- Southwest Regional Transportation Council Unified Planning Work Program



Unified Planning Work Program (UPWP) overview

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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 2024-2025 (from July 1, 2024 to June 30, 2025).

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

<p>Regional Transportation Plan (RTP)</p>	<p>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.</p>
<p>Regional Transportation Functional Plan (RTFP)</p>	<p>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.</p>
<p>Metropolitan Transportation Improvement Program (MTIP)</p>	<p>Four-year program of regionally significant transportation investments in the Metro region. Updated every three years and amended monthly.</p>
<p>Unified Planning Work Program (UPWP)</p>	<p>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.</p>

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 UPWP.

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, 2024 through June 30, 2025. During the consultation, public review and adoption process for the 2024-2025 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 will be reported to TPAC, ODOT and TriMet as they occur and can be submitted at any time during the fiscal year for the current UPWP. All UPWP amendments require USDOT approval.

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 2024	Scheduled for adoption in May 2025
Regional Transportation Plan (RTP)	Adopted in December 2023	Scheduled for adoption in November 2028
Metropolitan Transportation Improvement Program (MTIP)	Adopted in July 2023	Scheduled for adoption in July, 2026
Annual Listing of Obligated Projects Report	Completed at the end of each calendar year	Scheduled for December 31, 2024
Title VI/ Environmental Justice Plan	Updated in December 2022	Scheduled for August 2025
Public Participation Plan	Updated in January 2024	TBD
ADA Self-Evaluation & Facilities Update Plan	Updated in December 2022	June 2024

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)

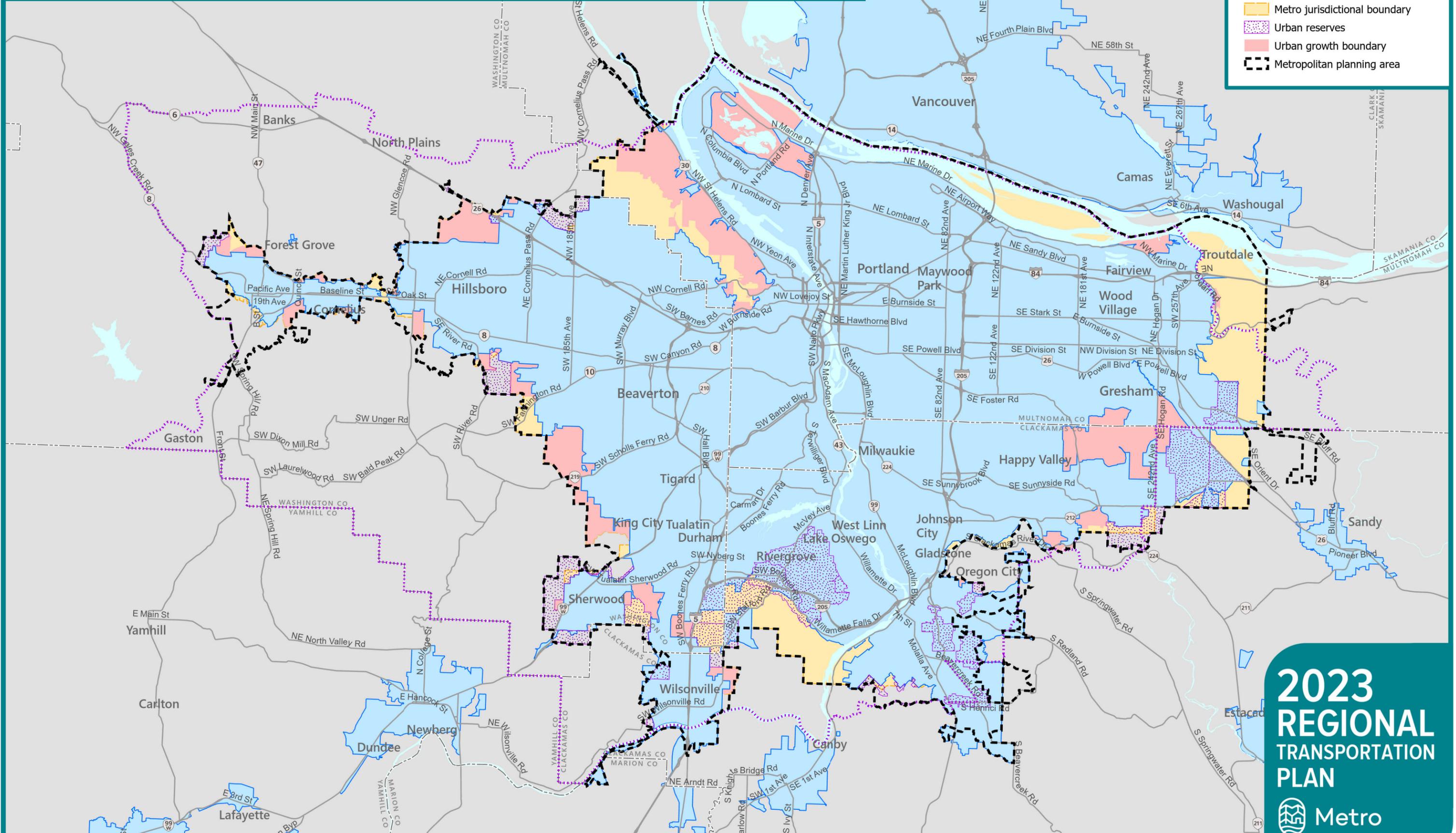
First, Metro’s jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. This boundary represents the Metro district as established by the voters in the region.

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



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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 2023 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 2023 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
- Mobility
- Economy
- 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 2023 RTP, itself, in terms of their connection to the broader outcomes envisioned in the plan. These descriptions are included in Chapter 8 of the 2023 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 2023 RTP update continues to use an 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 was updated in 2023 to address rapidly changing port conditions in our region, including the effects of COVID on goods movement and emerging role of e-commerce.
- 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 High-Capacity Transit element of the strategy was further updated in 2023.
- 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.
- The region’s 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 2023 RTP.
- The Congestion Management Process (CMP) was adopted as part of 2023 RTP. 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



Metro-Led Regionwide Planning

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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 and project development 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

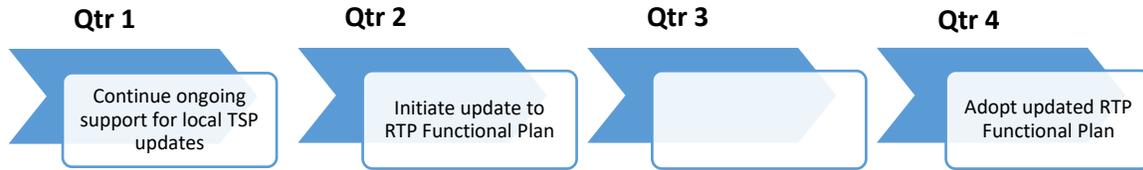
Metro also brings supplementary federal funds and regional funds to this program to provide general planning support to the following regional and state-oriented transportation planning efforts:

- 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 involves ongoing, close coordination with the Oregon Department of Transportation (ODOT) and TriMet, our major state and regional partners in transportation.

In 2024-25, major efforts within this program include implementation of the 2023 Regional Transportation Plan (RTP), including an update to the Regional Transportation Functional Plan, the regulatory document that implements the RTP through local city and county transportation system plans. Implementation work will also include support for local jurisdictions required to update comprehensive plans to be consistent with statewide climate rulemaking and other ongoing transportation policy support for major planning projects at Metro and our cities and counties.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services	\$ 1,301,275
Materials & Services	\$ 65,900 ¹
Indirect Costs	\$ 648,035

Resources:

PL	\$ 343,623
PL Match (ODOT)	\$ 39,330
5303	\$ 147,360
5303 Match (Metro)	\$ 16,866
STBG	\$ 649,004
STBG Match (Metro)	\$ 74,281
Metro Direct	\$ 744,746

TOTAL \$ 2,015,210

TOTAL \$ 2,015,210

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

Climate Smart Strategy 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 the statewide [Climate-Friendly and Equitable Communities \(CEFC\) Program](#) and the [Statewide Transportation Strategy \(STS\) for Reducing Greenhouse Gas Emissions from Transportation](#). This program supports RTP policy goals: climate action and resilience, equitable transportation, safety, mobility, 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.

Key FY 23-24 deliverables and milestones included:

- Provided technical and policy support for implementation and monitoring at the regional and state level, including coordination with the statewide CFEC Program.
- Updated the Climate Smart Strategy as part of the 2023 RTP 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 update and future climate monitoring and evaluation efforts.
- Provided technical and policy support for allocation of Metro's share of the federal Climate Reduction Program (CRP) funding, using Climate Smart Strategy as a policy framework in coordination with ODOT and in alignment with Oregon's Statewide Transportation Strategy and supporting Oregon Carbon Reduction Strategy.
- Provided planning and legislative support to the Metro Council and agency leadership on issues specific to climate change, including participation in an agency Climate Justice Task Force and Climate Strategic Targets Team.

Anticipated work in FY 24-25 includes:

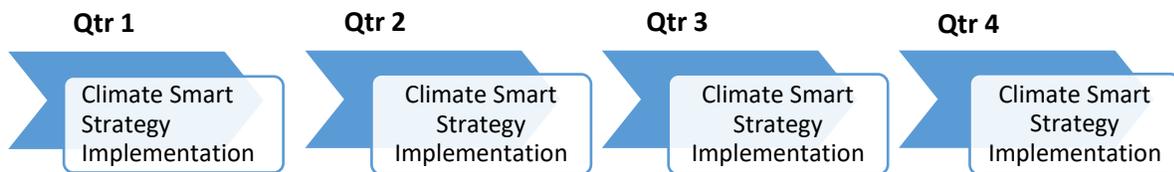
- Coordination with Metro Research Center and State of Oregon data partners to improve regional climate data and climate analysis tools and capabilities to inform policy and investment decisions that have climate impacts.
- Ongoing and expanded communication and engagement with local partners on Climate Smart implementation, including planning work to further implement RTP climate policies and Climate Smart Strategy through the Regional Transportation Functional Plan update.
- Continue monitoring the progress of Climate Smart Strategy implementation.

- Tracking and evaluation of the effectiveness of the federal Carbon Reduction Program funding investments on reducing carbon emissions.

Other UPWP projects that will support implementation of the Climate Smart Strategy include: Transportation Planning, Regional Transit Program, Better Bus Program, Connect First and Last Mile Accessing Mobility through Transit Study, Complete Streets Program, Regional Travel Options Program, Safe Routes to School Program, Transportation System Management and Operations (TSMO) Program, Regional Emergency Transportation Routes, Regional EPA Climate Pollution Reduction Grant (CPRG), Southwest Corridor Transit Project, Tualatin Valley Highway Transit and Development Project, 82nd Avenue Transit Project, TriMet Comprehensive Fleet and Service Planning, local and regional TOD and Station Area Planning, ODOT Region 1 Active Transportation Strategy.

More information can be found at oregonmetro.gov/climatesmart and [the Regional Transportation Plan at oregonmetro.gov/rtp](https://oregonmetro.gov/rtp).

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 157,555	STBG	\$ 211,778
Materials & Services	\$ 225,000 ¹	STBG Match (Metro)	\$ 24,239
Indirect Costs	\$ 78,462	Metro Direct	\$ 225,000
TOTAL	\$ 461,017	TOTAL	\$ 461,017

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

Metropolitan Transportation Improvement Program (MTIP)

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

Description

The MTIP represents the four-year program of projects from the approved long range Regional Transportation Plan (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 on 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 ensure 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, although the fifth and sixth years are informational only and programming in those years is not considered approved for purposes of contractually obligating funds to projects.

When undergoing a major update, the MTIP verifies the region's compliance with federal requirements, demonstrates fiscal constraint over the updated 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 as needed to ensure project funding can be obligated based on the project implementation schedule.

The MTIP program also administers the allocation of the urban Surface Transportation Block Grant (STBG)/Transportation Alternatives (TA) federal funding program, the Congestion Mitigation Air Quality (CMAQ) federal funding program, and the Carbon Reduction Program (CRP) 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. In addition, Metro also administers local projects that were awarded federal funds, but where those

funds were exchanged for local dollars. These local projects tend to be those in need of initial project development prior to seeking funds through construction or small-scale capital projects not conducive to the federal aid process. The process to select projects and programs for funding follow federal guidelines, including consideration of the Congestion Management Process. Projects are evaluated and rated relative to their performance in implementing the adopted RTP investment priority outcomes of Safety, Equity, Climate, Mobility and Economy to inform their prioritization for funding.

In the 2024-25 State Fiscal Year, the MTIP is expected to implement the following work program elements:

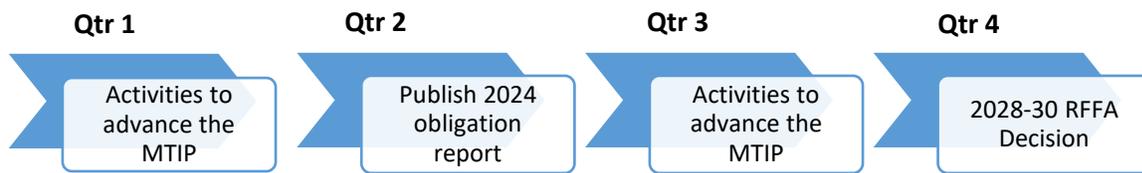
- *Completion of the 2028-30 RFFA process.* Metro is scheduled to complete the allocation of federal fiscal year revenues for 2028-30 at the end of state fiscal year 2025. This allocation process will include a call for projects, project evaluation, public comment period and MPO decision process. These RFFA process elements will be updated from the previous allocation cycle to incorporate new policy direction from the 2023 RTP.
- *Development of the 2027-30 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. This will include coordination with the 2028-30 RFFA process, regional investment policy input to the funding allocation processes of ODOT and the region's transit agencies, and documentation of this cooperative development. Development of the MTIP performance analysis methodologies will also occur during this fiscal year.
- *Implementation of transportation projects and programs from the regional flexible fund allocation.* The transportation projects and programs previously awarded regional flexible funds will be supported for implementation. 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. Additionally, Metro staff will administer and monitor those transportation projects previously awarded regional flexible funds but then had federal funds exchanged for local funding.
- *Publish the Federal Fiscal Year (FFY) 2024 Obligation report.* All project obligations for federal fiscal year 2024 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 2025 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 2024 relative to the schedule of project funds scheduled to obligate and work with ODOT to adjust revenue projections and project programming.

- *Refinement of the new Project Tracker 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 implement a data management system to improve MTIP administrative capabilities. Metro expects to actively utilize the MTIP module of the new database, populating it with project and programming data and utilizing its reporting capabilities. Metro also expects to be consider development of additional modules of the database during the first year, such as a long-range planning project module.

There are several additional 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 with 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 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 1,026,070	PL	\$ 1,409,751
Materials & Services	\$ 109,050 ^{1 2}	PL Match (ODOT)	\$ 161,352
Indirect Costs	\$ 510,983	Metro Direct	\$ 75,000
TOTAL	\$ 1,646,103	TOTAL	\$ 1,646,103

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.

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 the 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.

This is an ongoing program. Typical program activities include:

- Stay up-to-date on the region's air pollution levels, with an emphasis on regulated criteria pollutants, particularly ozone, because of the region's history
- Stay up-to-date on regulations pertaining to the Clean Air Act and inform partners on its applicability to the Portland region
- Stay up-to-date on technical tools and resources to assess emissions of air pollutants with a focus on emissions generated from transportation sources
- 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 2023 RTP policy direction pertaining to reducing vehicle miles traveled to address congestion and climate change. Additionally, the program is consistent with the updated Regional Mobility Policy update.

Work completed FY 2023-24 included:

- Participation in quarterly U.S. EPA region 10 transportation conformity meetings and the annual Oregon statewide transportation conformity meeting.

- Providing Oregon DEQ an update on the region’s vehicle miles traveled per capita per the required monitoring from the SIP.
- Participating as a NEPA reviewer for the air quality section for several major projects in development in the region (i.e. Interstate Bridge Replacement, Regional Mobility Pricing Project, etc.)

Anticipated work to be completed in FY 2024-25 includes, but not limited to:

- Participation in quarterly U.S. EPA region 10 transportation conformity meetings and the annual Oregon statewide transportation conformity meeting.
- Providing Oregon DEQ an update on the region’s vehicle miles traveled per capita per the required monitoring from the SIP.
- Coordinating an update at the MPO table on the status of different national ambient air quality standards being reviewed or updated and providing general information about the Portland region’s status pertaining to the specific standards in review.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 18,503	STBG	\$ 24,871
Indirect Costs	\$ 9,214	STBG Match (Metro)	\$ 2,847
TOTAL	\$ 27,717	TOTAL	\$ 27,717

Regional Transit Program

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

Description

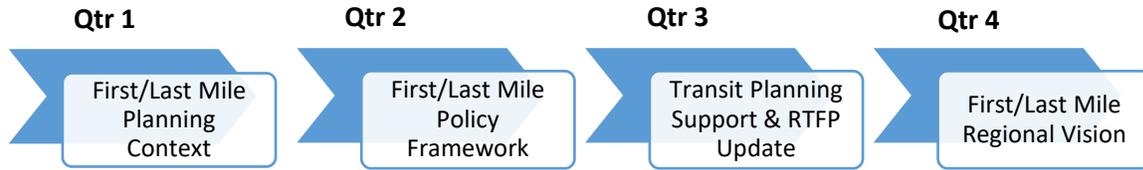
Metro's Regional Transit Program conducts long-range transit planning for the Portland Metro region. Providing high quality transit is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding accessibility, frequency and reliability of transit 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 (RTS) to help guide investment decisions to ensure that we deliver the transit service needed to achieve these outcomes. The Regional Transit Strategy provides a 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 were updated as part of the 2023 Regional Transportation Plan (RTP) and High Capacity Transit Strategy through program work in FY 2023-24. These updates are essential to plan for the future of bus rapid transit in our region and reflect the current transit and policy environment. During FY 2024-25, work will include reconciling the Regional Transportation Functional Plan with the 2023 updates. Work on the Connecting First and Last Mile Study is building from the re-envisioned high-capacity transit network to consider how micro-transit could be used to further expand its reach and as a solution for underserved suburban and new growth areas in particular.

The vision outlined in the RTP and RTS also includes high speed rail along the I-5 Corridor from Vancouver, BC to Portland, supporting travel to/from our region through a more environmentally-friendly and potentially more equitable alternative than driving or flying. The Cascadia Ultra-High-Speed Rail Project led by the Washington Department of Transportation includes the pre-NEPA technical and advisory study planning requirements to advance the project to feasibility-level planning decisions which Metro will co-lead with ODOT for Oregon. Metro is currently participating on the technical and policy advisory committees to support the creation of a formal, legal entity to continue project development while seeking community engagement and input, gaining critical support from decision makers, and positioning the corridor for future funding opportunities and an efficient environmental process.

Metro's Regional Transit Program work also 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 2023-24, the program supported the Washington Countywide Transit Study, ODOT's Public Transportation Strategy for Congestion Pricing in the Portland Metropolitan Area Study, and TriMet's Forward Together Phase II plan and bus electrification planning efforts. During FY 2024-25, the program will continue to support implementation of Forward Together and the next phase of ODOT's Public Transportation Strategy for Congestion Pricing in the Portland Metropolitan Area, among other efforts.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services \$ 18,503
 Indirect Costs \$ 9,214

TOTAL \$ 27,717

Resources:

STBG \$ 24,871
 STBG Match (Metro) \$ 2,847

TOTAL \$ 27,717

Regional Freight Program

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

General Freight 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.

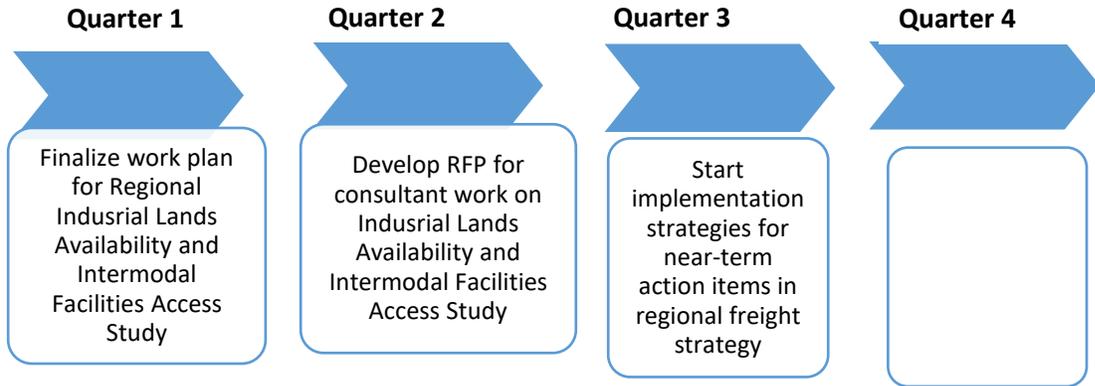
Metro's freight planning program also coordinates with the updates for the statewide Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects 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 traffic congestion, which address the policy guidance in the 2018 RTP and will be updated as part of the 2023 RTP.

Work completed in FY 2023-24:

- Developed a work plan that outlines which near-term action items within the regional freight action plan (chapter 8 - Regional Freight Strategy) will be addressed in FY 2024-25.
- Collected 2019 data from the National Performance Measures Regional Data Set (NPMRDS) and determined which roadways on the Regional Freight Network are not meeting the average speed thresholds that are part of the new Regional Mobility Policy Update.
- Collected 2019 data from the National Performance Measures Regional Data Set (NPMRDS) to determine reliability levels, using the Travel Time Reliability Index, for key roadways on the Regional Freight Network.
- Completed the Regional Freight Delay and Commodities Movement Study with the consultant team.

Key Project Deliverables / Milestones

Throughout the 2024-25 FY, 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 2024-25 Cost and Funding Sources

Requirements:

Personnel Services \$ 129,511
 Indirect Costs \$ 64,496

TOTAL \$ 194,007

Resources:

STBG \$ 174,083
 STBG Match (Metro) \$ 19,925

TOTAL \$ 194,007

Complete Streets Program

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

Description

The Complete Streets Program helps implement 2023 Regional Transportation Plan (RTP) vision and goals and the 2040 Vision for complete and safe walkable, bikeable and transit friendly centers, neighborhoods, and corridors. Program activities focus on outcomes-based street design to: complete biking, walking and transit networks, increase green infrastructure, support economic health, reduce vehicle miles traveled, reduce greenhouse gas emissions, eliminate serious traffic crashes, manage stormwater runoff, and reduce noise, and light pollution. Program activities refer to the Designing Livable Streets and Trails Guide and regional complete streets policies in the RTP.

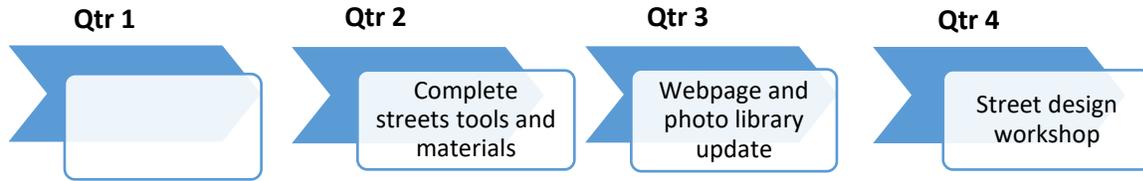
The following notable activities were completed in FY 2023-24:

- Developed a FY 2024-25 work program to coordinate and integrate street design, active transportation and safety activities.
- Updated Complete Streets Policies and street design classifications in the 2023 RTP.
- Updated pedestrian and bicycle active transportation policies in the 2023 RTP.
- Completed the 2023 RTP Appendix F: Environmental assessment and potential mitigation strategies.
- Supported the 2024-27 Regional Flexible Funds allocation.
- Provided technical support for street and trail plans and projects, including for McLoughlin Boulevard, Council Creek Regional Trail, Beaverton Street Design Guidelines, Halsey Street Master Plan, and Millikan Way Street extension.

In FY 2024-25 the Complete Streets Program will:

- Develop tools to support understanding, access and application of the Designing Livable Streets and Trails Guide and complete streets policies.
 - Update Designing Livable Streets webpage and materials.
 - Provide workshop on regional design guidance and tools.
 - Coordinate with the Safe Streets for All project.
 - Expand the publicly accessible complete streets photo library.
 - Provide internal and external street and trail design technical assistance on transportation projects and plans.
-

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 120,840	PL ¹	\$ 97,687
Materials & Services	\$ 4,000	STBG	\$ 78,362
Indirect Costs	\$ 60,178	STBG Match (Metro)	\$ 8,969
TOTAL	\$ 185,018	TOTAL	\$ 185,018

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 SFY25 PL funding (\$57,635).

Regional Travel Options/Safe Routes to School

Staff Contact: Grace Stainback, grace.stainback@oregonmetro.gov

Description

The Regional Travel Options (RTO) Program implements Regional Transportation Plan (RTP) policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles traveled and increase the 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 RTO program is also the demand management element of the region's Congestion Management Process and the Transportation System Management and Operations strategy. The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand. The RTO Program focuses on three program areas: commute trip reduction, community-based travel options, and Safe Routes to School. Approximately two-thirds of the RTO funding is awarded through grants to the region's government, educational and non-profit partners working to reduce auto trips.

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. The 2023 RTP includes new policy direction regarding transportation demand management (TDM). This contains more specific policy language directing a higher level of TDM strategic direction, investment and coordination than previously seen. These RTP policy elements include a new section specific to TDM as well as updates to the Regional Mobility Policy. Responding to the 2023 RTP will drive the RTO Program's work direction in the 2024-2025 fiscal year.

Highlights of work completed in FY2023-24:

- Evaluation and planning: In January 2024 RTO staff kicked off the Regional TDM Assessment and Strategy, a 2-year project. This work combines a 2019-2023 RTO program evaluation with a regional TDM strategy development process to provide implementation support for the TDM policies within the 2023 RTP. The work is comprised of two phases:
 - Phase I Assessment: RTO Program Evaluation and Regional TDM Needs Assessment
 - Phase II Strategy Development: Regional TDM Strategy and RTO Program Strategy Update
- Grants: The annual grant solicitation for the 2024-2026 RTO Grant cycle became available January 2024. Projects to be funded through this opportunity will begin on or after July 1, 2024, and will be for one to two years in length.

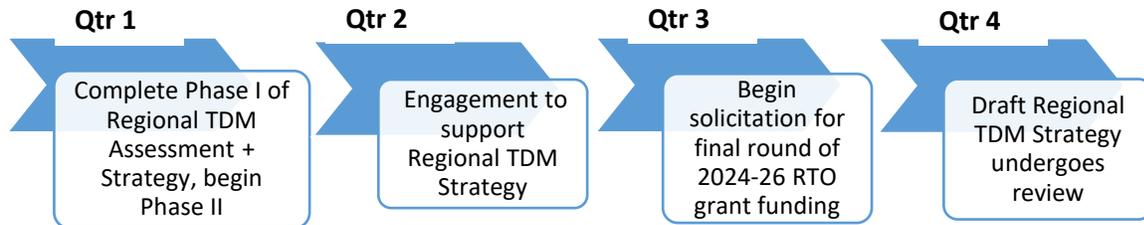
Highlights of anticipated work in FY2024-25:

- Evaluation and planning: Phase I of the Regional TDM Assessment and Strategy is expected to be completed by August 2024, and the majority of Phase II Strategy Development will occur in FY 2024-2025, with adoption of the Regional TDM Strategy & RTO Program Strategy by Metro

Council expected by October 2025. FY2024-25 activities will include presentation of findings from Phase I, stakeholder and community engagement, and plan development.

- Grants: A third and final round of funding for the 2024-2026 RTO Grant cycle will become available January 2025. Projects to be funded through this opportunity will begin on or after July 1, 2025, and will be for one year in length.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services	\$ 611,387
Materials & Services	\$ 3,750,700 ^{1 2}
Indirect Costs	\$ 304,471

Resources:

RTO (FTA Grant)	\$ 3,437,230
RTO (FTA Grant) Match (Metro)	\$ 130,161 ³
RTO (ODOT/FHWA Grant)	\$ 394,322
RTO (ODOT/FHWA Grant) Match (Metro)	\$ 40,039 ⁴
Portland TDM (FTA Grant)	\$ 75,000 ⁵
Safe Routes to Schools (FTA Grant)	\$ 526,529
Safe Routes to Schools (FTA Grant) Match (Metro)	\$ 20,777 ⁶
Metro Direct	\$ 42,500

TOTAL \$ 4,666,558

TOTAL \$ 4,666,558

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 \$263,245 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.

⁶ In addition to the above Metro provided match, an additional \$39,487 of match is provided by Metro's grantees.

Transportation System Management and Operations Program

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

Description

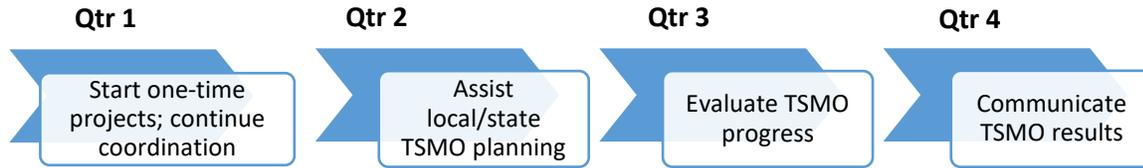
The Transportation System Management and Operations (TSMO) Program provides a demand and system management response to Regional Transportation Plan policies. TSMO involves partnerships to make better use of road and transit investments, promote travel options in real-time, reduce greenhouse gas emissions and increase safety, all through a racial equity focus incorporated into the regionally-adopted 2021 TSMO Strategy. In 2023, project applications were reviewed by Community Based Organization representatives and TransPort, Subcommittee of the Transportation Policy Alternatives Committee (TPAC). The TSMO Program will start many of these projects in 2024. Also in 2023, a TSMO System Completeness measure was drafted for the Regional Mobility Policy Update. Planning work in 2024 will include:

- TSMO Program support by engaging operators through TransPort; project management for more than a dozen TSMO-funded partner-led projects (e.g., PSU PORTAL); facilitation system monitoring, performance measurement (i.e., Congestion Management Process (CMP) and Regional Mobility Policy Update TSMO System Completeness); tracking implementation of the 21 Actions in the 2021 TSMO Strategy (e.g., deploying Intelligent Transportation Systems (ITS), Mobility on Demand); providing coordination and leadership for related efforts (e.g., research).
- TSMO Program Plus (one-time funds) to assist local transportation system planning, participation in state TSMO planning, policy development supportive of operator agreements, research to fill equity gaps, training for TSMO partners and support for communicating TSMO to more audiences.
- Accessible, routable sidewalk data, region-wide (one-time funds) will involve residents and partners to improve data sets used for planning trips to be customized by people with disabilities to support their access needs.
- TSMO Program Investment (one-time funds) for three tasks: update the region's Intelligent Transportation System (ITS) Architecture document and data files; coordinate transit signal priority projects; and, evaluate progress on the 2021 TSMO Strategy.

The TSMO Program is ongoing and the one-time funds support planning described above that will continue into the next fiscal year. Consultant services will be used to support some of the one-time funded tasks.

The TSMO 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, City of Portland and City of Gresham along with many other city partners, Port of Portland, Portland State University and Southwest Washington State partners. Staff requests anyone working in parallel efforts to the 21 actions in the TSMO Strategy to join regional coordination. Information and updates can be found at www.oregonmetro.gov/tsmo including monthly TransPort meetings. Please email staff with any questions.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services	\$ 239,785
Materials & Services	\$ 502,925 ^{1 2}
Indirect Costs	\$ 119,413

Resources:

STBG	\$ 300,354
STBG Match (Metro)	\$ 34,377
TSMO Program Plus Grant (ODOT)	\$ 79,411
TSMO Program Plus Grant (ODOT) Match (Metro)	\$ 9,089
TSMO Accessible Sidewalk Grant (ODOT)	\$ 326,521
TSMO Accessible Sidewalk Grant (ODOT) Match (Metro)	\$ 37,372
TSMO Program Investment Grant (ODOT)	\$ 67,298
TSMO Program Investment Grant (ODOT) Match (Metro)	\$ 7,703

TOTAL \$ 862,123

TOTAL \$ 862,123

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.

Better Bus Program

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

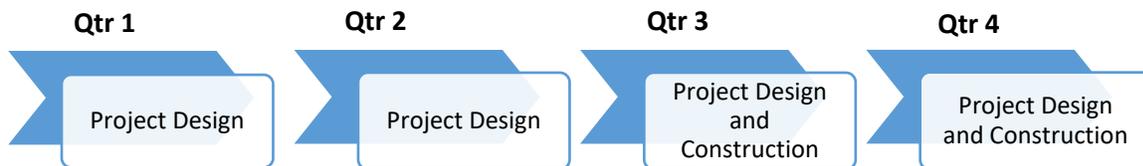
Description

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 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 and transit agencies to design and implement Better Bus capital and operational investments.

In FY 2023-2024, Metro and TriMet selected projects for design began initial project development and design work on the first round of projects. The program assessed transit delay across the entire TriMet service area, and looked at 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 also investigated opportunities to implement Better Bus projects benefiting areas where TriMet-identified equity transit lines and Metro-identified Equity Focus Areas overlap.

In FY 2024-2025, the Better Bus program will continue to advance design work on the first round of projects, and will identify candidate projects for construction funding, possibly requiring a local match.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 256,023	Metro Direct	\$ 883,522
Materials & Services	\$ 500,000 ¹		
Indirect Costs	\$ 127,499		
TOTAL	\$ 883,522	TOTAL	\$ 883,522

¹ The 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

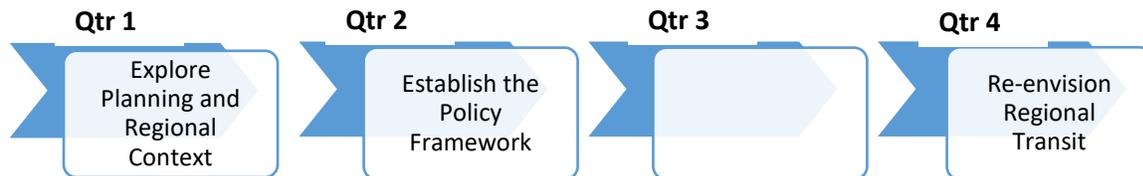
Providing high quality transit service across the region is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding quality transit in our region is also key to meeting our mobility goals, achieving transportation equity and maintaining compliance 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, which kicked off near the end of Fiscal Year 23-24, is working to identify local service and coordination gaps specific to the Metro region, especially for areas of the region and regional parks not currently served by or with limited transit service, document the range of potential solutions and explore innovative ways to improve transit access and convenience for users (e.g., microtransit), particularly for the first and last mile. This work is building upon local planning efforts (e.g., Transit Development Plans, Statewide Transportation Improvement Fund Plans) and being completed in close coordination with public transit service providers in the region. This work is being completed with consultant services. The project will conclude in late-2025 and will make recommendations carried forward for consideration in the 2028 RTP update.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 111,008	STBG	\$ 149,212
Materials & Services	\$ 744,000 ¹	STBG Match (Metro)	\$ 17,078
Indirect Costs	\$ 55,282	Metro Direct	\$ 744,000
TOTAL \$ 910,290		TOTAL \$ 910,290	

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

Safe Streets for All Program

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>. Metro was awarded funds in 2023 for regional safety planning activities, and funds to suballocate to the City of Tigard, Multnomah County and Washington County to develop safety action plans.

The Safe Streets for All Program helps implement 2023 Regional Transportation Plan (RTP) transportation safety vision and goal of zero traffic deaths and serious injuries by 2035. The program supports implementation of the 2023 RTP and the 2040 Vision for complete and safe walkable, bikeable and transit friendly centers, neighborhoods, and corridors. Program activities focus on using the Safe System Approach and addressing traffic safety issues with a public health and equity lens.

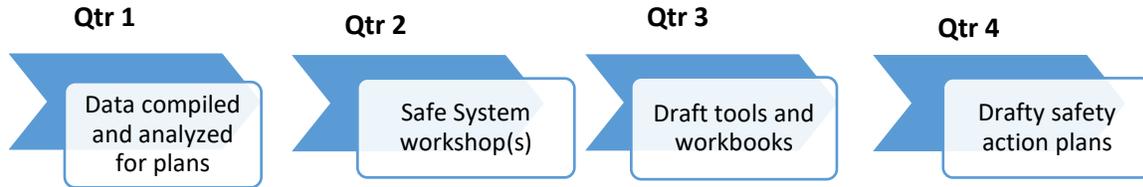
The following notable activities were completed in FY 2023-24:

- Established a regional safety working group.
- Engaged regional partners to expand awareness and understanding of the Safe System Approach.
- Developed preliminary safety data analysis, including city and county high injury corridors.
- Coordinated activities and work plan elements with the Metro Complete Streets Program and local and state safety and complete streets initiatives.

In FY 2024-25 the Safe Streets for All Program will:

- Develop Draft Safety Action Plans for the City of Tigard, Multnomah County and Washington County.
- Develop data, tools and workbooks, and legislative priorities to support safe speeds, safe people, safe vehicles and safe roads.
- Engage regional partners to expand awareness and understanding of the Safe System Approach.
- Coordinate safety activities with a regional safety work group.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personal Services	\$ 485,384
Materials & Services	\$ 849,798 ¹
Indirect Costs	\$ 241,721

Resources:

SS4A (FTA Grant)	\$ 1,431,482
SS4A (FTA Grant)	\$ 145,421 ²
Match Metro	

TOTAL \$ 1,576,903

TOTAL \$ 1,576,903

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

² In addition to the above Metro provided match, an additional \$212,450 of match is provided by Metro’s grantees.

Regional EPA Climate Pollution Reduction Grant

Staff Contact: Eliot Rose, eliot.rose@oregonmetro.gov

Description

Metro is leading an EPA Climate Pollution Reduction planning grant (CPRG) for the Portland-Vancouver Metropolitan Statistical Area (Clackamas, Clark, Columbia, Multnomah, Skamania, Washington, and Yamhill Counties). Under this grant, Metro will inventory and forecast regional greenhouse gas (GHG) emissions; identify projects that reduce these emissions, and analyze the GHG reductions, implementation readiness, and other co-benefits of these projects. In addition to reducing emissions and aligning with the authority of agency partners within the region, the plans created under the CPRG grant are expected to prioritize actions that advance equity and workforce development. Planning grant funds will support the technical analysis and engagement needed to identify the actions that best meet these criteria.

This work will take place over the course of three deliverables:

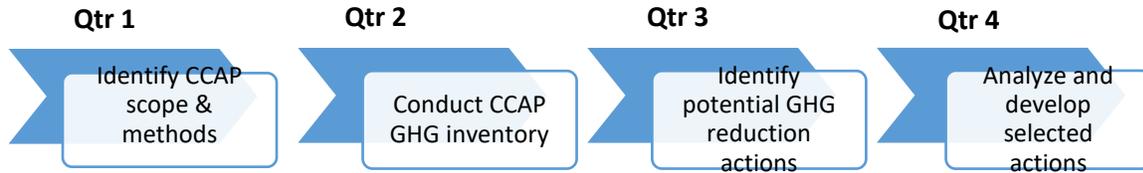
- A Priority Climate Action Plan (PCAP), due in March 2024, that is focused on identifying high-impact climate actions that can readily be implemented by agency partners within the MSA during 2025-30.
- A Comprehensive Climate Action Plan (CCAP), due late summer 2025, that accounts for all major GHG emissions in the region and recommends a broader and potentially longer-term set of greenhouse gas actions.
- A status report, due late summer 2027, that provides an update on the implementation actions and identifies any changes to the actions or results of the PCAP and CCAP.

The first two deliverables are designed to identify projects that are eligible for state and federal funding sources that are focused on reducing climate emissions. These sources include \$4.3 billion in competitive CPRG implementation grants from EPA that are focused on funding actions identified in state and regional PCAPs, as well as other climate-related funding streams created by the Bipartisan Infrastructure Law and Inflation Reduction Act.

During FY 2023-24, Metro was awarded the CPRG grant in the amount of \$1,000,000. Initial work included entering into an agreement with EPA and a contract with a consultant to support this work. Metro then completed the PCAP, the first major deliverable in the plan, and supported partner agencies in applying for implementation grants.

During FY 2024-25, Metro will complete the majority of work to develop the CCAP, including completing a regional GHG inventory, identifying GHG reduction actions, and identifying tools and data needed to analyze the GHG reductions and other co-benefits of each action. This work will support agencies across the Metro region (and beyond) in identifying and funding strategies to reduce GHG emissions, which will in turn help to meet the Climate goals and targets in the Regional Transportation Plan.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services	\$ 171,239
Materials & Services	\$ 183,000 ^{1 2}
Indirect Costs	\$ 85,277

Resources:

CPRG (EPA Grant)	\$ 439,516
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TOTAL \$ 439,516

TOTAL \$ 439,516

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.

Regional Industrial Lands Availability and Intermodal Facilities Access Study

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

Study Description

The purpose of this study is to further work on data collection, transportation impacts, and land use and transportation policy issues around the growing need for larger distribution centers and fulfillment centers in the Portland Metro region, and the potential shortage of industrial land in the region to meet that need. This study was identified as part of the key findings and recommendations of the Regional Freight Delay and Commodities Movement Study (completed in 2023), which looked at the need for improved access and mobility to and from regional industrial lands and intermodal facilities.

The scope of the Regional Freight Delay and Commodities Movement Study did not encompass study of the future availability, need, and readiness of large industrial sites that may be needed to accommodate the growth in distribution centers and warehousing that, in turn, meet customer demand for e-commerce deliveries and other industrial products. The Regional Freight Delay and Commodities Movement Study also did not address the potential localized and regional transportation impacts of the growth in fulfillment centers and large distribution centers. The Regional Industrial Lands Availability and Intermodal Facilities Access Study will address these land use and transportation issues, and further study the need for new regional freight and land use policy.

The Regional Industrial Lands Availability and Intermodal Facilities Access Study is outlined in Chapter 8 of the Regional Transportation Plan and will inform work to update the 2040 Vision that Metro will begin in FY 2024-25.

Work completed in FY 2023-24:

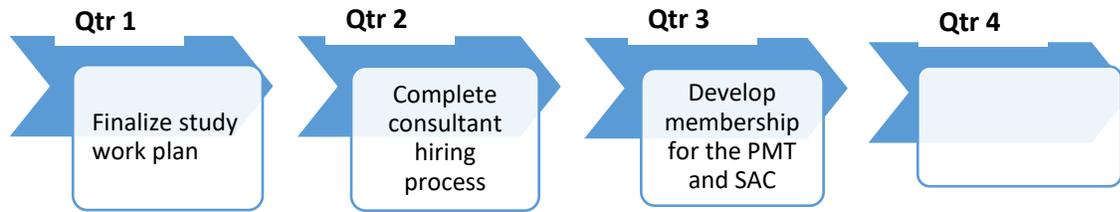
- A draft scope of work for this study was completed in the 3rd and 4th quarter of FY 2023-24.

Work to be completed in FY 2024-25:

The scope or study work plan will be available for review in early FY 2024-25. During the 1st and 2nd quarter of FY 2024-25 the consultant hiring process will be completed. If the consultant hiring process goes as planned the work on the scope will begin in the 3rd quarter of FY 2024-25 and will include the formation of a Project Management Team (PMT) and a Stakeholder Advisory Committee (SAC) for the study.

The study will address the 2023 RTP policy guidance for equity, mobility and enhancing the regional economy.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Materials & Services \$ 150,000¹

TOTAL \$ 150,000

Resources:

Metro Direct \$ 150,000

TOTAL \$ 150,000

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

Economic Value Atlas (EVA) Implementation

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

Description

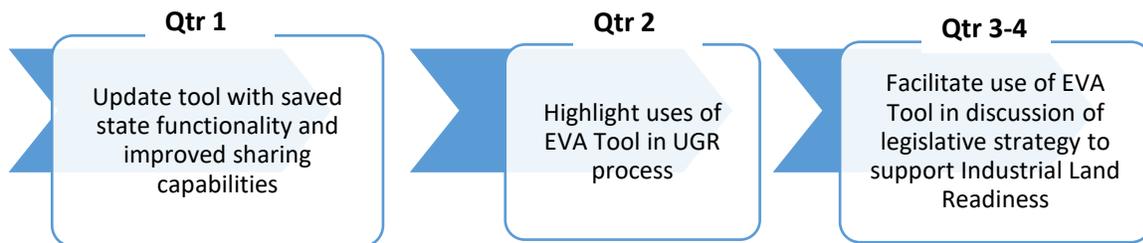
Metro’s Economic Value Atlas (EVA) established tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy. The EVA entered an implementation phase in FY 2019-2020 that included test applications among partner organizations 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 for the SW Corridor High Capacity Transit project and elsewhere in the region. These aligned with agency-wide data and planning projects, including the Columbia Connects and Planning for Our Future Economy projects. In FY 2020-2021, 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, continues to support the Columbia Connects project, and was integrated into the Comprehensive Recovery Data dashboard by Metro research and data staff.

In FY 2022-23 and FY 2023-2024, staff continued to share best practices with the peer group and moving forward the EVA will be updated with new data and added functionality. The EVA tool supported data benchmarking in the Comprehensive Economic Development Strategy. It also informs the Emerging Growth Trends report, the Regional Transportation Plan (Economy Policy Guidance), and Metro’s Urban Growth Report. The tool supports policy decisions on an ongoing basis.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services \$ 63,461
Indirect Costs \$ 31,604

Resources:

STBG \$ 39,392
STBG Match (Metro) \$ 4,509
Metro Direct \$ 51,164

TOTAL \$ 95,065

TOTAL \$ 95,065

Regional Emergency Transportation Routes

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

Description

Identified in Chapter 8 of the [2023 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.

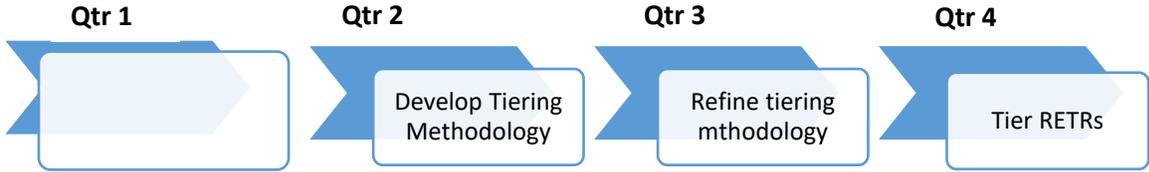
From 2019 - 2021 the RDPO and Metro partnered to complete phase 1 of the project - updating the designated Regional Emergency Transportation Routes (RETRs) for the five-county Portland-Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark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

A second phase of follow-on work is proposed for 2024-2026 to prioritize/tier the routes in the updated network and research best practices that may inform how the region considers operational guidance for route owners/operators. For more information on RETRs, please visit <https://rdpo.net/emergency-transportation-routes>.

In FY 2023-24, interim activities have been underway and to help prepare for phase 2. Metro has added the updated RETRs into the 2023 Regional Transportation Plan (RTP) update. RDPO has conducted additional technical analysis including updates to some public works facilities information and an updated analysis of potential Cascadia earthquake impacts to RETRs. RDPO was awarded federal funding for phase 2 through the Urban Areas Security Initiative (UASI) grant program which was made available in the Spring of 2024.

The first half of FY 2024-25 will be focused on developing tiering methodology and the latter half of the year will be focused on refining and applying the methodology. Concurrently there will be research completed on best practices for owners and operators of regional emergency transportation routes. This project will be supported by consultants.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services \$ 70,678

Indirect Costs \$ 35,198

Resources:

STBG \$ 49,738

STBG Match (Metro) \$ 5,693

RDPO Grant \$ 50,445

TOTAL \$ 105,876

TOTAL \$ 105,876



Metro-Led Corridor/Area Planning

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Investment Areas (Corridor Refinement and Project Development)

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

Description

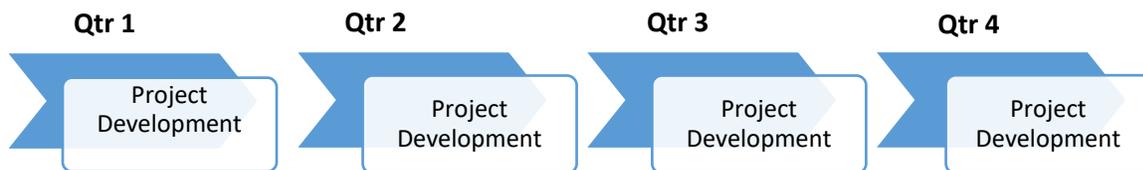
Metro’s Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors to leverage public and private investments that implement the region’s 2040 Growth Concept. Projects include supporting compact, transit-oriented 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 helps local jurisdictions advance 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 on limited dollars. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies.

In FY 2023-2024, Investment Areas staff have supported partner work on mobility and transit capacity improvements across the region. Specific projects include TV Highway, Better Bus, Columbia Connects, 82nd Ave, additional support for the Southwest Equitable Development Strategy and Sunrise Corridor visioning.

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 the Portland Metro region.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Resources:

Personnel Services	\$ 745,430	STBG	\$ 668,715
Materials & Services	\$ 456,120 ¹	STBG Match (Metro)	\$ 76,537
Indirect Costs	\$ 371,224	TOD IBR (FTA Grant)	\$ 530,764
		TOD IBR (FTA Grant)	\$ 132,691
		Match (Metro)	
		Metro Direct	\$ 164,067
<hr/> TOTAL \$ 1,572,774		<hr/> TOTAL \$ 1,572,774	

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

Southwest Corridor Transit Project

Staff Contact: Jessica Zdeb, jessica.zdeb@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 identified 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. Current program activities include the ongoing implementation of an equitable development strategy to protect and enhance housing options and jobs for all households. Previous activities have included environmental review and concurrence, collaborative project design, and coordination on land use planning.

The project supports local land use plans 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 2023 Regional Transportation Plan (RTP) policy direction on equitable transportation, mobility options, climate action and resilience, safe systems, and a thriving economy. It provides progress on travel options and congestion and is a model for incorporating equitable outcomes into transportation projects.

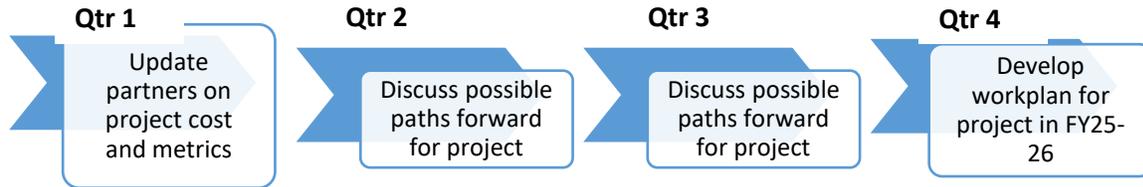
Project partners include TriMet, ODOT, Metro, Washington County, Portland, Tigard, Tualatin and Durham, whose staff have collaborated on project planning and design. Project planning and design (including the steering committee) were put on pause in late 2020 after a regional transportation funding measure that would have funded local match did not pass.

In FY 24-25 Metro and TriMet will continue to work with partners to identify potential 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 (SWEC) to support the goals of the Southwest Corridor Equitable Development Strategy. Metro will work to find opportunities to continue advancing this work, including through new Federal funding under the Neighborhood Access and Equity program that could support ongoing operations of the SWEC and implementation actions by community-based organizations and jurisdictional partners.¹

¹ The latter half of this sentence will be removed in Spring 2024, if Metro is not successful with its Reconnecting Neighborhoods and Communities grant application.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services	\$ 117,794
Materials & Services ²	\$ 350,000
Indirect Costs	\$ 58,661

Resources:

SW Corridor Equitable Dev. Strategy (FTA Grant)	\$ 350,000
SW Corridor Equitable Dev. Strategy (FTA Grant) Match (Metro)	\$ 87,500
Metro Direct	\$ 88,955

TOTAL \$ 526,455

TOTAL \$ 526,455

² The budgeted amount for Materials & Services includes potential costs for consultant activities.

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 and safety improvements, specifically enhanced transit or Bus Rapid Transit (BRT) in the corridor. 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 transit and safety concept design. Work on both elements will continue into FY 24-25.

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. With the EDS document completed in June 2023, work has shifted and will continue to focus on implementation of community-identified priority action items. Metro will work to find opportunities to advance this work, including through a new Federal funding opportunity under the Neighborhood Access and Equity program that could support ongoing operations of the TV Highway Equity Coalition and implementation actions by community-based organizations and jurisdictional partners.¹

Project partners identified above are working toward agreement on a transit and safety concept for the corridor. This work is guided by a Steering Committee that includes elected officials, agency leaders, and members of the TV Highway Equity Coalition.

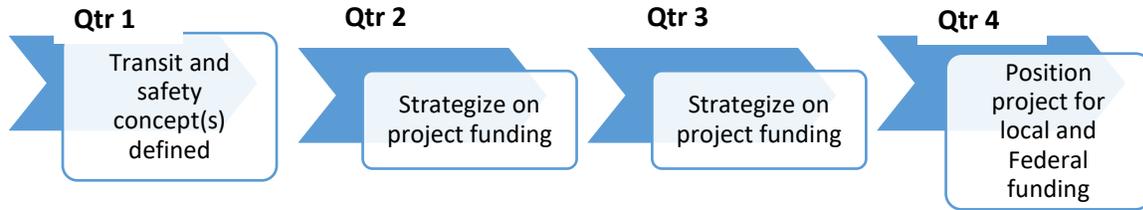
Early in FY 2025, Metro anticipates the Steering Committee endorsing a transit and safety investment concept for TV Highway. From this point, work will focus on identifying a funding strategy that could include an FTA Small Starts Capital Investment Grant.

This project supports the 2023 Regional Transportation Plan policy guidance on equity, safety, climate, mobility and economy. Typical project activities include coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, and the community engagement program; stewarding implementation 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>

¹ The latter half of this sentence will be removed in Spring 2024, if Metro is not successful with its Reconnecting Neighborhoods and Communities grant application.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 240,423	TV Highway (FTA Grant – Flex Transfer)	\$ 562,154 ²
Materials & Services	\$ 202,000 ^{3 4}		
Indirect Costs	\$ 119,731		
TOTAL	\$ 562,154	TOTAL	\$ 562,154

² Match amount provided in a previous fiscal year.

³ The budgeted amount for Materials & Services includes potential costs for consultant activities.

⁴ 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.

82nd Avenue Transit Project

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

Description

Metro, in partnership with the City of Portland, TriMet, Clackamas County, ODOT, Multnomah County, and the Port of Portland is leading a collaborative process to complete a transit analysis, develop a conceptual transit design, and analyze travel time and reliability to advance a bus rapid transit (BRT) project on the 82nd Avenue Corridor.

In FY2023-24, the project concept was advanced with a focus on development of the Locally Preferred Alternative (LPA). The following milestones were the focus of the work to develop an LPA:

- Interagency and community coordination
- Steering committee adoption of transit goals and objectives and initial purpose and need
- Community engagement, open houses, workshops, focus groups, and surveys
- Data collection and technical analysis to determine existing and future needs
- Supported community partners development and adoption of an Equitable Development Strategy (EDS)

During FY2024-25 Metro will support the process of LPA approval and adoption into local plans, JPACT and Metro Council will endorse the LPA, and then codifying the LPA will be codified into the Regional Transportation Plan. The project team will enter FTA CIG Small Starts Project Development, begin the NEPA early scoping, advance design, and work on materials for the FTA funding process. Key milestones will include:

- LPA adoption into local plans, endorsed by the MPO and Metro Council, and adopted into the fiscally-constrained Regional Transportation Plan
- Pursue a variety of funding opportunities at the federal, state, regional, and local levels
- Continue supporting EDS community partners with project implementation
- Kick off Small Starts Project Development
- Determine NEPA strategy and begin process of early scoping
- Develop materials for FTA CIG Small Starts project rating

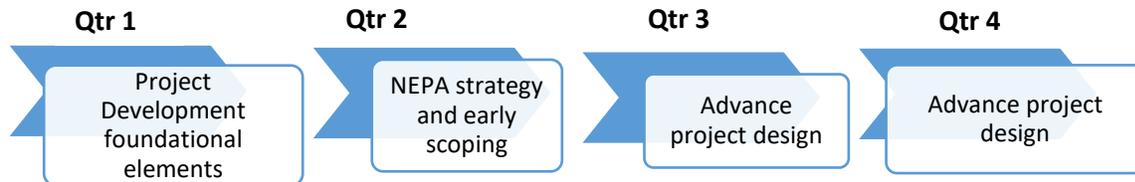
Metro will work to find opportunities to continue advancing this work, including through new Federal funding under the Neighborhood Access and Equity program that could support ongoing operations of ongoing project development of the 82nd Avenue Transit Project and implementation actions by community-based organizations and jurisdictional partners.¹ In addition, Metro has supported the City of Portland grant application for Neighborhood Access and Equity (NAE) Program Capital Construction Grant for 82nd Avenue: Cully/Sumner Neighborhood Connections. This grant would help fund key transit-supportive improvements such as traffic signals, pedestrian access and safety improvements, and better pedestrian connections to the Parkrose Transit Center.²

¹ The latter half of this sentence will be removed in Spring 2024, if Metro is not successful with its Reconnecting Neighborhoods and Communities grant application.

² These last two sentences will be removed / updated in Spring 2024, once the region learns results of the NAE grant application.

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

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 710,550	82 nd Ave (FTA Grant – Flex Transfer)	\$ 1,057,078
Materials & Services	\$ 461,532 ^{3 4}	82 nd Ave (FTA Grant – Flex Transfer) Match (Metro)	\$ 120,987
Indirect Costs	\$ 353,854	Metro Direct	\$ 347,871
TOTAL \$ 1,525,936		TOTAL \$ 1,525,936	

³ The budgeted amount for Materials & Services includes potential costs for consultant activities.

⁴ 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

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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.

Metro's Joint Policy Advisory Committee on Transportation (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. 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 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:

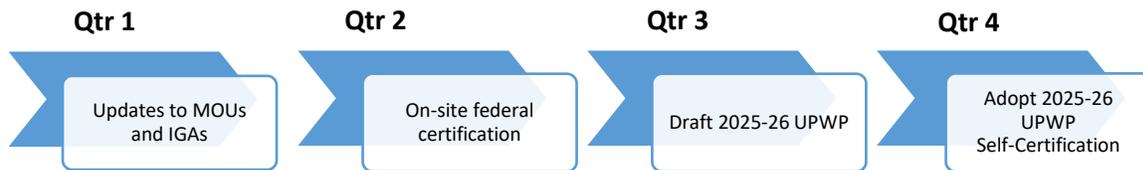
- *ODOT/Metro Local Agency Master Certification IGA and Quality Program Plan (effective through June 30, 2022)*
- *4-Way Planning IGA with ODOT, TriMet and SMART (effective through June 31, 2024)*
- *SW Regional Transportation Council (RTC) MOU (effective through June 30, 2024)*
- *Oregon Department of Environmental Quality MOU (effective through March 7, 2023)*

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.

In 2024-25, Metro will work with our federal partners to complete an onsite federal certification review, including responding to any recommendations and actions with a work program to guide our subsequent, annual self-certifications.

Key Project Deliverables / Milestones

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



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 320,059	PL	\$ 454,331
Materials & Services	\$ 54,600 ¹	PL Match (ODOT)	\$ 52,000
Indirect Costs	\$ 159,389	Metro Direct	\$ 27,717
TOTAL	\$ 534,048	TOTAL	\$ 534,048

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

Civil Rights and Environmental Justice

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

Description

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

The Civil Rights and Environmental Justice program works to continuously improve practices to identify, engage and improve equitable outcomes for historically marginalized communities, particularly communities of color and people with low income, and develops and maintains processes to ensure that no person be excluded from the participation in, be denied the benefits of programs 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

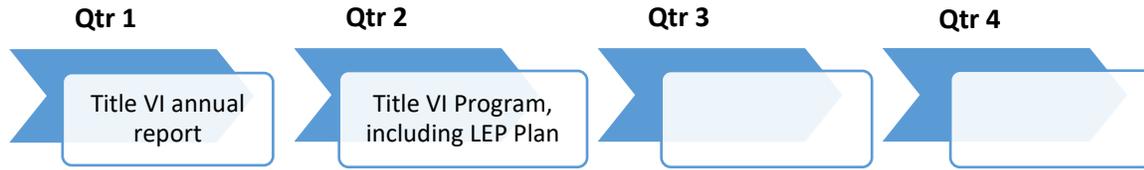
- receiving, investigating and reporting civil rights complaints against Metro and its sub-recipients
- conducting benefits and burdens analysis of investments and decisions to ensure that the burdens do not fall disproportionately on the region's underserved populations
- conducting focused engagement 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 FY 2023-24, Metro performed a Civil Rights and equity assessment on the 2024 Regional Transportation Plan and submitted its Title VI annual report to ODOT.

In FY 2024-25, Metro will:

- submit its Title VI annual report to ODOT
- update its Title VI Program, including its Limited English Proficiency Plan, and submit to FTA.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Note: Civil Rights and Environmental Justice costs are part of Metro’s communications department and are allocated through Metro’s overhead rate.

Data Management and Visualization

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

Description

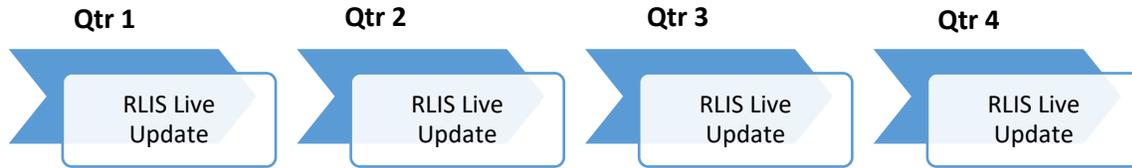
Metro's Data Resource Center (DRC) provides Metro and the region with technical services including data management, visualization, analysis, application development and systems administration. The DRC collaborates with Metro programs to support planning, modeling, forecasting, policymaking, resiliency and performance measurement activities. The DRC also coordinates joint purchase of digital aerial orthophotography and lidar by local governments and nonprofit groups in the greater Portland region. Consortium purchase reduces each member's cost of obtaining photography through cost sharing.

In FY2023-24, the DRC offered trainings to prepare Geographic Information System (GIS) users across the agency for the transition from ArcMap to ArcGIS Pro, introduced a wide audience to ArcGIS Online and completed the necessary system upgrades to support the entire geospatial technology platform. Staff also modernized the online MetroMap application, making it mobile friendly, multilingual and accessible to more users. The DRC provided technical expertise, analysis and data visualization products for Regional Transportation Planning including the State of Safety Report, the Metropolitan Transportation Improvement Program, the Regional Travel Demand Model, and a high-level geospatial assessment of the outcomes of Regional Transportation Plan projects for key metrics such as equity and active transportation network connectivity. Aerial orthophotos were collected in 2023, validated, and shared with partners via high-performance web services.

In FY2024-25, the DRC will continue adding value to Metro's MPO functions via the Regional Land Information System (RLIS) by maintaining and 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, vehicle miles traveled, and equity focus areas; and continued work on emergency transportation routes 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. RLIS is an on-going program with a 30+ year history of regional GIS leadership and providing quality data and analysis in support of Metro's MPO responsibilities. In addition, the Data Management and Visualization program will continue to provide GIS and Power BI governance while working to develop new tools such as a "quick facts" viewer with commonly requested statistics for key areas of interest and will provide on-demand analytics support for MPO projects. Aerial orthophotos and lidar will be collected, processed, and distributed during FY25 as well.

For additional information about the Data Resource Center's data management and visualization projects, email cindy.pederson@oregonmetro.gov.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 1,251,628	STBG	\$ 272,216
Materials & Services	\$ 399,013 ^{1 2}	STBG Match (Metro)	\$ 8,049
Indirect Costs	\$ 623,311	STBG Match (ODOT)	\$ 23,108
		Metro Direct	\$ 1,970,579
TOTAL	\$ 2,273,952	TOTAL	\$ 2,273,952

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.

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 Metropolitan Statistical Area (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 (e.g. 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 support transportation planning and transportation project development. Beyond Metro itself, 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 that informs the region’s most significant decisions, the annual program leverages significant historical investments and to ensure that the analytical tools are always ready to fulfill the project needs of Metro’s partners. These 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 and economic goals. This is an ongoing program.

Work completed in FY 2023-24:

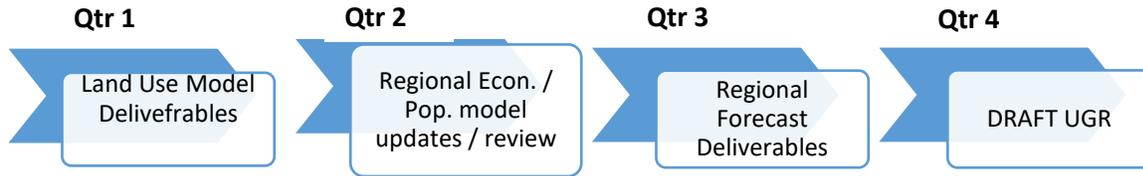
- Developer Supply Processor (DSP) modeling – the DSP model is a land supply redevelopment forecast estimation model structured as a real estate pro forma. The model is consistent with HB 2001, and Oregon law passed in 2019 allowing more housing types in residential areas, and includes:
 - Entitlement screen
 - Regional Land Information System (RLIS) zoning crosswalk between local zoning districts and Metro regional land use categories
 - Middle housing supply estimate
 - Redevelopment (residential + non-residential) supply
 - Land Use Technical Advisory Group (LUTAG) and local partner review/ approval of DSP and redevelopment
- Buildable Land Inventory (BLI) - vacant land model (also consistent with HB 2001)
 - Updated to 2022 vacant land inventory

-
- LUTAG reviewed/approved BLI model assumptions
 - Local review of final BLI (vacant + redevelopment)
 - Regional Economic Forecast model revision and update
 - Re-estimation of model equations
 - Regional economic/ demographic inputs
 - National economic/ demographic inputs
 - Coordination with Portland State University population forecast and inputs
 - Convened/ review regional forecast by expert panel
 - Regional Economic Forecast (2024 -2044)
 - Regional Population Forecast (2024 -2044)
 - Household Income Age (HIA) forecast
 - Disability forecast
 - Race/ ethnicity forecast
 - Ongoing Mapping & Data Analytics of Census 2020 Data (flow basis)
 - Ongoing Maintenance of Land Development Monitoring System
 - DRAFT Urban Growth Report
 - Land Use Model Improvements – task ongoing

Work in FY 2024-25

- Land Use Model (LUM) Improvements
 - Determine if MetroScope is still a viable LUM alternative
 - Modify DSP/ pro-forma-based approach to forecasting redevelopment supply for use in a LUM – model integration work (depends on LUM platform TBD)
 - Create New Buildable Land Model / Inventory Approach (must be consistent with HB 2001 regulations) – model integration work (depends on LUM platform TBD)
 - Develop of a New LUM Platform to Replace MetroScope (multi-year) – note: model selection could still be MetroScope
- On-going regional economic / demographic forecast and data maintenance
 - Regional economy
 - National drivers
 - Population / vital statistics
- TAZ distributed forecast DRAFT
 - TAZ allocation
 - TAZ local jurisdiction review
- Urban Growth Report (UGR) Documents and Analytics
 - Final Regional Forecast (i.e., population, households, employment, range projections, income, race, disability, HIA distributions)
 - Final UGR documents (supporting analytics and appendices – regional forecast, BLI/ capacity, residential and non-residential need/ gap analytics, land/economy performance monitoring mandates and statistics)
- Ongoing Mapping & Data Analytics of Census 2020 & ACS Data (flow basis)
- Ongoing Maintenance of Land Development Monitoring System

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services	\$ 248,751
Materials & Services	\$ 133,350 ¹
Indirect Costs	\$ 123,878

Resources:

5303	\$ 101,077
5303 Match (Metro)	\$ 11,569
STBG	\$ 263,208
STBG Match (Metro)	\$ 30,125
Metro Direct	\$ 100,000

TOTAL \$ 505,979

TOTAL \$ 505,979

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

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 (ABM) -includes 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 (DTA) 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, congestion and economic goals. This is an ongoing program.

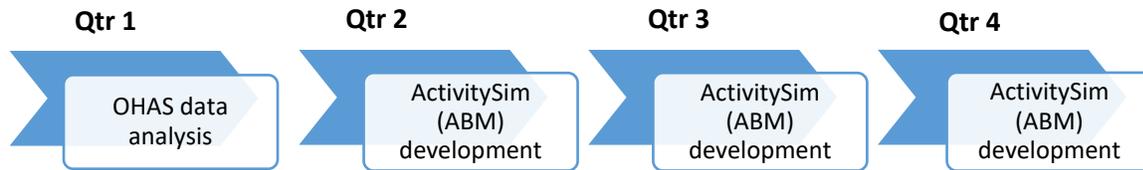
Work completed in FY 2023-24

- Activity-based Travel Demand Model (i.e., ActivitySim) Development
 - Updated Population Synthesizer (i.e., PopulationSim)
 - Refined Micro-Analysis Zones, Transportation Analysis Zones (TAZ), and networks
 - Completed initial calibration, reasonableness checks, and region-specific customization
- DTA model development and application in support of regional pricing studies
- Implementation and application of FTA’s STOPS model in support of regional transit studies
- Freight Model Dashboard validation and application
- Mobility Policy Update metric application
- Oregon Household Activity Survey implementation: Fall 2023, Spring 2024

Work in FY 2024-25:

- Completion of Oregon Household Activity Survey data analysis and delivery
- 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 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 570,659	5303	\$ 469,494
Materials & Services	\$ 199,800 ¹	5303 Match (Metro)	\$ 53,736
Indirect Costs	\$ 284,188	Metro Direct	\$ 281,417
		Local Supper (TriMet)	\$ 250,000
TOTAL	\$ 1,054,647	TOTAL	\$ 1,054,647

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

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 Oregon Department of Transportation (ODOT), the members of the Oregon Metropolitan Planning Organization Consortium (OMPOC) 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)
- Post-Phase III – Data Sharing and Future Survey Planning (FY 2024-2025)

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 in FY 2023-24:

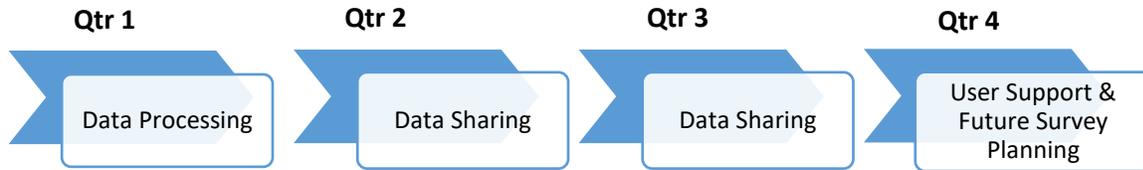
- Sampling strategy adjustments based on Spring 2023 survey pilot
- Received and reviewed two additional technical memos on survey collection recommendations and implementation plans
- Partner engagement with major universities and transit agencies
- Surveyed roughly 16,000 Oregon households during Fall 2023 and Spring 2024 data collection periods
- Kicked off first follow on survey to study e-commerce impacts on travel behavior in Oregon households

Work in FY 2024-25:

- Process survey data and finalize documentation
- Update data sharing procedures for partners, researchers, and public

- Receive final, weighted survey dataset for use in model estimation, policy support, and research
- Explore future potential for continuous travel surveying in Oregon
- Receive final deliverables from e-commerce follow on study
- Connect survey data to statewide Joint Estimation work that is developing the next generation activity-based travel model

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 89,942	5303	\$ 120,896
Indirect Costs	\$ 44,791	5303 Match (Metro)	\$ 13,837
TOTAL	\$ 134,733	TOTAL	\$ 134,733

Technical Assistance Program

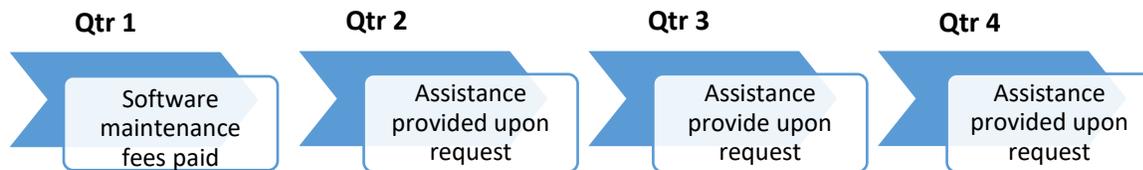
Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

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 2024-25 Cost and Funding Sources

Requirements:

Personnel Services	\$ 18,503
Materials & Services	\$ 36,000
Indirect Costs	\$ 9,214

Resources:

STBG	\$ 57,174
STBG Match (Metro)	\$ 6,544

TOTAL \$ 63,717

TOTAL \$ 63,717



State-Led Transportation Planning of Regional Significance

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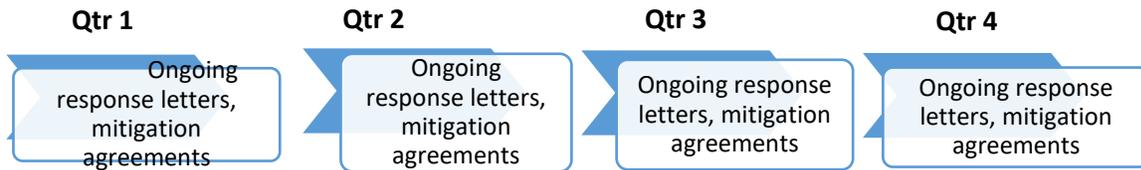
ODOT Development Review

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

Description

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 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 573,750	Federal grant	\$ 514,826
Materials & Services	\$ 0	Local Match	\$ 58,924
TOTAL	\$ 573,750	TOTAL	\$ 573,750

ODOT – Transportation and Growth Management

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

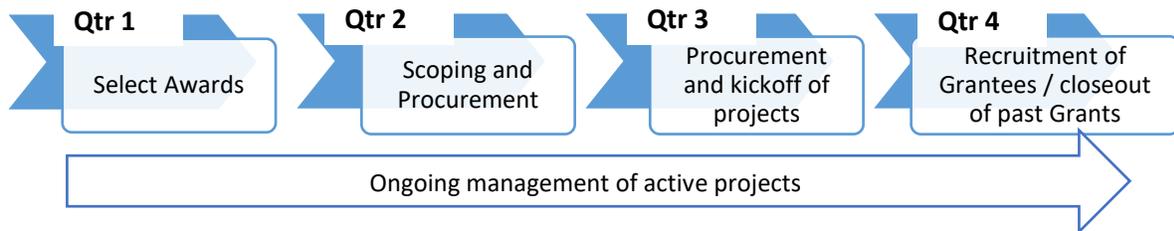
Description

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 \$150,000 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 2024-25 Cost and Funding Sources

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

ODOT Region 1 Active Transportation Strategy

Staff Contact: Chris Ford, Chris.Ford@ODOT.oregon.gov

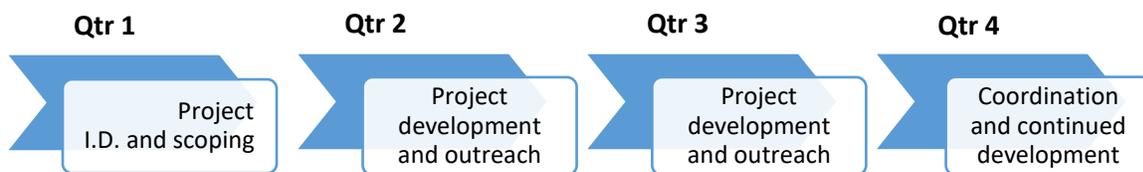
Description

Refine and update ODOT’s 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 R1 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 policies and strategies encourage the completion of the state walking and biking network. The 2016 Statewide Bicycle and Pedestrian Plan and accompanying Implementation Plan establish a framework for pursuing a complete active transportation network over the long-term.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 150,000	Federal grant	\$ 157,028
Materials & Services	\$ 25,000	Local Match	\$ 17,973
TOTAL	\$ 175,000	TOTAL	\$ 175,000

ODOT Region 1 System Analysis and Technical Assistance

Staff Contact: Chris Ford, Chris.Ford@ODOT.oregon.gov

Description

In recent years, 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 2024-25 Cost and Funding Sources

Requirements:

Personnel Services \$ 115,000
 Materials & Services \$ 110,000

TOTAL \$ 225,000

Resources:

Federal grant \$ 201,893
 Local Match \$ 23,108

TOTAL \$ 225,000

ODOT Region 1 Planning for Operations

Staff Contact: Chris Ford, Chris.Ford@ODOT.oregon.gov

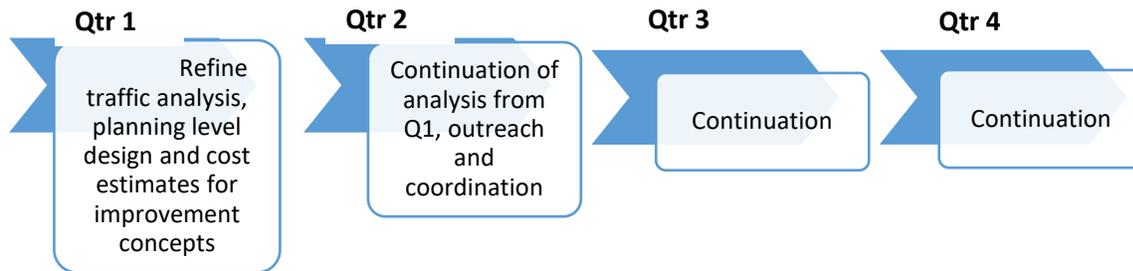
Description

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 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 both the 2018 RTP and the draft 2023 RTP policy guidance related to safety, congestion and climate change. In FY 2024-25 work will focus on refining traffic analysis, planning level design and cost estimates for improvement concepts. Please contact ODOT staff listed above to learn more detail.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 40,000	Federal grant	\$ 89,730
Materials & Services	\$ 60,000	Local Match	\$ 10,270
TOTAL	\$ 100,000	TOTAL	\$ 100,000

ODOT - I-5 Boone Bridge Replacement and Interchange Improvement Project

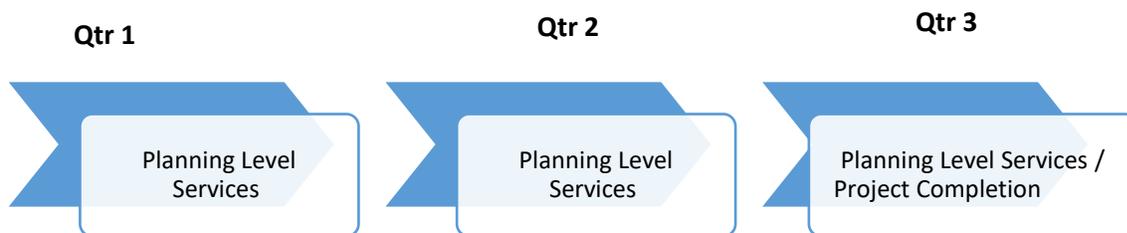
Staff Contact: Mandy Putney, mandy.putney@ODOT.Oregon.Gov

Description

In FY 2024-25, the project will continue the Planning and Environmental Linkages (“PEL”) process, which will include conceptual design, public involvement, transportation planning and analysis, traffic engineering analysis, and land use analysis and other related services. The PEL process for Boone Bridge will be focused on planning-level analysis, community engagement, and agency coordination that will lead into the future National Environmental Policy Act (NEPA) process. During this time period, analysis will be completed to refine project cost estimates, advance project design, determine bicycle, pedestrian, and public transportation improvements, 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. Funding will cover both agency staff and consultant costs. This phase of the work is anticipated to be completed in FY 2024-2025, with a contract expiration date of February 1, 2025.

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 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 560,000	Federal grant	\$ 896,000
Materials & Services	\$ 560,000	Local Match	\$ 224,000
TOTAL	\$ 1,120,000	TOTAL	\$ 1,120,000



Locally Led Transportation Planning of Regional Significance

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Sunrise Corridor Community Visioning Project

Staff Contact: Jamie Stasny, jstasny@clackamas.us

Description

Sunrise Corridor Community Visioning Project is a collaborative project intending to partner with community and other regional partners to define a plan for this corridor and community 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.

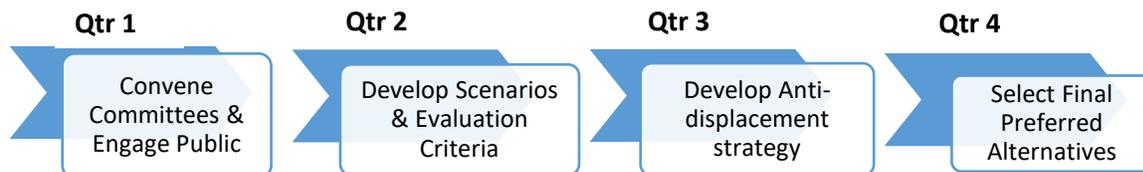
In FY 2023-24 the visioning project:

- Selected a Consultant team to lead the work & finalized contracts
- Completed draft Existing Conditions Reports
- Convened Technical Advisory Committee, Steering Committee and Leadership Cohort

In FY 2024-25, the project will implement the public engagement strategy, continue to convene the Technical Advisory Committee, Steering Committee and Leadership Cohort, 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 2023 Regional Transportation Plan (RTP) 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).

Key Project Deliverables / Milestones



FY 2024-2025 Cost and Funding Sources Note: Funding listed in this narrative is draft, and subject to change.

Requirements:		Resources:	
Personal Services	\$ 3,000,000	Federal grant	\$ 2,800,000
Materials & Services	\$ 0	Local Match	\$ 200,000
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TOTAL	\$ 3,000,000	TOTAL	\$ 3,000,000

TriMet Comprehensive Service Planning (Forward Together 2.0)

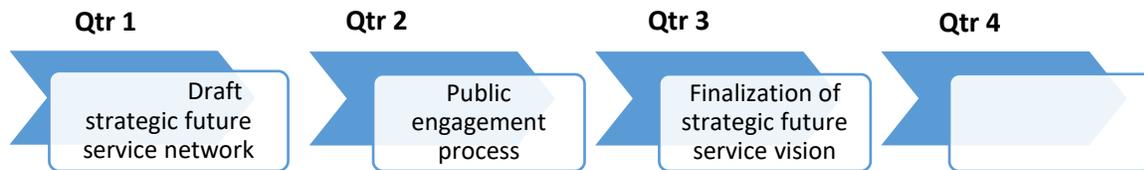
Staff Contact: Kate Lyman, lymank@trimet.org

Description

In FY24-25, TriMet will complete its medium-term and long-term strategic service planning efforts. This work builds off of work completed in FY22-23 called Forward Together, which was a 9-month project that recommended 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 and implementation began in spring of 2023.

In FY23-24, TriMet began Forward Together 2.0, a visionary plan for how TriMet’s service on the bus network and on MAX could grow if additional resources for transit operations became available. Much of this work was funded by the Federal Transit Administration’s Route Planning Restoration Grant. 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. It will also inform future fleet needs. Forward Together 2.0 is expected to be completed in FY24-25.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Materials & Services (consultant support)	\$ 100,000	Federal grant	\$ 100,000
TOTAL	\$ 100,000	TOTAL	\$ 100,000

TriMet Eastside Park & Ride 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.

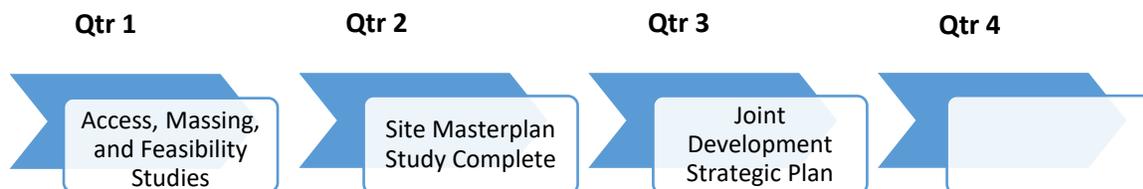
Work commenced in Spring 2023 on receipt of grant funding with contract procurement and scope clarification through vendor contract negotiations. The initial tasks include conducting Equity Analysis, defining Outreach Strategy, and Community Assets and Gaps Analyses. Work in FY2024-25 will include the following tasks: Site Access Studies; Site Master Plan & Massing Studies; Feasibility Assessments; and Joint Development Strategic Plans. Work is anticipated to conclude in the 3rd Quarter of FY24.

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 Guy Benn (benng@trimet.org).

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 2024-25 Cost and Funding Sources*

Requirements:		Resources:	
Personal Services	\$ 71,416	Federal grant	\$ 210,000
Materials & Services	\$ 210,000	Local Match	\$ 71,416
TOTAL \$ 281,416		TOTAL \$ 281,416	

*Cost and Funding Source amounts represent two-thirds of the total grant and match amounts. The remaining one-third will incur in FY2023-24.

TriMet Park & Ride Optimization Plan

Staff Contact: Guy Benn, benng@trimet.org

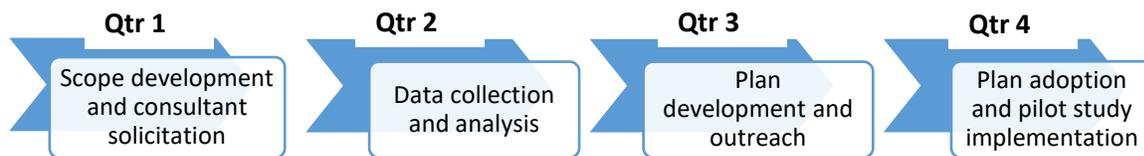
Description

Through an ODOT & DLCD Transport and Growth Management (TGM) grant, this planning work will develop a roadmap for TriMet park & ride operations. Specifically, it will assess the performance of TriMet’s managed park & ride facilities, and how they meet customer and community needs. The Park & Ride Optimization Plan (PROP) will complement TriMet’s Regional TOD Plan by in-depth analysis of park & ride demand and usage across the region, and thus reinforce the TOD site prioritization framework in the TOD plan. The PROP study will assess the impact of changing work trends on park & ride usage, and how anticipated road pricing, climate change, or events might further influence usage. Measures that promote efficiency (including P&R consolidation, densification, and redevelopment) will be assessed, as well as shared/district parking models that can catalyze development close to park & ride sites. A pilot study will test key conclusions, and an equity lens (used throughout) will ensure actions taken do not have a disproportionately negative impact on disadvantaged stakeholders.

Notification of grant award occurred at the end of September 2023. Working with ODOT and DLCD, TriMet will develop project scope and solicit for consultant participation throughout the fourth quarter in order to start working with a consultant on data collection and plan development in January/February 2024. Completion and adoption of the PROP study is forecast for December 2024.

Key Project Deliverables / Milestones

The Park & Ride Optimization Plan will provide a data-driven and clear plan for the future strategy and operations of TriMet’s managed park & ride portfolio. Efficient and streamlined park & ride operations will assist TriMet as it pushes to drive ridership, improve customer experience, and support communities across the region. By optimizing its managed park & ride portfolio, TriMet can bring activation and economic opportunity to the spaces and communities around its transit infrastructure. Further information on all the above is available from the project manager.



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 29,400	State Grant	\$ 210,000
Materials & Services	\$ 210,000	Local Match	\$ 29,400
TOTAL	\$ 239,400	TOTAL	\$ 239,400

FX System Plan

Staff Contact: Jonathan Plowman, plowmanj@trimet.org

Description

TriMet, in coordination with Metro, is developing a Frequent Express (FX) System Plan (FX Plan). The Plan will outline a vision for a network of FX bus service across the region. It will further advance previous work in the 2023 High-Capacity Transit Strategy, the 2023 Regional Transportation Plan, and the 2018 Regional Transit Strategy. The Plan will have two major components: 1) Defining FX and its guidelines and standards and 2) Developing a future FX network for the TriMet system.

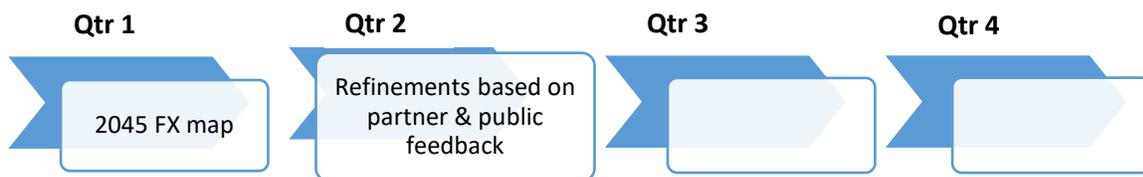
The first component of the FX Plan will be FX guidelines and standards such as amenities at stations and on vehicles; maximum headways between vehicles; boarding and fare payment tools; bus priority lanes; and transit signal priority. Goals of this work include to streamline planning work for future FX corridors, and to provide standards that can be applied consistently on both lines funded with FTA Capital Investment Grants (CIG), and lines funded with other sources.

The second component of the FX Plan will be a 2045 FX map showing the future network of FX lines. Future FX lines will be selected based on characteristics such as existing ridership, corridor population, land use, built environment, and equity. A primary goal of this work is to set a vision for FX service improving transit experiences across the region.

This work will be supported by a consultant. The work we anticipate performing in FY2024-25 will continue and complete these efforts. Prior to that, in FY 2023-24, we anticipate having done about \$495,000 of work to begin these efforts.

The project team is exploring the potential to perform additional work in FY 2024-25 and FY 2025-26, including analysis of the system’s net benefits and prioritization of FX lines within the 2045 network.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Resources:

Personnel Services	\$ 75,000	Statewide Transportation Improvement Funding	\$ 150,000
Materials & Services	\$ 75,000	Local Match	\$ N/A
TOTAL	\$ 150,000	TOTAL	\$ N/A

City of Portland - Lower Albina Reconnecting Communities

Staff Contact: Mike Serritella, Mike.Serritella@portlandoregon.gov

Description

Lower Albina Reconnecting Communities is a collaboration between the City of Portland and Albina Vision Trust to align the community vision and aspiration to revive the historic Black neighborhood in Lower Albina with city policy. The City of Portland received an \$800,000 grant award from the FHWA Reconnecting Communities Pilot program in February 2023, matched by \$200,000 of local funds, to perform this work. The main project deliverable is a transportation and land use development framework plan for the Lower Albina area. The project seeks to advance the years of engagement lead by Albina Vision Trust in developing a vision for the future of the Lower Albina area. This effort will translate that vision into a series of policy changes, actions, and projects that advance that vision and are aligned with other transportation projects in Albina and with local and regional policy.

In FY 2023-24, the Reconnecting Communities project:

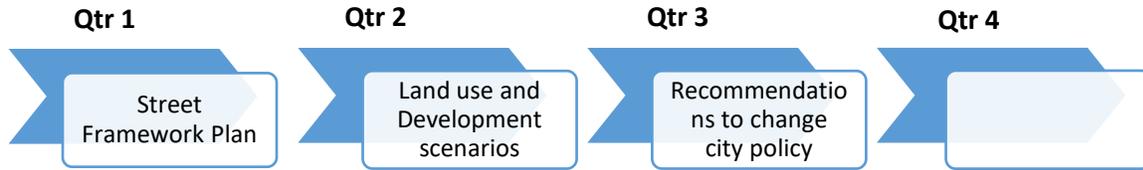
- Established a grant agreement between the City of Portland and FHWA
- Performed a scan of city policy to identify areas of consonance and conflict with the Albina Vision Community Investment Plan
- Completed an existing conditions for the project area
- Identified a menu of appropriate governance models for further consideration
- Developed public realm and programming concepts
- Completed a preliminary Urban Design Framework Development

In FY 2024-25, the project will complete a street framework plan, develop the resultant transportation projects, create scenarios for land use and development, and develop recommendations for city policy amendments.

The Lower Albina Reconnecting Communities project supports ODOT's I-5 Rose Quarter Improvement Project (RQIP) by improving surface streets that connect to the improved streets and highway covers that will be created through RQIP. The project is also consistent with 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 RQIP, which is an ODOT-led project included in the RTP.

For additional detail on the project, please contact Mike Serritella with PBOT (Mike.Serritella@portlandoregon.gov). For more info about Albina Vision Community Investment Plan, visit <https://albinavision.org/our-work/>

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services \$ TBD
 Materials & Services \$ TBD

Resources:

Federal grant \$ 800,000
 Local Match \$ 200,000

TOTAL \$ 1,000,000

TOTAL \$ 1,000,000

City of Portland - Central Eastside Railroad Crossings Study

Staff Contact: Zef Wagner, zef.wagner@portlandoregon.gov

Description

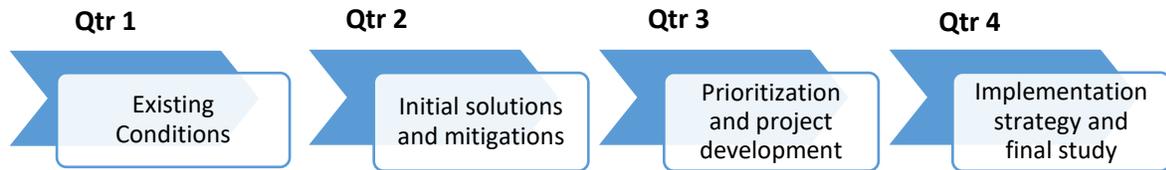
The Central Eastside Railroad Crossings Study will examine 15 at-grade railroad crossings in the Central Eastside district of Portland to investigate whether and how these crossings could be closed, improved, supplemented with grade-separated crossings, and/or replaced with grade-separated crossings. These at-grade railroad crossings stretch from SE Stark Street at the north end of the study area to SE 12th Avenue at the south end of the study area, and all the crossings are located on the mainline of the Union Pacific Railroad (UPRR) between UPRR's Albina Yard and Brooklyn Yard. The at-grade railroad crossings in this area have been subject to increased blockages in recent years with growing frequency and length of time per blockage, and these blockages in turn create significant delays and safety concerns for pedestrians, people bicycling, and people driving due to unsafe behaviors resulting from delays. The delays also impact public transit (including the new FX-Division Bus Rapid Transit Line and the existing Amtrak passenger rail service) and driving, as well as delays for goods movement by truck in the Central Eastside Industrial District surrounding these crossings. By identifying and developing at-grade crossing solutions such as advisories, traffic control device upgrades, closures and grade separations, this planning study will result in a list of safety improvement projects and operational strategies that are well-scoped and ready for future funding opportunities.

This planning study is expected to take roughly 12 months to complete and will primarily take place in FY 2024-2025. The scope includes developing a public involvement plan, documenting existing conditions, developing initial ideas for potential solutions and mitigations, prioritizing solutions and mitigations, developing more detailed strategies and concepts for the highest priorities, developing an implementation strategy, and finalizing the study.

The project is consistent with 2023 RTP policy guidance supporting equity (addressing train blockages impacting safety in high-equity areas and impacting access to living-wage jobs), safety (reducing safety risks at at-grade rail crossings), climate (reducing long delays and detours that add vehicle miles traveled and ped/bike/transit delay), and economy (improving goods movement and access to jobs in the only industrial area of the Central City).

For additional detail on the project, please contact Zef Wagner with PBOT (Zef.Wagner@portlandoregon.gov).

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ TBD	Federal grant	\$ 500,000
Materials & Services	\$ TBD	Local Match	\$ 150,000
TOTAL	\$ 650,000	TOTAL	\$ 650,000



Appendices

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METRO

	Requirements Total Direct and Indirect Costs	Resources											
		PL	PL Match (ODOT)	5303	5303 Match (Metro)	STBG	STBG Match (Metro/ODOT)	FTA, FHWA, ODOT, EPA Grants	FTA, FHWA, ODOT, EPA Grants Match (Metro)	Metro Direct Contribution	Local Support	Total	
METRO-LED REGIONWIDE PLANNING													
1	Transportation Planning	2,015,210	343,623	39,330	147,360	16,866	649,004	74,281			744,746		2,015,210
2	Climate Smart Implementation	461,017					211,778	24,239			225,000		461,017
3	Metropolitan Transportation Improvement Program	1,646,103	1,409,751	161,352							75,000		1,646,103
4	Air Quality Program	27,717					24,871	2,847					27,717
5	Regional Transit Program	27,717					24,871	2,847					27,717
6	Regional Freight Program	194,007					174,083	19,925					194,007
7	Complete Streets Program	185,018	97,687				78,362	8,969					185,018
8	Regional Travel Options/Safe Routes to School Program	4,666,558							4,433,081	190,977	42,500		4,666,558
9	Transportation System Management & Operations - Regional Mobility Program	862,123					300,354	34,377	473,229	54,163			862,123
10	Better Bus Program	893,522											893,522
11	Connecting First and Last Mile: Accessing Mobility through Transit Study	910,290					149,212	17,078			744,000		910,290
12	Safe Streets for All	1,576,903							1,431,482	145,421			1,576,903
13	EPA Climate Pollution Reduction Grant	439,516							439,516				439,516
14	Industrial Lands Availability and Intermodal Facilities Access Study	150,000									150,000		150,000
15	Economic Value Atlas	95,065					39,392	4,509			51,164		95,065
16	Regional Emergency Transportation Routes	105,876					49,738	5,693				50,445	105,876
Metro-led Regionwide Planning Total:		14,246,644	1,851,061	200,682	147,360	16,866	1,701,665	194,763	6,777,309	390,561	2,915,933	50,445	14,246,644
METRO-LED CORRIDOR / AREA PLANNING													
1	Investment Areas (Corridor Refinement and Project Development)	1,572,774					668,715	76,537	530,764	132,691	164,067		1,572,774
2	Southwest Corridor Transit Project	526,455							350,000	87,500	88,955		526,455
3	TV Highway Transit and Development Project	562,154							562,154				562,154
4	82nd Ave Transit Project	1,525,936							1,057,078	120,987	347,871		1,525,936
Metro-led Corridor / Area Planning Total:		4,187,319	-	-	-	-	668,715	76,537	2,499,995	341,178	600,893	-	4,187,319
METRO ADMINISTRATION & SUPPORT													
1	MPO Management and Services	534,048	454,331	52,000							27,717		534,048
2	Data Management and Visualization	2,273,952					272,216	31,156			1,970,579		2,273,952
3	Land Use and Socio-Economic Modeling Program	505,979			101,077	11,569	263,208	30,125			100,000		505,979
4	Travel Model Program	1,054,647			469,494	53,736					281,417	250,000	1,054,647
5	Oregon Household Travel and Activity Survey Program	134,733			120,896	13,837							134,733
6	Technical Assistance Program	63,717					57,174	6,544					63,717
Metro Administration & Support Total:		4,567,077	454,331	52,000	691,467	79,142	592,598	67,825	-	-	2,379,714	250,000	4,567,077
GRAND TOTAL		23,001,040	2,305,391	252,682	838,827	96,008	2,962,978	339,126	9,277,304	731,739	5,896,540	300,445	23,001,040

As of 1/24/24

*Please refer to the Overview section of the UPWP for a Glossary of Resource Funding Types.



Memo

Date: Friday, February 23, 2024
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Senior Transportation Planner, Metro
Subject: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Program Direction Overview & Input Received to Date

Purpose

To provide TPAC an overview of the existing program direction for the Regional Flexible Fund Allocation (RFFA) and a summary of input to date. The information is intended to inform the discussions and input to shape the 2028-2030 Regional Flexible Funds Allocation (RFFA) program direction.

Background

The Regional Flexible Funds are federal surface transportation funds provided by the federal government to states, metropolitan planning organizations (MPOs), and local governments. Comprised primarily of two federal funding types – the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) – these federal transportation funds are typically distributed through funding formulas. As an MPO, Metro has funding authority to allocate federal transportation funds which it receives through funding formulas.¹

Allocation of these federal funds are part of Metro’s requirements as a federally designated MPO to carry out the metropolitan planning process.² Every three years, Metro begins a process to allocate the region’s allotment of federal funds – known as the Regional Flexible Funds allocation (RFFA). The RFFA process generally takes 18-20 months to complete. Projects selected in the RFFA process are to be ready for funding obligation during federal fiscal years 2028-2030 and will be included in the 2027-2030 Metropolitan Transportation Improvement Program (MTIP).³

To initiate the process, a program direction is developed each allocation cycle of the Regional Flexible Funds. The program direction documents how the flexible funds are to be spent to carry out the policy objectives and investment priorities of the adopted RTP. The aim of the upcoming 2028-2030 RFFA program direction is to: 1) update and define the allocation cycle objectives; 2) clarify policy directives which reflect newly adopted regional policies or federal requirements; 3) outline or introduce any additional factors for consideration; and 4) update and define the details of the selection process.

¹ This is to distinguish that Metro does not receive federal transportation funding unless the funds are awarded to Metro through the Regional Flexible Fund allocation process, discretionary funding program or through another allocation of federal funds through a partner agency.

² Additional background on MPO requirements can be found at <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-mpo>

³ Federal fiscal years begin October 1 of the previous year (e.g. FFY 2028 covers 10/1/27 to 9/30/28)

Input Received to Date

Attachment 1 provides a summary of the input Metro staff has received to date on the 2028-2030 Regional Flexible Fund Allocation program direction. Much of the discussion at TPAC and JPACT in February centered on the questions related to the mechanics of the Regional Flexible Fund as well as the amount available and funds committed. However, key points of initial feedback received for consideration with the program direction includes the following:

RTP priority areas

- Assess what new priorities emerged through the 2023 RTP process and identify what potential funding role the Regional Flexible Fund can play for those new priorities.
 - In particular, resiliency is an aspect related to the Climate Action goal areas which should be in consideration for a transportation system investment.
- Provide further information on how the new RTP goal area – Thriving Economy – will integrate into the 2028-2030 RFFA.
- While recognizing the Carbon Reduction Program is a funding program focused on addressing the RTP goals area of Climate Action and Resilience, continue to focus on Climate Action and Resilience in the allocation of Regional Flexible Funds.

Making strategic investments to garner large impacts and outcomes

- Take advantage of the discretionary grant funding opportunities which remain available.
- Assess leverage opportunities and coordination.
 - In particular, understand how the region can make investments coordinated with opportunities presented by the U.S. EPA Carbon Pollution Reduction Grant.

Provide further resources to support better applications in the Step 2 process

- Structure the process in Step 2 to provide greater flexibility and opportunity for competitive applications:
 - Ex. Allowing for joint applications between two jurisdictions
 - Ex. Providing more guidance and resources to support jurisdictions to develop competitive applications
 - Ex. Provide support for smaller jurisdictions with the application process
 - Ex. Provide a funding opportunity for corridor and sub-regional planning focused on coordinating small cities (e.g. East Metro Connections Plan)
 - Ex. Request coordinating committees help filter and prioritize applications for submission

Continuing to invest in the regional transit system

- Continue to support the development of the region's high capacity transit network by establishing a pipeline of transit projects ready for the Federal Transit Administration (FTA) Capital Investment Grant (CIG) process.
- Consider investments to do further planning work around Tier II and Tier III corridors in the High Capacity Transit Plan.
- Consider investments into access to transit infrastructure and service-related activities, with considerations for addressing non-traditional transit service gaps and public-private partnerships.
- Consider strategic investments to make transit attractive that will increase ridership.

Provide further clarity as to what amount of the 2028-2030 Regional Flexible Fund is discretionary

- Provide an overview of bond commitment repayments, including amounts and timeframe of committed repayments.

- Provide an overview of the region-wide programs and regionally coordinated planning activities.

Overview of Existing Program Direction

The 2025-2027 RFFA Program Direction serves as a starting point for the 2028-2030 RFFA Program Direction. Components within the 2025-2027 Regional Flexible Fund Allocation program direction include:

- Policy directives
- Strategic Regional Funding Approach (Interim)
- RFFA cycle allocation objectives
- RFFA cycle structure
 - Step 1 and Step 2 framework
 - Project selection process and criteria for Step 2
 - Estimated amounts for Step 1 and Step 2

A copy of the 2025-2027 Regional Flexible Funds Allocation program direction can be found on Metro's website at: <https://www.oregonmetro.gov/regional-flexible-funding-allocation>

Policy Directives

The policy directives from the 2025-2027 RFFA cycle drew from two main sources: 1) Metro's six desired outcomes; and 2) the 2018 Regional Transportation Plan (RTP). With the RTP oriented towards the needed next steps to achieve Metro's six desired outcomes a focus on the implementing the 2023 RTP is consistent with the directives set by Metro's overarching agency desired outcomes.

As the blueprint for the regional transportation system for the next 25 years, the 2023 RTP identifies on five interconnected goals – equitable transportation, climate action and resilience, safe system, mobility options, and thriving economy – in which 17 supporting objectives and 16 performance measures and targets define and measures progress towards the region's aspirational system. The 2023 RTP goals, objectives, and performance measures provide the policy directives for the 2028-2030 RFFA in shaping the process, setting key objectives for the allocation, establishing project eligibility and selection criteria. The aim is at the end of the 2028-2030 RFFA process, the allocation of the approximate \$150 million available in Regional Flexible Funds meets one or more of the 17 RTP objectives and makes progress towards one or more of the five RTP goals.

Proposed Updates for 2028-2030 RFFA Program Direction: In recognition the region adopted the 2023 RTP in December 2023, the 2028-2030 RFFA program direction will be updated to reflect the five goals areas set by the Plan. Aspects of the program direction (e.g. technical evaluation measures, criteria) will also reflect the 17 supporting objectives and to the degree appropriate the 16 performance measures outlined in the Plan.

Strategic Regional Funding Approach (Interim)

Referred to as the Regional Transportation Finance Approach in the 2025-2027 RFFA program direction, the Strategic Regional Funding Approach outlines the region's agreed upon strategy since 2009 on how to address the transportation needs of the region by existing and some potential transportation funding sources. Developed by the Joint Policy Advisory Committee on Transportation (JPACT) the Strategic Regional Funding Approach is to provide a starting point for the various funding programs or sources that are reflected in the MTIP and State Transportation Improvement Program (STIP). Existing fund source information has been updated each cycle to reflect current funding sources.

The approach identifies funding mechanisms agencies use and a regional strategy for sources to be pursued to address unmet needs of the different elements of transportation system in the region. The approach has been utilized in the development of RFFA program direction since the 2010-2013 MTIP cycle and updated as needed to reflect current planning policy. As defined in the Strategic Regional Funding Approach, uses for Regional Flexible Funds include:

- Active Transportation
- Arterial Expansion, Improvements, and Reconstruction*
- Throughway Expansion*
- High-capacity Transit Expansion
- Transportation System Management and Operations
- Regional Travel Options
- Transit Oriented Development

*Limited to specific facilities, specific conditions, and/or project development eligibility only.

Knowing funding and revenue raising conversations are set to take place throughout 2024 and 2025, these conversations are likely to reshape the region's funding strategy. Therefore the Strategic Regional Funding Approach will be an interim approach for the purposes of guiding the RFFA process to be undertaken in the same time period.

Proposed Updates for 2028-2030 RFFA Program Direction: Update the Strategic Regional Funding Approach to reflect current funding programs available to partners in the region. Further updates to the approach to be undertaken as outcomes from the funding and revenue discussions get defined.

RFFA Cycle Allocation Objectives

With greater specificity, the RFFA cycle allocation objectives define how the RFFA process should be conducted and what outcomes to achieve with the overall allocation process. Within the RFFA cycle allocation objectives, other aspects beyond the policy directives and the Strategic Regional Funding Approach get captured in the RFFA program direction. Some examples of these other aspects include federal requirements in terms of both process and project eligibility factors for certain federal fund types, project delivery considerations, and previous funding commitments.

Proposed Updates for 2028-2030 RFFA Program Direction: Update 2028-2030 RFFA cycle allocation objectives to reflect any new federal requirements, project delivery considerations, and other aspects necessary to the RFFA process not captured by the policy directives and interim funding approach.

Regional Flexible Fund Allocation – Cycle Structure

The cycle structure in the RFFA program direction outlines the two-step process for the Regional Flexible Fund Allocation. The existing two-step RFFA program framework has been in effect since the 2014-2015 allocation cycle. The two-step framework organizes how the flexible funds are allocated. Step 1 comprises of ongoing funding commitments to bond repayments the region made in previous RFFA cycles, as well as providing continued investment in RTP-identified activities coordinated and administered at Metro. Step 2, representing the balance of funding remaining after Step 1 commitments and obligations are met, is for capital projects selected through a competitive grant process. The two-step framework was adopted to ensure the region invests across the system in accordance with RTP direction and the RFFA objectives.

Assumptions for the 2028-2030 RFFA Program Direction: Metro staff plans to continue the existing two-step framework for the 2028-2030 RFFA process the existing two-step funding framework.

Step 1A: Bond Repayment Commitments

Step 1A repays bonds issued to develop and construct key elements of the region's multi-modal system. Regional Flexible Funds have been used to help construct the region's high-capacity transit system since 1998. TriMet has issued bonds based on a regional commitment of Regional Flexible Funds to repay the bonded debt. The region's current obligation to repay bond debt extends to 2034. This bond obligation covers investments in Green, Orange, and Southwest Corridor MAX lines, Division Transit Project, and the Eastside Streetcar Loop. The bond obligation also covers project development completed for a selected package of improvements to address regional active transportation needs, and freeway interchanges or arterials that were identified as significant system deficiencies, particularly in the areas of safety and freight delay, in efforts to position the region to leverage additional funding (either through a state transportation package or through a federal discretionary grant program). The schedule for the bond repayment obligation is as follows:

Regional Bond Commitment Repayment Schedule

Federal Fiscal year	Amount (millions)
2025	\$21.78
2026	\$21.76
2027	\$21.74
2028	\$17.28
2029	\$17.26
2030	\$17.24
2031	\$17.22
2032	\$17.19
2033	\$17.17
2034	\$17.15

Total bond repayment commitment for 2028-2030: \$51.78 million

Step 1B: Region-wide Programs and Planning Activities

Step 1B targets funding towards key system investment needs, ensures the region has capacity to follow federal planning requirements and can respond to and plan for future system opportunities. As a result, three region-wide programs and two regional planning activities have been identified through previous RTP cycles which comprise Step 1B.

Region-Wide Programs

Three region-wide programs have been defined over time by their regional scope, program administration, and policy coordination, and a consistent allocation of regional flexible funds to support them. The three programs are:

- **Regional Travel Options/Safe Routes to School (RTO/SRTS)** – Grant program that supports local jurisdictional and non-governmental organization partners' public outreach and encouragement work that helps people of all ages reduce automobile use and increase travel by transit, ridesharing, bicycling, and walking. Funding also supports research, measurement and partner coordination activities.
- **Transit Oriented Development (TOD)** – Grant program to help stimulate private development of higher-density, affordable and mixed-use projects near transit, invest into urban living infrastructure - such as early childhood learning centers, grocery stores, community cultural spaces, and employment resource centers – that benefit low-income community members and people of color, and to acquire land for future affordable housing

development all within proximity to frequent service transit to increase the use of the region's transit system and advance the Region 2040 Growth Concept.

- Transportation System Management and Operations (TSMO) – Funding focused on projects and coordination activities to improve the region's transportation data, traffic signals, traveler information and other technological solutions to help move people and goods more safely, reliably, and efficiently.

Region-wide program estimated investments for the 2028-2030 RFFA cycle are: \$30.99 million

Metropolitan Planning Organization, Freight, Economic Development, Corridor and System Planning

Regional funds are used to support planning, analysis and management work required of an MPO. JPACT and Metro Council have directed these funds to be spent instead of collecting dues from each partner jurisdiction in the region as was done prior to 1992. Regional funds have also been directed towards continued planning work to further develop regional corridors, transit and freight networks, and to better understand the economic impacts of transportation investments.

Metropolitan planning and regional planning estimated investments for the 2028-2030 RFFA cycle are: \$9.6 million

Proposed Step 1 Updates/Assumptions for the 2028-2030 RFFA Program Direction: The region has made a commitment to repay bonds and to continue the operation of the region-wide programs and provide funding to conduct essential and required MPO functions, as well as regional planning initiatives. The 2028-2030 RFFA Program Direction begins with, at a minimum, Step 1 funding will continue to repay the bonds and maintain programs and regional planning work.

Step 2 – Capital Investments

The existing RFFA program direction created a single category Step 2 capital investments allocation. Step 2 maintains the focus on improving the region's active transportation network and supporting freight mobility and economic outcomes.

Past program direction provided by JPACT and Metro Council indicate a desire for Step 2 to follow a strategic approach in allocating funds, with an emphasis on:

- A topically or geographically focused impact rather than an array of disconnected projects
- Achieves appreciable impacts on implementing a regional scale strategy given funding amount available
- Addresses specific outcomes utilizing the Regional Transportation Plan performance targets
- Prioritizes catalytic investments (leveraging large benefits or new funding)
- Positions the region to take advantage of federal and state funding opportunities as they arise

The previous RFFA process allowed for projects to be proposed of any mix of mode and functional improvements identified as appropriate for the Regional Flexible Funds through the Strategic Regional Funding Approach (interim). With the flexibility that proposed projects can be any mix of mode and function as long as its eligible and within the Strategic Regional Funding Approach and RFFA allocation objectives, the technical evaluation for Step 2 assesses applications on how they advance implementation of the RTP goal areas (formally known as investment priorities). Or more specifically, the technical evaluation criteria use the RTP goal areas to define outcomes and performance measures to measure progress towards the RTP goals. For specific example, the technical evaluation criteria from the 2025-2027 RFFA Step 2 component is shown below. Attachment 2 provides the technical evaluation performance measures for the 2025-2027 RFFA cycle.

RTP Investment Priorities	RFFA Criteria
Equity – Reduce barriers and disparities faced by historically marginalized communities, particularly for communities of color and people with low income.	<ul style="list-style-type: none"> • Increased accessibility • Increased access to affordable travel options
Safety – Reduce fatal and severe injury crashes to move the region as quickly as possible toward Vision Zero, particularly for communities of color and other historically marginalized communities.	<ul style="list-style-type: none"> • Reduced fatal and serious injury crashes for all modes of travel
Climate Change – Reduce greenhouse gas emissions from cars and small trucks to reduce the impacts of climate change, particularly impacts on communities of color and other historically marginalized communities.	<ul style="list-style-type: none"> • Reduced emissions from vehicles • Reduced drive alone trips
Congestion Relief – Manage travel demand and increase use of travel options to make travel more reliable on the region’s busiest roadways, particularly for communities of color and other historically marginalized communities.	<ul style="list-style-type: none"> • Increased reliability • Increased travel efficiency • Increased travel options • Reduced drive alone trips

Proposed Step 2 Updates/Assumptions for the 2028-2030 RFFA Program Direction: Recognizing four of the five goals areas from the 2023 RTP are similar to the priority areas used as part of the 2025-2027 RFFA Step 2 technical evaluation criteria, start with the existing criteria and modify to reflect the 2023 RTP goals and objectives. This means new technical evaluation criteria will be developed for Thriving Economy as it is a new goal area identified in the 2023 RTP. Additionally, lessons learned and feedback from the 2025-2027 RFFA process are to be reviewed and incorporated into the refinements.

In addition, Metro began a series of project delivery trainings at the TPAC workshops in February that will run through August 2024. These trainings are intended to provide background information on the federal aid process and aspects to consider for the developing applications in the Step 2 process.

Next Steps/Upcoming Activities

The following table outlines a few upcoming Regional Flexible Fund Allocation activities. The table is not comprehensive.

2028-2030 Regional Flexible Fund Allocation – Schedule of Near-Term Activities

Activity	Date	Where
Summary of previous RFFA cycle program direction and summary of initial feedback to date; collect input	March 1	TPAC meeting

Discussion of initial proposals for RFFA program direction	April 5	TPAC meeting
Summary of input received on the RFFA program direction; discussion of refinements and possible proposal for RFFA program direction	April 2	Metro Council work session
Project delivery training series – continued	April 10	TPAC workshop
Overview of region-wide programs and select capital projects funded through previous RFFA cycles	April 10	TPAC workshop
Summer of input received to date, discussion of refinements and possible proposals for the RFFA program direction	April 18	JPACT
Coordinating committee briefings	On-going	TBD
Briefings with interested parties (requested)	On-going	TBD

Question for TPAC

- 1) Does TPAC support the proposed updates and assumptions to the different program direction elements identified by staff at this time?
- 2) What input does TPAC have towards the Step 2 technical evaluation criteria and performance measures?
 - a. In particular, what aspects from the RTP goal area of Thriving Economy should be emphasized in the performance measure(s)?
 - b. Is there TPAC support to incorporate resiliency to the RFFA technical evaluation for Step 2? If so, how should resiliency be incorporated into the Step 2 technical evaluation criteria?
- 3) Based on the input received, does TPAC has suggestions for the 2028-2030 RFFA program direction?

Date: Friday, February 23, 2024
To: Transportation Policy Alternatives Committee (TPAC) and Interested Parties
CC: Ted Leybold, Resource Development Section Manager, Metro
From: Grace Cho, Senior Transportation Planner, Metro
Subject: 2028-2030 Regional Flexible Funds Allocation – Summary of Input Received from TPAC

At the February 2024 meeting, Metro staff briefed TPAC on the upcoming 2028-2030 Regional Flexible Funds Allocation (RFFA) process. During the discussion portion of the presentation, members of TPAC provided their initial input for the program direction. This memorandum is a summary of the input received, organized by whether the comment was directed towards Step 1, Step 2, or general for the RFFA process.

General

- How does the Regional Flexible Fund Allocation support or align with the Carbon Pollution Reduction Grants (CPRG) effort underway? What are the opportunities for coordination?
- Coming to the coordinating committees at time when there is “more there” for discussion would make the most sense and be appropriate.
- To the degree possible, make the process less complex and streamlined.

Step 1 – Bond Repayments & Region-wide Programs

- Would like to have a better understanding of the bond repayment commitments and the schedule of repayments.
 - What amount of debt service is being returned because of the schedule of repayment decreases?
 - How does Metro expect the repayment schedule to impact the program direction?
- Would like to have a better understanding of the allocation total for the region-wide programs if held at their existing program funding levels.
- Would like to receive a better understanding the activities the region-wide programs deliver and how these programs prioritize their areas of investment.
 - Understanding the process for how the corridors and systems planning program identifies and selects which corridor or area to work on next.
 - Understanding how the region-wide programs leverage other funding opportunities and coordinate among other programs.

Step 2 – Competitive Capital Grants Allocation

- Some jurisdictional partners do not feel there has been parity in the allocation of the Step 2 capital grants in previous cycles of the Regional Flexible Fund Allocation. Some TPAC members asked or suggested the following:
 - Increased geographic representation in the final allocation outcome for Step 2 capital grants.
 - Support for small jurisdictions in putting together Step 2 grant applications.
 - General support for all jurisdictions in putting together stronger applications for submission.
 - An analysis of the award amounts to projects by sub-region in the previous Regional Flexible Fund Allocation cycles.
- Recognize in the previous Regional Flexible Fund Allocation cycle, the criteria for serving and providing access to employment areas needed further study and refinement.

- Place a stronger emphasis on the county coordinating committees to help prioritize applications for submission

Date: Friday, February 23, 2024
To: Joint Policy Advisory Committee on Transportation (JPACT) and Interested Parties
CC: Ted Leybold, Resource Development Section Manager, Metro
From: Grace Cho, Senior Transportation Planner, Metro
Subject: 2028-2030 Regional Flexible Funds Allocation – Summary of Input Received from JPACT

At the February 2024 meeting, Metro staff briefed JPACT on the upcoming 2028-2030 Regional Flexible Funds Allocation (RFFA) process. During the discussion portion of the presentation, members of JPACT provided their initial input for the program direction. This memorandum is a summary of the input received, organized by whether the comment was directed towards Step 1 or Step 2 of the RFFA process or by topic or themes.

Step 1 – Bond Repayments & Region-wide Programs

- Would like to have a better understanding of the bond repayment commitments and the schedule of repayments. What amount of discretionary funding is available in Step 1 and Step 2?
- Would like to review the different policy and priorities areas identified in the 2023 RTP and identify unfunded priorities and efforts. In identifying those items, have a discussion in the formation of the program direction to put funding towards those efforts to make progress towards those priorities.
- Investment into resiliency will be necessary to adapt, mitigate, and address climate change. Want to see resiliency incorporated into the Regional Flexible Fund allocation process, somehow.
- Coordinate investment opportunities with U.S. EPA Climate Pollution Reduction Grant (CPRG) program. Are there opportunities to leverage funds recognizing there is a much larger pot of funding available through CPRG.

Step 2 – Competitive Capital Grants Allocation

- Allow for joint applications by neighboring jurisdictions in the Step 2 allocation.
- Provide technical resources and support to small jurisdictions in the Step 2 allocation process.
 - Support for small jurisdictions in putting together Step 2 grant applications.
 - Review structural changes to other Metro-led programs to identify other ways of providing technical assistance to local partners in the grant application and allocation process.
 - Example includes looking at the 2040 community planning grants program.
 - Interest in understanding how Metro will define a “small” jurisdiction.
- How will the technical evaluation for the Step 2 process coordinate with the required federal carbon reduction performance target which is mandated for development over the next six months?
- Interest in understanding the new RTP Thriving Economy goal area criteria; how it will be measured and how it will be weighted relative to the other policy criteria.

Other

- What level of funding is available from the Carbon Reduction Program?

- What are the opportunities to align Carbon Reduction Program funds to U.S. EPA CPRG program to leverage funds?
- How will the Regional Flexible Fund Allocation program direction define “big” impact? Does that entail a dollar amount, geographic area/footprint size of project?
- What are the conditions and protocols for when a Regional Flexible Fund awarded project is unable to be completed and must return funds?

Date: Friday, February 23, 2024
To: Transportation Policy Alternatives Committee and Interested Parties
CC: Catherine Ciarlo, Planning, Development, and Research Director, Metro
Ted Leybold, Resource Development Section Manager, Metro
From: Grace Cho, Senior Transportation Planner, Metro
Subject: 2028-2030 Regional Flexible Funds Allocation – Summary of Input Received by Council

In January 2024, Metro staff briefed Metro Councilors and Council President Peterson's staff on the upcoming 2028-2030 Regional Flexible Funds Allocation (RFFA) process. Through the briefings, Councilors outlined their initial ideas and input to guide allocation of Regional Flexible Funds. This memorandum is a summary of the input received, organized by topic and themes.

Continue investment in the regional transit system

- Continue to support the development of the region's high capacity transit network by establishing a pipeline of transit projects ready for the Federal Transit Administration (FTA) Capital Investment Grant (CIG) process.
- Provide a funding opportunity to do further planning work for Tier II and Tier III corridor identified in the High Capacity Transit Plan.
- Make strategic investments that makes transit more attractive and increases transit ridership on the existing transit system.
 - Consider Step 2 technical evaluation criteria that emphasize the proposed project's impact of mode shift from motor vehicles to transit.
- Consider a RFFA investment of transit infrastructure to support the multiagency effort to rehabilitate downtown Portland.
- Interest in a RFFA investment for access to transit/microtransit , but with the following considerations raised:
 - Structure any investment to allow for a public-private partnership.
 - Consider transit service to support access to nature and parks.
 - Consider investments in access to transit with decisions being made on service planning updates removing transit stops on existing lines. Concern that stops getting eliminated on frequent transit lines in denser mixed use areas create the perception transit service is getting reallocated to other parts of the region.

Consider funding for weather resilience of the transportation system

- Address transportation impacts from wildfire, extreme heat/cold, ice storms

Provide funding to address safety

- Support a candidate corridor for jurisdictional transfer.
- Have investments be large enough to bundle several small capital projects into a single project focused on safety in lieu of piecemeal safety projects.

Provide a funding opportunity for corridor and sub-regional planning focused on small cities

Step 2 allocation process – Criteria and considerations

- Emphasize a regional perspective into the beginning of the Step 2 call for projects.
 - Create incentives to have local jurisdictions coordinate across jurisdictional boundaries.
 - Consider funding fewer, larger scale projects than previous rounds.
- Even with the continuation of the Carbon Reduction Program, continue to prioritize carbon reduction in the Step 2 RFFA technical evaluation criteria.

Attachment 2 – 2025-2027 RFFA Technical Evaluation Performance Measures

Equity		
Performance Measures	Data Sources	Scoring
Project makes improvements in an Equity Focus Area (EFA)	Equity Focus Area map layer	Is project in an EFA (Yes/No)? EFA includes greater than regional average numbers of all three EFA groups ¹ ? (Y/N)
Improves access to community places for Black, Indigenous, and People of Color (BIPOC), and underserved communities	Economic Value Atlas walkability and Community Service accessibility score	Is project in tract with a below-regional average walkability score? (Y/N) Is project in tract with a below-regional average Community Service accessibility score? (Y/N)
Makes active transportation improvements in area with poor community health outcomes	Regional Barometer (life expectancy at birth) Regional Barometer (diesel particulate matter) Regional Barometer (respiratory hazards due to air toxics)	Is project tract area below regional average for life expectancy (80.5 yrs)? (Y/N) Is project in area with higher than regional average diesel particulate matter concentration (>.62)? (Y/N) Does project area have higher than regional average level of air toxics? (Y/N)
Improves access to low and middle wage jobs	Economic Value Atlas labor access (layers for low and middle/high wage jobs)	Is project in tract with an above-regional average number of low and middle wage jobs within 30 mins. (all modes)? (Y/N)
Identified by community as a priority	Regional Investment Measure project list (Get Moving 2020) Documentation of public input and prioritization	Is project (or a portion of it) included on the Regional Investment Measure project list? (Y/N) How has public input informed project’s prioritization? (Subjective)
Includes strategy to address displacement	Anti-displacement Strategies memo from the Metro Parks Bond	Have anti-displacement strategies have been considered and included in the project design? (Y/N)

¹ Persons of Color, Limited English Proficiency, Low-Income

Attachment 2 – 2025-2027 RFFA Technical Evaluation Performance Measures

Safety		
Performance Measures	Data Sources	Scoring
Project location is designated as a priority for safety improvements	Regional High-injury Corridors map , ODOT ARTS project list , ODOT ATNI priority location , locally adopted safety action plan	Is project identified and documented as a priority through a state, regional or local process? (Y/N) Is project addressing a specific area with a high level of fatal or serious injury crashes? (Y/N)
Number and type of design elements based on the project facility's designated design classification	Livable Streets and Trails design guide, Chapters 3 and 4	Number included that address safety and access, and are consistent with the design approach in the Livable Streets and Trails design guide. (More elements, higher quality = more points) Is each design element the preferred treatment for the design classification (per Chapter 4, Livable Streets guide)? (Y/N)
Project design represents the best possible improvement in project area, based on functional and design classification and contextual constraints.	Livable Streets and Trails design guide User provided: identified constraints and proposed solutions	Project design approach and elements are context sensitive and respond to identified constraints (geographic, ROW, financial, etc.) to achieve desired outcomes. (Y/N, Subjective)
Fills (completely, partially ²) AT or Trails network gap ³	Regional Active Transportation Network Maps	Does the project address a network gap? (Y/N) Does the project completely or partially fill the gap? (Y/N)
Project is within 1 mile (or designated walking zone) of a K-12 school	Safe Routes to School Regional Framework school map	Does project contain elements that improve active transportation access within 1 mile of a K-12 school? (Y/N)

² Completing a gap = a project that links two existing facilities (e.g. a bicycle and pedestrian bridge that connects two complete bicycle and pedestrian facilities). Partially filling a gap = a project that links to or extends a facility, but does not fully connect into a complete or improved facility (e.g. a new bicycle facility that ends at a large arterial intersection without bicycle crossing enhancements).

³ In areas with high levels of walking and bicycling, deficient facilities are considered gaps (2014 Regional Active Transportation Plan).

Attachment 2 – 2025-2027 RFFA Technical Evaluation Performance Measures

		Graded scoring based on proximity to school: ¼ mi or less / ½ mi / 1 mi
Climate		
Performance Measures	Data Sources	Scoring
Provides/increases transit option (CSS rating = 5 stars)	2018 RTP transit network map TriMet or SMART data Enhanced Transit Treatments (ETC) (Regional Transit Strategy: Ch. 4, Table 2) Regional Trail Gap project list	Does project add/improve an identified connection to transit? (Y/N) Is project on an Enhanced Transit Corridor pilot list? (Y/N) Does project improve transit operations (stop or intersection enhancement)? (Y/N)
Provides/increases bicycling/walking (CSS rating = 3 stars)	RTP network maps	Does project increase or add Active Transportation infrastructure? (Y/N)
Improves system management via technology (CSS rating = 2 stars)	Regional TSMO Strategy (identified as investment type)	Does project identify specific TSMO investments in the project scope that will substantially improve efficiency and safety for all modes? (Y/N) Is project on a prioritized TSMO Strategy corridor? (Y/N)
Improves/adds street connectivity (CSS rating = 1 star)	RTP regional motor vehicle network policy (Ch. 3-59) Project need, type, design (subjective)	Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets? (Y/N) Is project included on regional bicycle/pedestrian networks? (Y/N)
In a designated 2040 priority Land Use center or corridor (or connects to?)	Regional 2040 map	Is project located in a designated priority 2040 land use area? (Y/N)
Improves access in area with high lack of access to vehicle/high housing + transportation burden	Equitable Development Tool	Does project improve access to travel options in an area with below regional averages in housing and transportation costs? (Y/N)

Attachment 2 – 2025-2027 RFFA Technical Evaluation Performance Measures

Congestion Relief		
Performance Measures	Data Sources	Scoring
Improves/adds street connectivity	2018 RTP network map Congestion Management Process network	Does the project increase motor vehicle route options near congested facilities and provide shorter distanced trips for people walking, bicycling or accessing transit? (Y/N) Does the project provide an alternative walking and bicycling route to a high-injury corridor? (Y/N)
Improves travel reliability, efficiency	2018 RTP network map ITS network/priorities; ETC maps	Does the project make all travel modes more reliable and efficient (Complete Street design)? (Y/N)
Provides/increases transportation option	2018 RTP network map	Does the project fill a gap or deficiency in the regional transit, bicycling and/or pedestrian networks? (Y/N)
Reduces delay for transit	Transit reliability data Congestion Management Process (CMP) network map Enhanced Transit Corridors Network Livable Streets enhanced transit checklist	Does the project include elements that improve transit reliability? (Y/N)
Improves freight reliability	Regional freight network map Applicant description of barrier and solution	Does the project improve reliability by removing a barrier on regional freight system? (Y/N)
Implements elements from the Congestion Management Process (CMP)	CMP network map	Does the project include elements from the CMP that improve the CMP network? (Y/N)
Project area has a high number of crashes (all levels of severity)	Regional High Injury Corridors map , ODOT ARTS map, ODOT ATNI priority location, locally adopted	Does project improve safety/reduce potential congestion in an area

Attachment 2 – 2025-2027 RFFA Technical Evaluation Performance Measures

	safety action plan, ODOT SPISS, other documents provided by applicant identifying high crash locations	identified as a high crash location (all levels of severity)? (Y/N)
Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	<p>Definition of barrier(s) removed (applicant defined)</p> <p>Economic Value Atlas Mobility map layer (“Place” – walkability and Comm. Services access, vehicle availability rate)</p> <p>Barrier street map layer</p>	<p>Does project improve travel options in tract area with lower than regional average vehicle access? (Y/N)</p> <p>Does project improve travel options in tract area with lower than regional average walkability and community service access? (Y/N)</p>

Other		
Performance Measures	Data Sources	Scoring
Provides/increases access to Target Industries	Economic Value Atlas: Target Industries	Does project improve access to a tract with a number of target industries that is greater than the regional average? (Y/N)
Industrial/Commercial developability	Economic Value Atlas: number of acres in tract	Does project improve access to a tract with number of developable acres that is greater than the regional average? (Y/N)
Residential developability	Economic Value Atlas: potential housing units in tract	Does project improve access to a tract with greater capacity to develop housing units than the regional average? (Y/N)

Attachment 2 – 2025-2027 RFFA Technical Evaluation Performance Measures

The following performance measures will also be applied to projects being considered for Trails Bond funding.

Trails Bond Performance Measures			
Criteria	Performance Measures	Data Sources	Scoring
1. Provides access to streams, rivers and wetlands	Provides access to streams, rivers and wetlands	RLIS water layer	Is the project within 200 feet of a stream, river or wetland? Y/N.
2. Provide connections to or partnerships with trails of statewide significance	Provide connections to or partnerships with trails of statewide significance	RLIS trails layer List of state-designated scenic and regional trails	Is the project part of, or does it connect to, a state-designated scenic or regional trail, or a trail with a “state” functional classification in RLIS? Y/N.
3. Close a gap in existing trail segments or a gap between major destinations.	[from the RFFA Safety criteria above]: Fills (completely, partially) AT or Trails network gap	Regional Bike Network Map Regional Pedestrian Network Map Regional Trails and Greenways Network Map Bond trail acquisition prioritization tool (currently in development)	How much of the existing trail/bike network does the project connect to? (High, Medium, Low)
4. Demonstrate that trail acquisition or development has a high level of readiness	Level of planning, design, and acquisition work completed. Degree of support from community and elected leadership.	Staff and consultants will conduct a risk assessment as part of the proposal evaluation that will gauge a project’s readiness, among other things.	
5. Leverage other public, private or non-profit investments in the surrounding community.	Leverage other public, private or non-profit investments in the surrounding community.	Applicant provided.	Does project partner with or benefit from other adjacent capital investments? How?

Attachment 2 – 2025-2027 RFFA Technical Evaluation Performance Measures

<p>6. Focus on closing gaps and completing ready-to-build projects that fulfill the Regional Trails Plan, including land and water trails, particularly those identified as priorities by communities of color, Indigenous communities, low-income and other historically marginalized communities.</p>	<p>[from RFFA Equity criteria above]: Identified by community as a priority</p>	<p>Applicant provided</p>	<p>How has public input informed project's prioritization? (Subjective)</p>
<p>7. Consider proximity to affordable housing and transit and connections to regional or local parks, local streams and rivers.</p>	<p>[from RFFA Climate criteria above]: Improvement in area with high lack of access to vehicle/high housing + transportation burden</p> <p>Provides/increases transit option* (CSS rating = 5 stars)</p> <p>Project increases access to regional and local parks.</p>	<p>Regional Investment Measure project list</p> <p>RTP transit network map</p> <p>TriMet Pedestrian Plan</p> <p>TriMet Access to Transit</p> <p>Sidewalk data</p> <p>SMART data</p> <p>Enhanced Transit Treatments</p> <p>Bond trail acquisition prioritization tool (currently in development)</p>	<p>Does project add/improve an identified connection to transit? (Y/N)</p> <p>Is project on an Enhanced Transit Corridor pilot list? (Y/N)</p> <p>Does project increase access to regional and local parks? (High, Medium, Low)</p>
<p>8. Prioritize trails likely to be used by communities of color, Indigenous communities, low-income and</p>	<p>See RFFA Equity criteria above.</p>		

Attachment 2 – 2025-2027 RFFA Technical Evaluation Performance Measures

other historically marginalized communities.			
9. Include universal design for people of all abilities.	Does project include universal design elements?	Applicant provided	How much (all, some, none) of the project will be accessible for people of all abilities? (High, Medium, Low)

Coordinated Timeline for Meeting New Federal Greenhouse Gas Performance Measure and Target Setting Requirements

This document summarizes key discussions and actions to meet new federal greenhouse gas (GHG) performance measure and target setting requirements in the Portland-Vancouver metropolitan area.¹ The Metro Council/JPACT and the Southwest Washington Regional Transportation Council (RTC) Board must establish initial GHG targets and submit them to the Oregon Department of Transportation (ODOT) and the Washington Department of Transportation (WSDOT), respectively, before August 8, 2024.

- ODOT and WSDOT discussions and actions are in orange
- Metro Council, JPACT and TPAC and actions are in green
- Southwest Washington Regional Transportation Council (RTC) Board and Regional Transportation Advisory Committee (RTAC) discussions and actions are in blue
- Action items (votes) in **bold and gray** *

2024 Dates	Who and What
Jan. 29	ODOT/MPO GHG Target Coordination Meeting #1
Feb. 1	WSDOT submits initial GHG report and target to FHWA
Feb. 8	ODOT submits initial GHG report and target to FHWA
March 1	TPAC – Introduction to new federal GHG requirements, process and timeline
March 14	ODOT/MPO GHG Target Coordination Meeting #2
March 15	RTAC – Introduction to new federal GHG requirements, process and timeline
April 2	RTC Board – Introduction to new federal GHG requirements, process and timeline
April 5	TPAC – Discussion on target setting approach
April 9	Metro Council – Introduction to new federal GHG requirements, process and timeline
May 3	TPAC – Discussion and feedback on draft targets
May 17	RTAC – Discussion and feedback on draft targets
May 23	JPACT – Introduction to new federal GHG requirements, process and timeline
June 4	RTC Board – Discussion and feedback on draft target
June 7*	TPAC action and recommendation to JPACT (Resolution No. 24-XXXX)
June 18	Metro Council – Discuss TPAC recommendation on draft targets
June 20	JPACT – Discuss TPAC recommendation on draft targets
June 21*	RTAC action and recommendation to RTC Board
July 2*	RTC Board action
July 18*	JPACT action and recommendation to Metro Council (Resolution No. 24-XXXX)
July 25*	Metro Council action (Resolution No. 24-XXXX)
August 8	Deadline for Metro to submit targets to ODOT
August 8	Deadline for RTC to submit targets to WSDOT

¹ On December 7, 2023, the Federal Highway Administration published a [final rule](#) that became effective on January 8, 2024. The rule establishes a new performance measure for on-road carbon dioxide (CO₂) emissions on the National Highway System (NHS), aimed at reducing GHG emissions from transportation. Both State DOTs and metropolitan planning organizations (MPOs) are required to establish performance targets that show a decline in GHG emissions over time. The initial targets are to be set for a 4-year period (Jan. 1, 2022 to Dec. 31, 2025). MPOs – like Metro and SW RTC - that serve overlapping urbanized areas must work together to establish a joint 4-year target for the urbanized area in addition to setting an individual MPO target. Performance reporting by DOTs and MPOs is required every two years, with new targets to be set every 4 years for future reporting periods.

Materials following this page were distributed at the meeting.

February traffic deaths in Clackamas, Multnomah and Washington counties*

Unidentified, walking, 9700 Blk SE Foster Rd., Portland, Multnomah, 2/4

Unidentified, driving , I-84, Multnomah, 2/4

Unidentified, walking, 99 E (NE Martin Luther King Jr. Blvd. and NE Gertz Rd), Portland, Multnomah, 2/5

Edward Hanson, 44, walking, SE 82nd Ave/SE Flavel St., Portland, Multnomah, 2/5

Cristian Perez Hernandez, 18 and Gabriel Sanchez, 16, driving, N Marine Dr/N Leadbetter Rd., Portland, Multnomah, 2/10

Joseph Brausen, 12, bicycling, Tualatin Valley Hwy, Hillsboro, Washington, 2/10

Wael M. Zahran, 23, of Tigard, driving , SW Naito Parkway/SW Columbia St., Portland, Multnomah, 2/10

Jeremy T. Bankston, 38, motorcycling, NE 111th Ave/NE Eugene St., Portland, Multnomah, 2/14

Keith Ryan Vanhorn, 24, driving, 43800 Blk E Larch Mtn Rd., Multnomah, 2/18

Ricardo Perez, 75, driving, US 26 Sunset Hwy, Beaverton, Washington, 2/22

Unidentified, driving , 7000 Blk NE Marine Dr., Portland, Multnomah, 2/23

David Bentley, 49, bicycling, SE Belmont/SE Martin Luther King Jr Ave., Portland, Multnomah, 2/25

**ODOT initial fatal crash report as of 2/29/24, news and police reports – all information is preliminary and subject to change*





TPAC Agenda Item

March 2024 Formal MTIP Amendment

Resolution 24-5395

Amendment # MR24-06-MAR

Applies to the 2024-27 MTIP

Agenda Support Materials:

- Draft Resolution 24-5395
- Exhibit A to Resolution 24-5395 (MTIP Worksheet)
- Staff Narrative: No attachments

March 1, 2024

Metropolitan Transportation
Improvement Program

Ken Lobeck
Metro Funding Programs Lead

March 2024 Formal MTIP Amendment

Overview

- Adding 1 new project
- Cover briefly and open for discussion
- Seek approval recommendation to JPACT for Resolution 24-5395
- Staff Recommendation:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 24-5395 to add ODOT's new Carbon funded Signal System upgrade PGB to the 2024-27 MTIP.

March 2024 Formal MTIP Amendment

Adding a New Project Grouping Bucket (PGB)

CFR = Code of Federal Regulations

- The MTIP must include all regionally significant projects (consistent with the RTP) per 23 CFR 450.326(f)

The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.

- Usually this means individual project programming

March 2024 Formal MTIP Amendment

Adding a New Project Grouping Bucket (PGB)

CFR = Code of Federal Regulations

- Certain eligible projects may be grouped together and programmed together as a single project entry using the bucket logic per 23 CFR 450.326(h)

Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulations (40 CFR part 93, subpart A). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP..

- Example: ADA curb and ramp upgrades at multiple locations can be grouped together and programmed as a single project bucket entry.

March 2024 Formal MTIP Amendment

Adding a New Project Grouping Bucket (PGB)

CFR = Code of Federal Regulations

- Eligible PGB projects are sourced from 40 CFR 126, Table 2 or 40 CFR 127, Table 3
 - Project is not capacity enhancing
 - Still are consistent with RTP goals and strategies
 - Exempt for air quality/conformity analysis requirements
 - Can be traced back to the eligible project category list in 40 CFR 126 or 127 Tables

March 2024 Formal MTIP Amendment

Adding a New Project Grouping Bucket (PGB)

CFR = Code of Federal Regulations

TABLE 3—PROJECTS EXEMPT FROM REGIONAL EMISSIONS ANALYSES

Intersection channelization projects.

Intersection signalization projects at individual intersections.

Interchange reconfiguration projects.

Changes in vertical and horizontal alignment.

Truck size and weight inspection stations.

Bus terminals and transfer points.

[58 FR 62235, Nov. 24, 1993, as amended at 71 FR 12511, Mar. 10, 2006]

March 2024 Formal MTIP Amendment

ODOT Portland & Surrounding Areas Signal System

Key	Name & Description	Action	Net Changes
23546	<p>Lead Agency: ODOT</p> <p>Name: Portland & Surrounding Areas Signal System</p> <p>Description: The project will provide improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing upgrades.</p>	<p><u>ADD NEW PROJECT:</u> Add the new project to the MTIP.</p> <p>The federal funds originate from an existing statewide(Non MPO) Carbon funded PGB in Key 23087.</p>	<p>\$896,672 of Carbon funds (plus match) are being split off from Key 23087 and re-programmed to a Region 1 PGB.</p> <p>Total project programming is \$999,300.</p>

MPO CFR Compliance Requirements

MTIP Amendment Review Factors

CFR = Code of Federal Regulations

- ✓ Project must be included in and consistent with the current constrained Regional Transportation Plan
- ✓ Passes fiscal constraint review and proof of funding verification
- ✓ Passes RTP consistency review:
 - Reviewed for possible air quality impacts
 - Verified as a Regionally Significant project status
 - Verified RTP and MTIP project costs consistent
 - Satisfies RTP goals and strategies
- ✓ MTIP & STIP programming consistency is maintained against obligations.
- ✓ Passes MPO responsibilities verification
- ✓ Completed public notification requirement
- ✓ Examined how performance measurements may apply and if initial impact assessments are required

March 2024 Formal Amendment

Proposed Approval Timing

Action	Target Date
Start 30-day Public Notification/Comment Period	February 27, 2024
TPAC Notification and Approval Recommendation	March 1 , 2024
JPACT Approval and Recommendation to Council	March 14, 2024
End 30-day Public Notification/Comment Period	March 27, 2024
Metro Council Approval	April 4, 2024
Final Estimated Approvals	Early May 2024

March 2024 Formal MTIP Amendment Discussion, Questions, and Approval Request

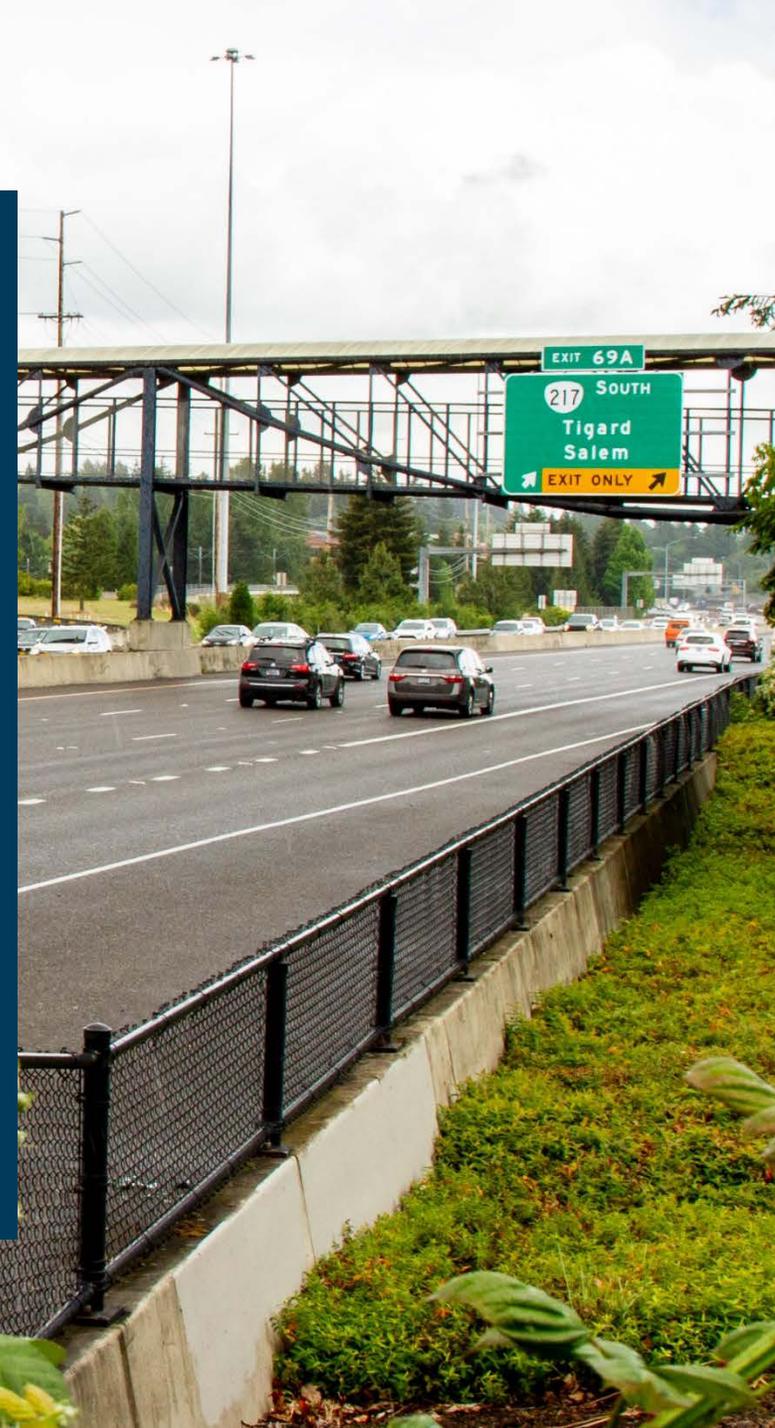
- Open up for discussion and questions
- Approval request includes completing any necessary corrections
- Staff Approval Request:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 24-5395 to add ODOT's new Carbon funded Signal System upgrade PGB to the 2024-27 MTIP.

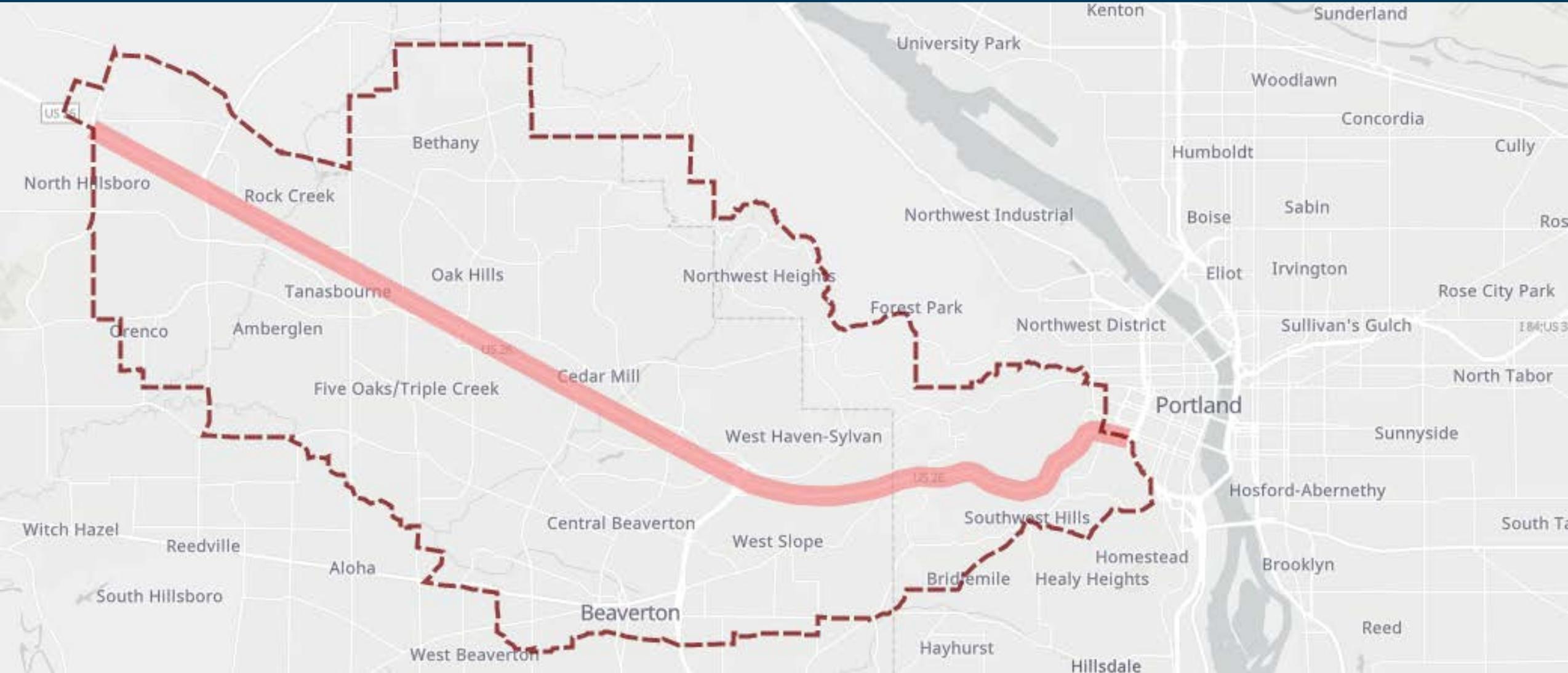
March 1, 2024

Westside Multimodal Improvements Study

Transportation Policy Alternatives Committee



Addressing Transportation Challenges on the Westside



Mobility & Reliability • Safety • Social Equity • Climate Action • Economic Vitality

Project Partners

- ODOT and Metro
- City of Beaverton
- City of Hillsboro
- City of Portland
- Multnomah County
- Washington County
- TriMet
- Greater Portland Inc.
- Washington County Chamber
- APANO
- Centro Cultural



Issues and Needs

ISSUES

NEEDS



Transit travel times are not competitive

Need to improve multimodal options



Inadequate "last mile" access

Need to increase transportation equity



Congestion due to limited capacity

Need to reduce congestion and improve safety



Traffic safety for all users and modes

Need to improve freight mobility



Impaired freight movement

Need to reduce greenhouse gas emissions

Modeled Scenario Groupings

Scenarios		Includes projects such as...
1	System management	Faster transit, transit subsidies, carpooling, biking, ramp meters
2	Relatively short-term improvements	More transit, park and rides, minor improvements to US26 interchanges
3	Existing Infrastructure Improvements	Widen Cornelius Pass Rd north of US26, widen US26, add carpool lane, more overcrossings
4	New infrastructure improvements	I-405/US26 interchange, exit closures, new MAX tunnel, new North Willamette bridge
5	Tolling	Toll lanes on US26 and OR 217 to manage congestion

2045: The Regional Transportation Plan (Baseline)

2023 Regional Transportation Plan – What does the Region Imagine for 2045

- The 2023 RTP includes a list of transportation investment priorities for the next 20 years.
- Identifies \$68.5 billion in projects, of which \$25.5 billion is capital.
 - Investments such as transit, sidewalk, bridge, bikeway and roadway projects
 - Transit service, maintenance and operations
 - Road maintenance and operations.
- Policies, strategies and investments in the 2023 Regional Transportation Plan help to advance transportation equity, climate, safety, mobility and economic development goals.

High-Level Findings

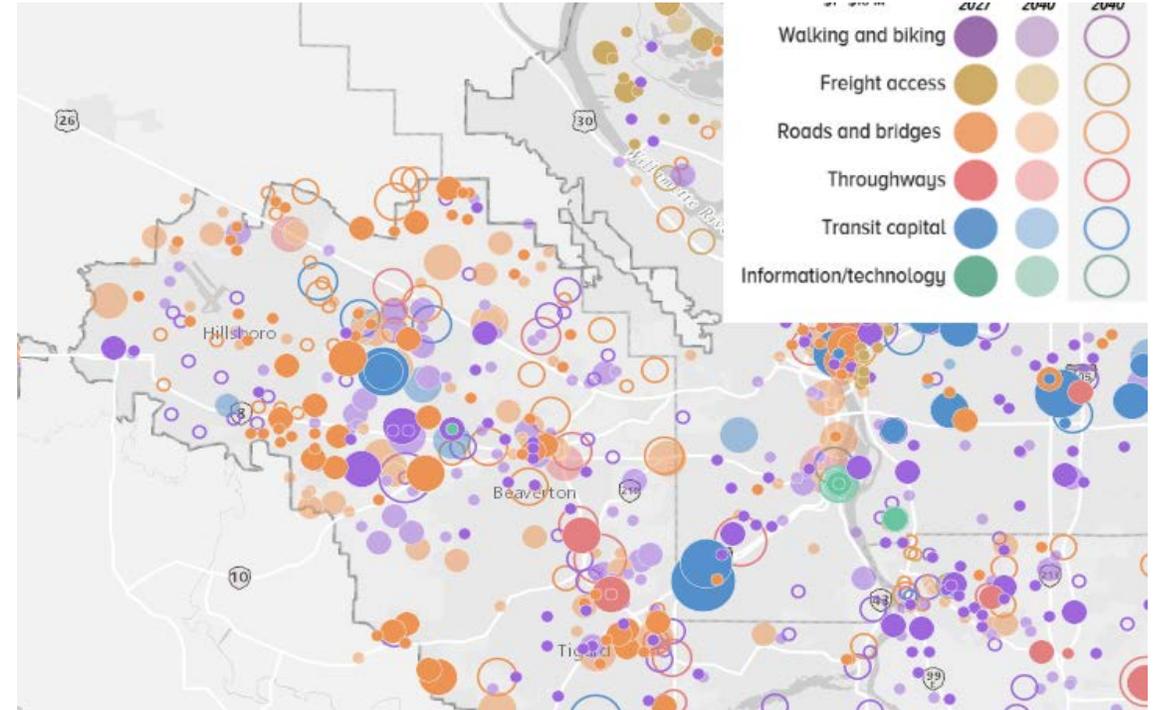
- Population grows 30% to over 2.2 million people.
- Total employment grows 37% to 1.2 million jobs.
- RTP aims to triple transit, bike, and pedestrian shares; projections show lesser increases.
- Congestion on US 26 is expected to grow by 2045, adding a few more minutes of travel time compared to today through the study area; does not meet performance targets.

Improvements

The financially constrained RTP is the baseline for comparison and includes changes such as:

- I-205 widening
 - Regional tolling (I-5 and I-205)
 - Interstate Bridge Replacement Program (extension of light rail to Vancouver)
 - Rose Quarter
 - Red Line Max improvements
 - Freight access improvements
- In the Study Area, improvements include:
- Progress toward filling pedestrian and bicycle gaps
 - Safety projects on US 26, Canyon Road
 - OR 217 auxiliary lanes
 - TV Highway High-Capacity Transit

Where would improvements be implemented?



Scorecard



Safety

- The RTP allocates over two-thirds of capital funding to projects that address identified safety concerns or projects that provide safety benefits, with more than half on the high-injury network.



Social Equity and Climate

- The RTP prioritizes system investments in Equity Focus Areas; many on the westside.
- Brings pedestrian, and bicycle networks in EFAs from 60 to over 75% complete.
- Job access via transit and auto is slightly better in EFAs than in other communities, and access to destinations via auto is much higher than via transit.
- GHG per capita to decrease between 22- 40%.



Mobility and Reliability

% Change in Travel time on US26 - Hillsboro to Tunnel (from 2020)



Travel Demand on US 26, west of the Vista Tunnel
 14,600 (122%) AM / 12,500 (104%) PM

Regional change in trips by mode (from 2020)



+ 590,205 (+6%)

SCENARIO 1: Enhancing Existing Systems

Scenario Description – Techniques to manage the system with minimal infrastructure changes

- Scenario 1 examines what the region can achieve by using system management and transit improvements, with minimal changes to built infrastructure.
- This scenario represents a low-cost, programmatic approach.
- The scenario considers major expansions of cycling routes, micromobility programs and carpooling programs.
- The improvements listed are in addition to those included in the 2023 RTP.

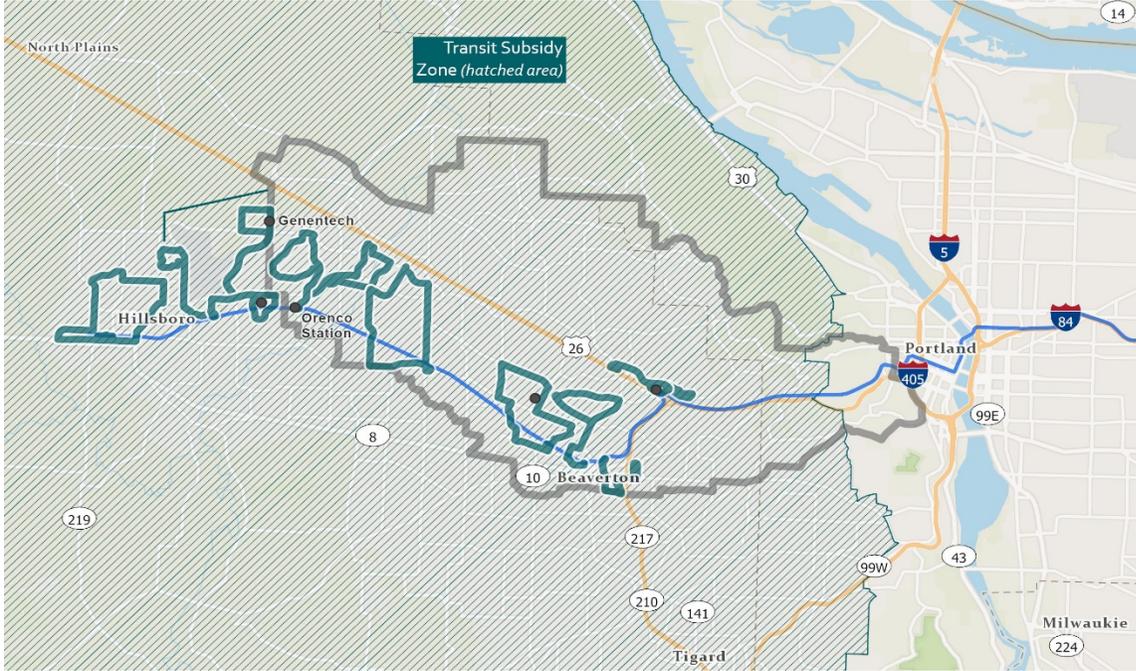
High-Level Findings

- This set of projects would modestly increase non-driving mode share.
- Safety for all users would improve, especially for people walking, biking and taking transit.
- Travel time, reliability, and safety would improve modestly from ITS and incident response.
- Overall VMT and throughput similar to 2023 RTP.

Improvements

- Transit travel time improvements
- Transit fare subsidy
- Fixed route shuttles and circulators (see map)
- Employer and regional demand management programs*
- Enhancements*
 - Incident response*
 - Active traffic management (ITS)*
 - Vanpools*
 - Parking policies and pricing
- Regional bike network expansion*
- Expanded bike and micromobility programs*
- Regional carshare program*

Where would improvements be implemented?



Scorecard

Safety

- This set of projects are likely to improve safety for all users, especially for people walking, biking and taking transit.
- ITS and incident response can improve safety for roadway users.

Social Equity and Climate

- This scenario provides transit subsidies and would increase transit, bike, and walk trips.
- Moderate improvements to access to jobs and key locations across the westside.
- While in general multimodal projects have positive GHG benefits, the mode shift seen in this scenario is relatively small.

Mobility and Reliability

% Change in Travel time on US26 - Hillsboro to Tunnel (from baseline)

Westbound	-1% AM	-1% PM
Eastbound	-1% AM	-1% PM

Travel Demand on US 26, west of the Vista Tunnel

14,500 (121%) AM / 12,600 (105%) PM
Maximum = 12,000

Regional change in trips by mode (from baseline)

SOV	HOV
-7,700 (-0.16%)	-3,000 (-0.07%)
+10,700 (+0.5%)	

SCENARIO 2: Near-term Improvements and Spot Fixes

Scenario Description – Short-term investments and modifications on US 26

- Scenario 2 explores strategic interchange modifications, added auxiliary lanes, new transit routes and P&R lots, and widespread sidewalk infill.
- These projects aim to make use of lower-cost, smaller-scale, and more quickly achievable changes to improve mobility.
- Key transit improvements include bus on shoulder (US26) and new routes and corridors connecting E/W, both HCT and MAX.

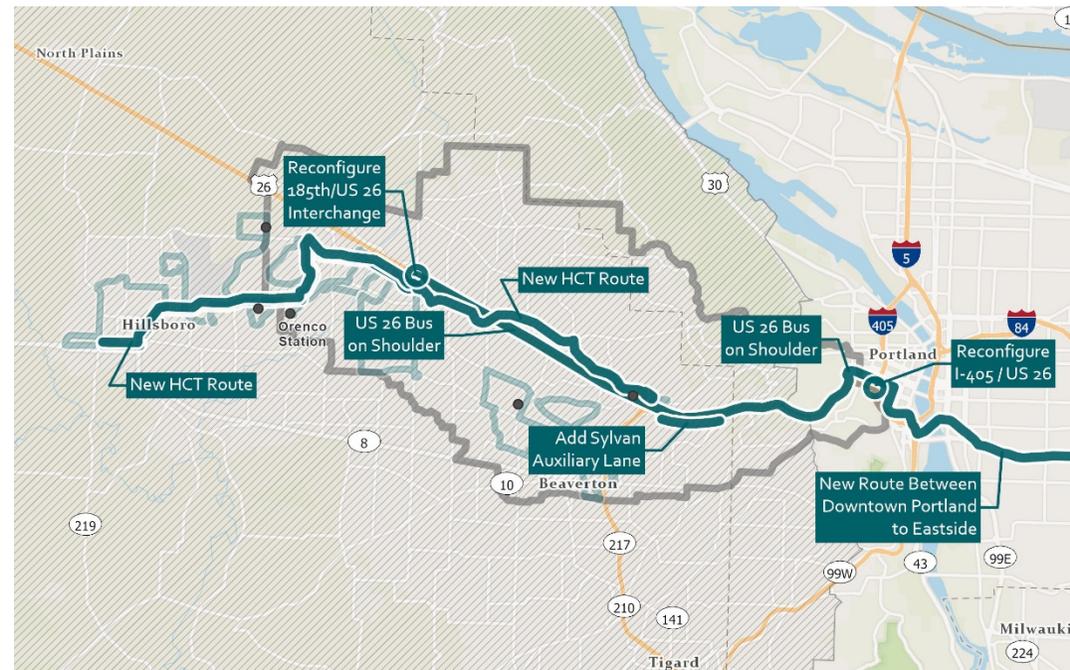
High-Level Findings

- These projects would further shift some trips to non-driving modes.
- New and expanded park and rides would be well utilized, and transit trips increase.
- Travel time, reliability, and safety would show small additional improvements.
- Overall VMT and throughput similar to projected values for 2045 in the 2023 RTP.

Improvements

- 185th/US26 auxiliary lane at interchange
 - Sylvan auxiliary lane
 - US26/I-405 modifications to minimize merges
 - Bus on shoulder on US26
 - New and expanded park and ride locations to serve express bus, HCT and MAX
 - New transit corridors connecting Westside, Downtown and Eastside
 - New HCT route Barnes to Hillsboro Central TC
 - Close gaps in pedestrian network*
- * Improvements are measured qualitatively and were not included in the Regional Travel Demand Model evaluation*

Where would improvements be implemented?



Projects in dark teal are new in this scenario. Scenario 2 include projects from Scenario 1.

Scorecard

+ Safety

- Auxiliary lanes improve safety by reducing merging and weaving conflicts.
- Transit riders experience fewer fatalities and injuries than people in cars.
- Closing gaps in the pedestrian network improves safety for users
- Incident response clears roadway hazards, reduces risk of more incidents.



Social Equity and Climate

- Transit investments lead to an increase in trips, which can reduce VMT and GHG.
- Completing the pedestrian network improves access and access to transit but results in a relatively small gain in mode shift and potential GHG reductions.



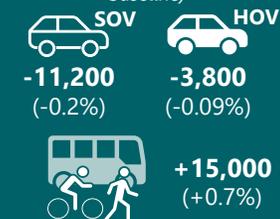
Mobility and Reliability

% Change in Travel time on US26 - Hillsboro to Tunnel (from baseline)



Travel Demand on US 26, west of the Vista Tunnel
 14,600 (122%) AM2HR /
 12,500 (104%) PM2HR

Regional change in trips by mode (from baseline)



SCENARIO 3: Parallel Routes & Local Facilities

Scenario Description – Longer-Term Investments including widening and managed lanes

- Scenario 3 considers larger, more costly and complex improvements to the Westside road and transit network, including road widening on Cornelius Pass and Barnes/ Burnside, multiple arterial crossings of US26, new roads, as well as roadway management for freight mobility and increased transit between Hillsboro and North Portland.
- Key investments for freight include managed lanes on US26 for freight and HOV, freight bypass at ramp meters.

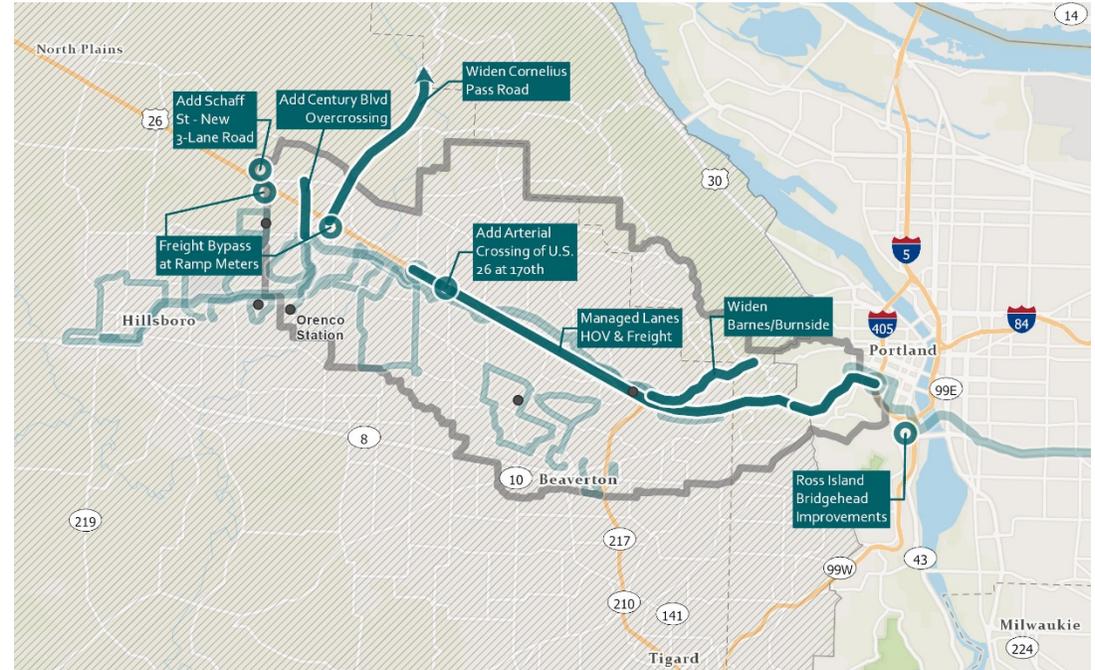
High-Level Findings

- New managed lane on US 26 improves freight travel time but travel times for all travelers are slower.
- Widened Cornelius Pass Road attracts approximately 2,900 additional vehicles eastbound and westbound all day.
- Transit improvements continue to support mode shift.

Improvements

- Managed lanes – HOV and freight
- Widen Cornelius Pass Road north of US26
- Widen Barnes/Burnside to County Line
- Add arterial crossings of US26
- Add new roadway – Schaff Street
- Add MAX transit frequency between Hillsboro Hatfield Center and Expo Center
- Ross Island Bridgehead Improvements
- Freight bypass at ramp meters
- Complete streets on local parallel routes*

Where would improvements be implemented?



Projects in dark teal are new in this scenario. Scenario 3 include projects from Scenario 1 and Scenario 2.

Scorecard

+ Safety

- Road widening and new arterial streets increase crossing distance for people walking and biking, which can decrease safety.
- Complete streets incorporate safety measures for all users.



Social Equity and Climate

- Access to jobs improves with roadway and transit investments.
- Transit investments lead to continued increase in transit trips, which can reduce VMT and GHG.
- HOV lane on US26 encourages modes that reduce GHG.



Mobility and Reliability

% Change in Travel time on US26 - Hillsboro to Tunnel (from baseline)

Westbound +6% AM -1% PM

Eastbound +3% AM +6% PM

Travel Demand on US 26, west of the Vista Tunnel
14,500 (121%) AM / 12,600 (105%) PM

Regional change in trips by mode (from baseline)

 SOV	 HOV
-13,500 (-0.3%)	-5,200 (-0.1%)

	+18,600 (+0.9%)
---	-----------------

SCENARIO 4: Major, Large-Scale Infrastructure

Scenario Description – Consider major highway and transit investments

- Scenario 4 imagines major, regionally significant new infrastructure to reshape travel on the Westside and across the region.
- Key projects include:
 - major redesign of the US26/405 interchange,
 - Northern Connector
 - widening of US26 through the Vista Ride tunnel
 - a new MAX tunnel through downtown Portland.

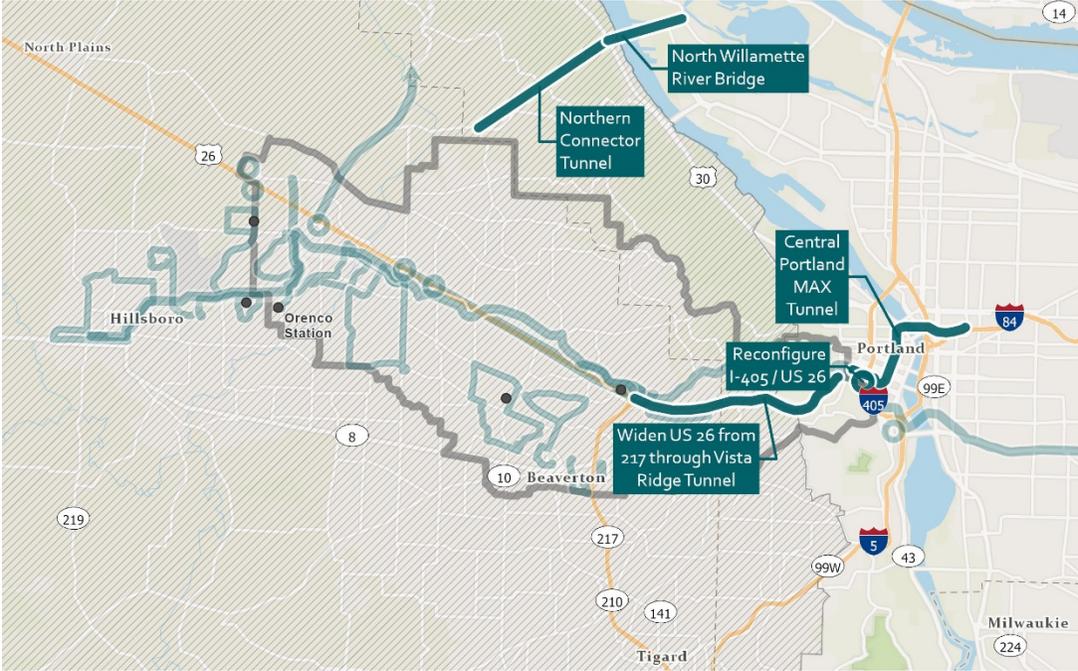
High-Level Findings

- Mobility and reliability are improved, especially for eastbound US 26.
- The northern connector carries approximately 31,000 vehicles per day.
- Transit improvements continue to support mode shift from auto even with added highway capacity improvements in this scenario that improve auto times.

Improvements

- Reconfigure US26/I-405 interchange at Market Street
- Northern Connector – new roadway, tolled tunnel connecting Kaiser Road to US30 across the west hills/Forest Park
- North Willamette River Bridge – connects US30 to Columbia/ Lombard; begins at Northern Connector
- Widen US26 from 217 through Vista Ridge Tunnel
- MAX tunnel downtown between Goose Hollow and Lloyd Center

Where would improvements be implemented?



Projects in dark teal are new in this scenario. Scenario 4 includes projects from Scenarios 1-3.

Scorecard

Safety

- Auxiliary lanes reduce weaving and provide safety benefits
- Increased speed is associated with increase in crash severity

Social Equity and Climate

- Construction projects would be resource-intensive
- Some of the gains in transit ridership and VMT reduction from previous scenarios are diminished
- VMT per capita decreases slightly compared to the 2045 RTP
- Travel time on transit with the MAX tunnel decreases, bringing thousands of additional households within 45-minutes of job centers

Mobility and Reliability

% Change in Travel time on US26 - Hillsboro to Tunnel (from baseline)

Westbound	-4% AM	-3% PM
Eastbound	-13% AM	-11% PM

Travel Demand on US 26, west of the Vista Tunnel

AM	16,600 (104%)
PM	13,800 (86%)
Maximum	16,000

Regional change in person trips by mode (from baseline)

Mode	Change	% Change
SOV (Single Occupant Vehicle)	-14,100	(-0.3%)
HOV (High Occupancy Vehicle)	-300	(-0%)
Transit (MAX)	+14,200	(+0.7%)

TOLLING SCENARIO: Tolling on US 26 and OR 217

Scenario Description – Tolling

- Tolling Scenario does not include improvements developed for Scenarios 1-4; it would be added to the baseline RTP set of projects
- Tolling Scenario includes tolling on US 26 and OR 217, along with tolling proposed in the 2023 Regional Transportation Plan.
- Rates would be consistent with the Regional Mobility Pricing Project in the draft RTP:
 - Fixed demand management fee
 - Supplemental high-demand fee based on time of day and congestion, levied in two locations:
 - Vista Ridge Tunnel (EB & WB)
 - Cedar Hills/Murray

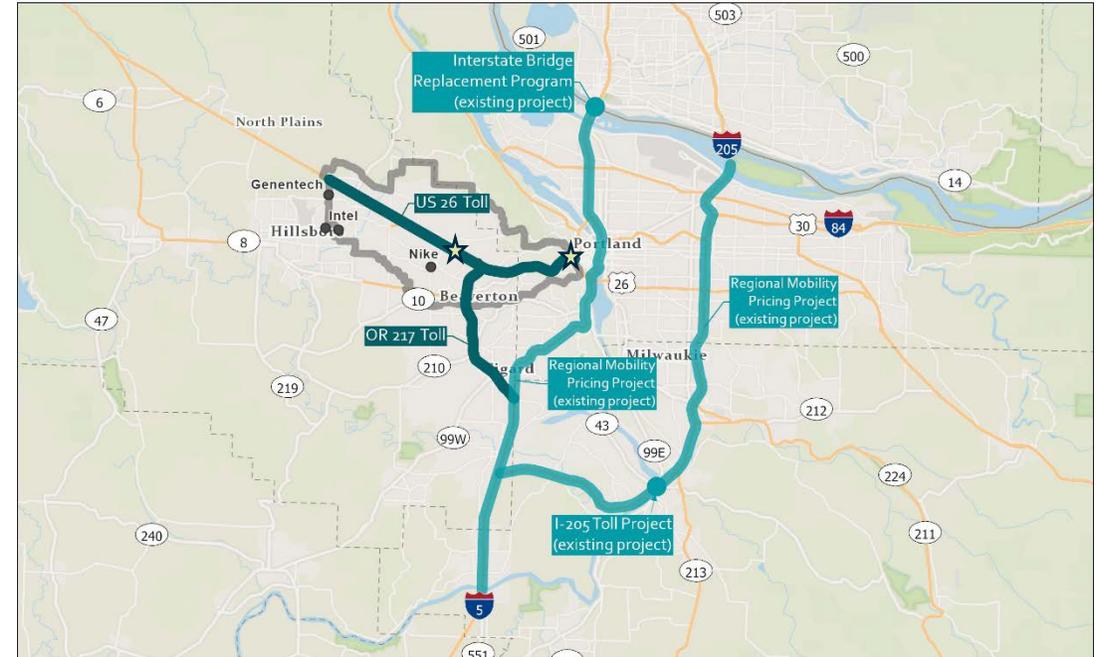
High-Level Findings

- Tolling US 26 and OR 217 has substantial impact on travel times.
- Mode shift includes an increase in carpooling and transit, resulting in fewer vehicles on the road.
- These results would likely been strengthened with some of the other investments from Scenarios 1-4.

Improvements

- Tolling Scenario would toll:
 - US 26 from Brookwood to I-405
 - OR 217 between US 26 and I-5
- Electronic gantries (no toll booths)
- Tolls are in addition to those planned and included in the 2023 RTP:
 - Interstate Bridge
 - Abernethy Bridge
 - Regional Mobility Pricing Project

Where would improvements be implemented?



Tolling Scenario does not include improvements from scenarios 1-4. Lighter blue existing projects are proposed in the 2023 RTP.

Scorecard

+ Safety

- Tolling gantries or implementation would likely allow for continued flow of traffic (no toll booths).
- Reduction in vehicles on the road and improved reliability would decrease risk of crashes
- Potential for diversion would require safety and capacity analysis



Social Equity and Climate

- Congestion Pricing supports reduced SOV VMT and results in more carpooling and transit use
- Low Income Toll Program will provide discounted options



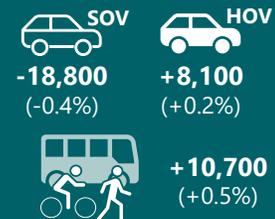
Mobility and Reliability

% Change in Travel time on US26 - Hillsboro to Tunnel (from baseline)



Travel Demand on US 26, west of the Vista Tunnel
 11,500 (96%) AM / 8,600 (72%) PM
 Maximum = 12,000

Regional change in person trips by mode (from baseline)



Steering Committee Recommendation

- Consensus to advance multimodal investments such as transportation demand management and transit supportive programs and projects
- Consensus to study *Strategic Capital Investments and Funding Strategy* by looking at tolling paired with complementary corridor investments
- No consensus on Northern Connector and North Willamette Bridge

Next Steps

- Recommendations will be circulated for Steering Committee review and confirmation.
- Seeking endorsement of final report by participating local agencies, JPACT, and Metro Council.

Thank you!



Stephanie Millar - Stephanie.L.Millar@odot.oregon.gov

Kate Hawkins - Kate.Hawkins@oregonmetro.gov



Metro

2024-25 Unified Planning Work Program

TPAC, March 1, 2024

John Mermin, Senior Transportation Planner

What is the UPWP

- Annual federally-required document that ensures efficient use of federal planning funds
- Describes:
 - Transportation planning tasks
 - Relationship to other planning activities in the region
 - Budget summaries

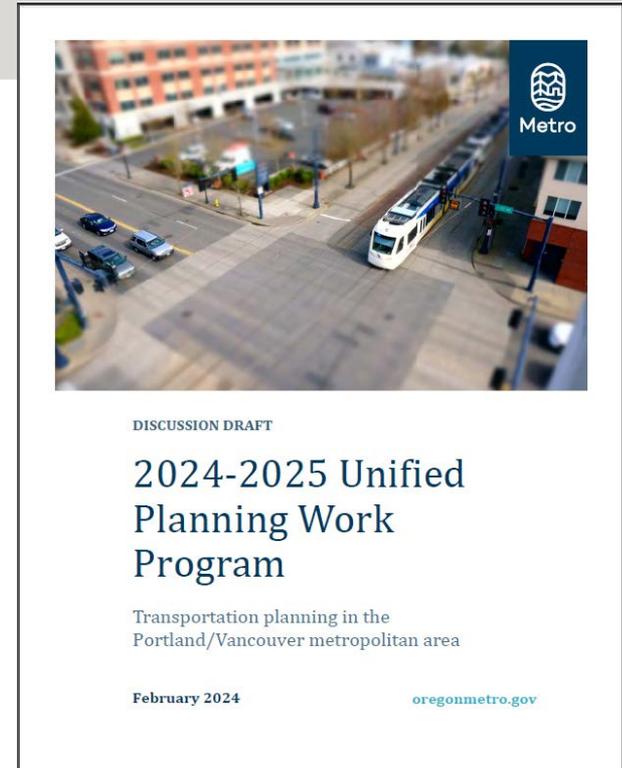
What the UPWP isn't

- Not a regional policy making document
- Not a funding decision document, does not allocate funds
- No construction, design, or preliminary engineering
- Only includes transportation planning project of regional significance, upcoming fiscal year, primarily federally funded

Document Organization

Introduction

1. Metro led Regionwide Planning
2. Metro led Corridor/Area Planning
3. Metro Administration & Support
4. State led Planning of Regional Significance
5. Locally led Planning of Regional Significance



What are we asking of TPAC?

- Look for opportunities for projects to be better coordinated
- Look for ways to add clarity to project narratives
- Identify any missing information in the project narratives
- Identify missing project narratives

Next Steps

- April 5 TPAC Action
- April 18 JPACT
- May 23 JPACT Action
- May 23 Metro Council Action
- May 27 Submit to USDOT & ODOT
- June 30 IGA signed by Metro COO

Questions?



2028-30 Regional Flexible Funds Allocation (RFFA) – Program Direction Overview & Input Received

TPAC

March 1, 2024



Metro



Today's purpose

- Background
- RFFA program direction overview
- Summary input received
- Next steps



Metro

Background

What are Regional Flexible Funds?

- Federal transportation dollars allocated to each Metropolitan Planning Organization (MPO)
- Surface Transportation Block Grant (STBG), Congestion Mitigation & Air Quality (CMAQ)
- ~5% of all transportation funding in region
- Approximately \$152M allocated in 2025-27

2028-30 RFFA process

We
are
here

Program Direction:
Feb - June 2024

Input &
Development

TPAC
recommendation

JPACT, Council
adoption

Step 2 Project Selection:
Sept 2024 - Spring 2025

Proposals due in
November

Technical analysis

Risk assessment

Adopt Final RFFA:
Spring - Summer 2025

Public comment,
CCC priorities

TPAC
recommendation

JPACT, Council
adoption

RFFA roles and responsibilities

Metro staff

- Process
- Analysis
- Gather and synthesize input
- Form alternatives

TPAC/JPACT

- Input
- Consider
- TPAC recommends
- JPACT approves and recommends

Metro Council

- Input
- Provide direction
- Adopt recommendation



Metro

Existing RFFA Program Direction Overview

RFFA Program Direction

- Region's intent of how to target regional funds to achieve RTP priorities
- Sets objectives for allocation process
 - e.g., criteria for technical evaluation
- Defines funding categories
 - Example: Step 1, Step 2



2025-2027 Regional
Flexible Funds Allocation
Program Direction

(Resolution 21-5194)

Adopted by Metro Council: September 9, 2021

Existing RFFA Program Direction

Four Components

- Policy Directives
- Interim Strategic Regional Funding Approach
- RFFA Cycle Allocation Objectives
- RFFA Cycle Structure



2025-2027 Regional
Flexible Funds Allocation
Program Direction

(Resolution 21-5194)

Adopted by Metro Council: September 9, 2021

RFFA Program Direction – Policy Directives



2023 Regional Transportation Plan

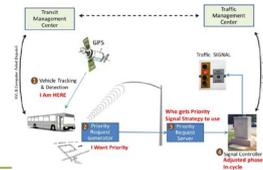
A blueprint for the future of transportation in the greater Portland region

Adopted November 30, 2023 oregonmetro.gov/rtp

RFFA Program Direction – Strategic Regional Funding Approach (interim)

“outlines the region’s strategy on how to address the transportation needs of the region by existing and some potential transportation funding sources.”

Basis for transportation solutions appropriate for RFFA (not exhaustive):



RFFA Program Direction – Cycle Allocation Objectives

Miscellaneous (but important) requirements:

- Example: Federal rules on funds or process
 - No suballocations
 - Applications meet federal fund eligibility requirements
- Example: State requirements and Intergovernmental Agreements (IGAs)
 - State Implementation Plan for air quality

2028-2030 RFFA Program Direction – Cycle Structure

Step 1

- Project bonds repayment
- Regionwide transportation program investments
- MPO, Corridor & System planning

Step 2 (capital projects)

- Advance 2023 RTP Goals
 - Safe System, Equitable Transportation, Climate Action
 - Mobility Options, Thriving Economy
- Topical or geographic focused investments
- Regional scale impact, leverage funding, positioning

2028-30 RFFA Program Direction –Step 1

- Project Bond Funding - \$52 million
- Region-wide Programs & Planning - \$41 million
- Current Forecast: *estimated* \$153 million



2028-30 RFFA Program Direction – Step 2

- Capital Grants – estimated \$60 million
 - Previous cycle – just under \$47.5 million
- Single allocation category
- Desired outcomes:
 - 1) advance implementation of RTP goal areas
 - 2) meet strategic regional funding approach, allocation objectives



Red Electric Trail – A previously RFFA awarded project.

Photo Courtesy of PBOT

RFFA Program Direction development

Gather input

Feb. – April 2024

- Council input
- Discussions at TPAC and JPACT
- Creation of program direction options

TPAC, JPACT actions

May – June 2024

- Discussion of proposed options
- TPAC recommendation
- JPACT action

Council adoption

June 2024

- Council adoption of JPACT-approved program direction



Metro

Summary of Input to Date

Initial input on RFFA program direction to date:

- **Make big impact**
 - Strong desire for advancing RTP outcomes
 - Set up the region to leverage discretionary dollars
 - Coordination with programs like Carbon Pollution Reduction Grant
- **Invest in the region's transit system**
 - CIJ pipeline, Tier II and Tier III corridors planning, access to transit, make transit attractive

Initial input on RFFA program direction to date:

- Process questions/input
 - Committed vs. discretionary
 - Step 2 process considerations
 - Technical resources for better applications
 - Small jurisdiction support
 - Joint applications
- New areas for updating or consideration
 - Thriving economy
 - Resilience



Metro

Next steps

Immediate next steps

- Gathering & summarize input
 - Opportunity today and into March
 - Coordinating committees (by request)
- Continue Step 1 region-wide programs & planning overview
- Program direction options formation
 - Step 1 considerations & Step 2 considerations
- Next TPAC presentation: April 7th

Today's discussion questions:

- Agreement on proposed refinements posed for RFFA Program Direction
 - See TPAC memo for details
- Input and feedback on RFFA Program Direction?
 - Considerations for Thriving Economy Step 2 criteria
 - Consideration for Resiliency incorporated into RFFA
 - Process considerations

Thanks!

Contact: Grace Cho

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oregonmetro.gov/rffa



Metro

Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov

Introduction to FHWA GHG performance measure and target

Transportation Policy
Alternatives Committee
March 1, 2024

Goal of today's presentation

FHWA requires RTPs and MTIPs to report on short-term performance measures and targets.

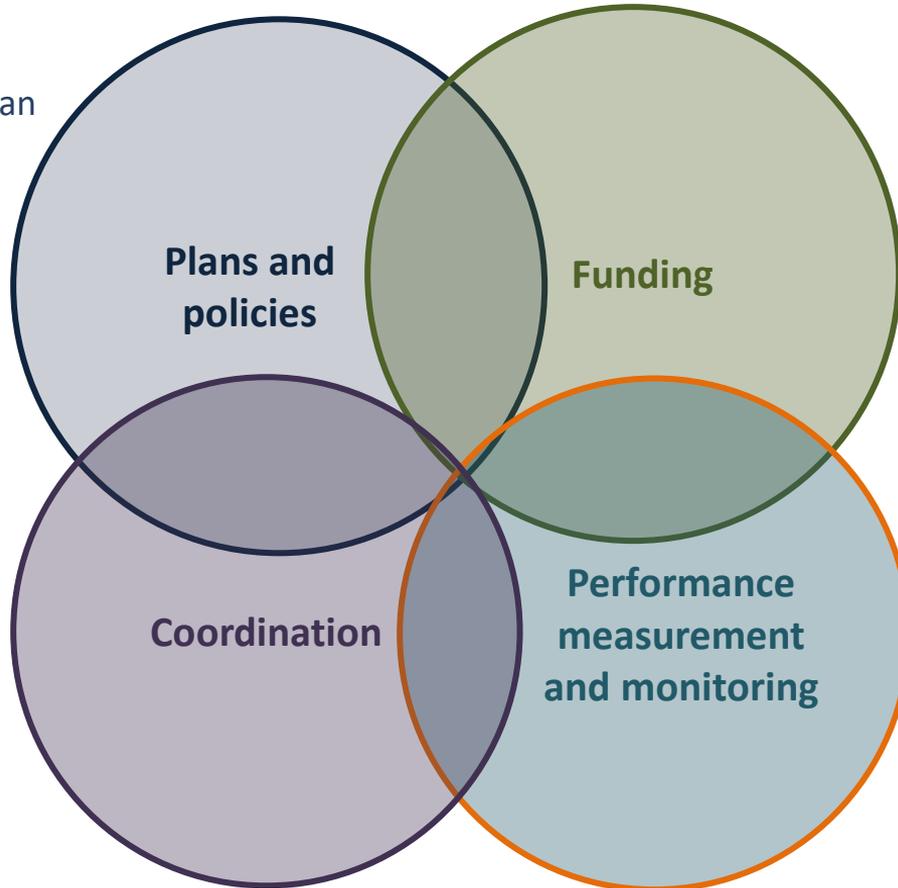
FHWA added a new requirement to report on GHG emissions; **Metro and RTC need to set individual targets and a joint target by August 8.**

Today we want to share what we know and hear **what further information TPAC members need** to recommend targets for our region.

How do we reduce GHG emissions?

- Regional Transportation Plan
- Climate Smart Strategy
- Partner agency climate & transportation plans
- Climate Friendly and Equitable Communities (CFEC)

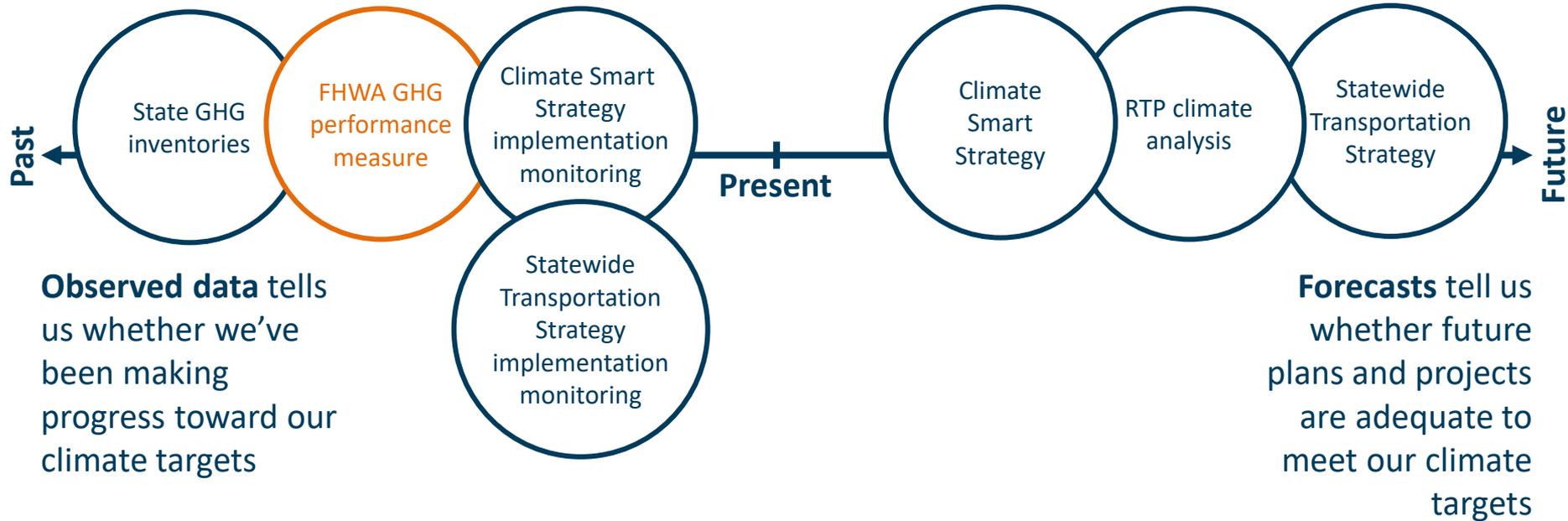
- State and federal policy advocacy
- Statewide Transportation Strategy implementation
- CFEC implementation



- EPA Climate Pollution Reduction Grants
- FHWA Carbon Reduction Program Funds
- Regional Flexible Funds Allocation
- Metropolitan Transportation Improvement Program

- RTP climate analysis
- RTP performance measures
- Metro strategic targets
- FHWA performance measures

When we measure GHGs, we look both backward and forward



About FHWA performance measures and targets

Safety	Bridge and pavement condition
System reliability	Freight truck travel time reliability
Transit asset management	NEW GHG emissions

- The RTP reports on **long-term performance measures established by Metro Council and JPACT**
- The RTP and MTIP report on **short-term monitoring measures required by FHWA.**
- Appendix L of the RTP describes these FHWA measures and targets. FHWA is now **adding a measure for climate.**
- These targets can **help us understand whether the region is on track to meet its longer-term goals.**

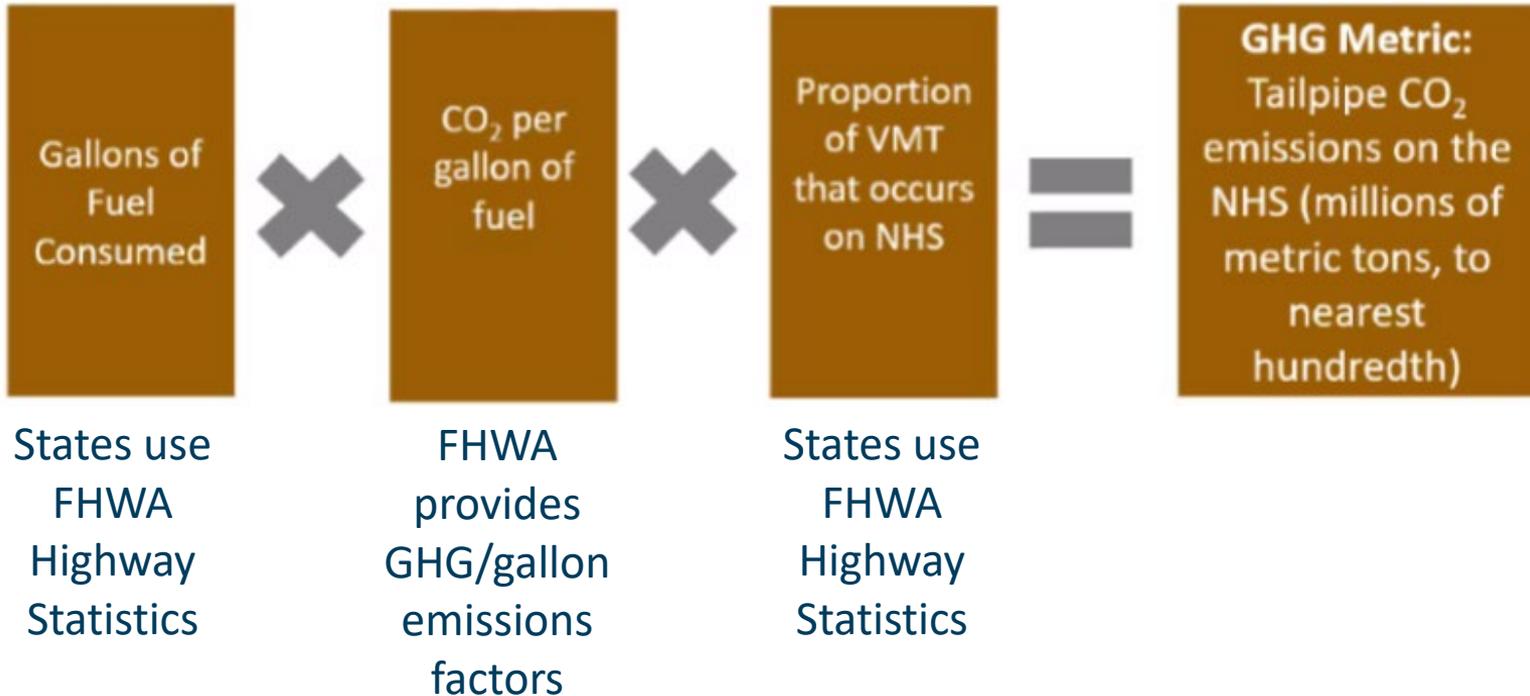
State and MPO requirements

- State DOTs
- Establish declining 2-year and 4-year statewide target (2-year target exempt in 1st period)
 - *Use specific data and methods provided by FHWA*
-

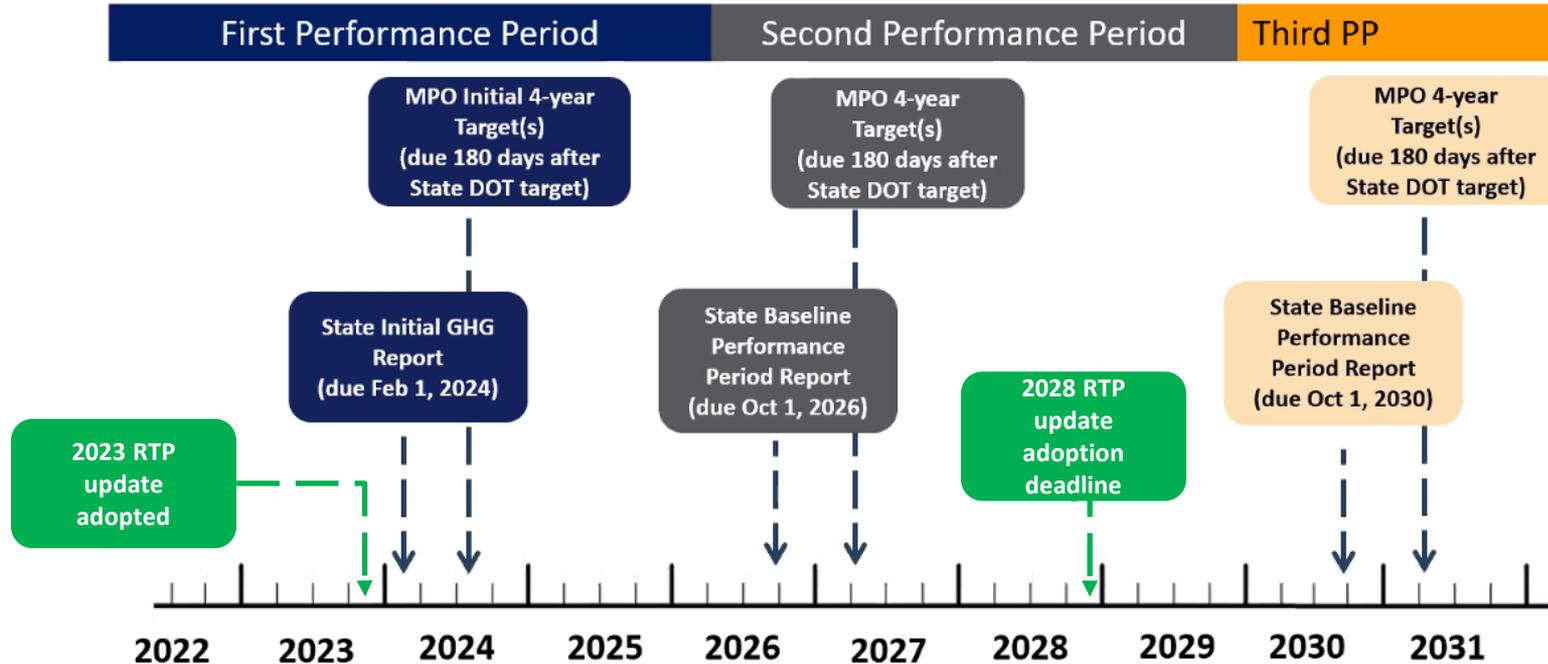
- MPOs
- Establish 4-year target for the metropolitan planning area
 - Metric: Share of State target -or- Set own MPO target
 - Target: Commit to support State target –or- establish own quantifiable target
 - *Use available data and methods*
-

- MPOs in multi-MPO urban areas
- Establish a joint 4-year target for the entire urbanized area
 - Must be a single quantifiable target

GHG calculation methodology for states is prescriptive



DOT and MPO target-setting timeline



What do we need to do, and what are our options?

Metro and RTC **must**:

- Set initial GHG targets by August 8, 2024.
- Establish a joint target that is consistent for both MPOs.

Metro and RTC **may**:

- Adopt ODOT's target, WSDOT's target, or a custom target.
- Establish individual targets for their respective MPO regions that differ from the joint target.

In this first cycle we **have an opportunity** to set a target that aligns with our region's climate goals and policies.

FHWA GHG targets vs. LCDC RTP climate targets

	Federal target	State target
Duration	Short-term (4 years, initial time period is 2022-25)	Long-term (20+ years, current horizon year is 2045, with interim benchmarks)
Applies to	All vehicle trips that take place on the region's roads	All light-duty vehicle trips generated by households in the region
Geographic scope	National Highway System (includes RTP throughways + most major arterials)	Metropolitan planning area / regional travel network
Basis for GHG estimates	Observed total fuel sales	Projected vehicle miles traveled per capita
Source of emissions factors	FHWA observed data on carbon intensity of fuels	ODOT projections of GHG emissions per mile, based on the Statewide Transportation Strategy

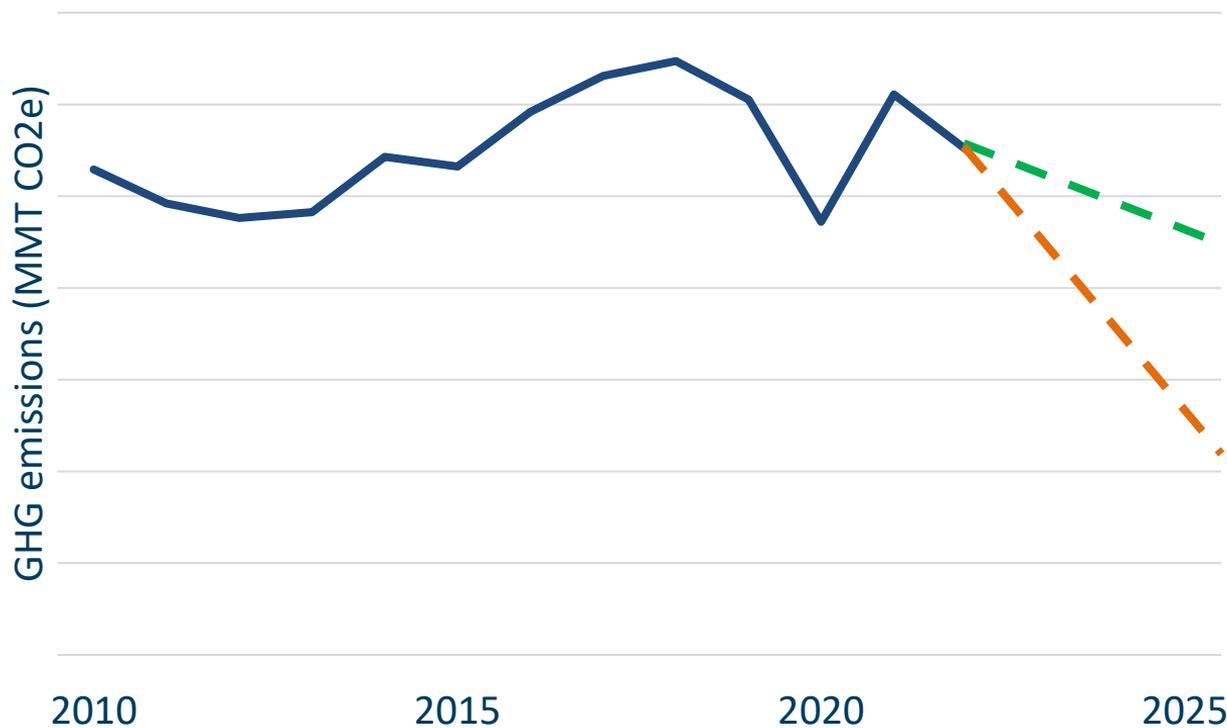
Oregon and Washington have similar long-term climate goals

	Oregon targets	Washington targets
2020	N/A	1990 levels
2030	45% below 1990 levels	45% below 1990 levels
2040	<i>70% below 1990 levels*</i>	70% below 1990 levels
2050	80% below 1990 levels/ <i>95% below 1990 levels*</i>	95% below 1990 levels

**Italics denote changes to Oregon's targets recommended by the Oregon Climate Action Commission in 2023, but not yet adopted as policy.*

...but different approaches to setting FHWA targets

Illustrative historical and target tailpipe GHG emissions



Oregon's target (-5.8%) is designed to achieve feasible GHG reductions based on current trends. It is not based on a pathway that meets state climate goals.

Washington's target (-19.3%) puts the state on an ambitious path back to meeting state climate goals in 2030 and beyond.

Next steps for this cycle

Mar-May: Introduce requirements, process and timeline

Present at TPAC, RTAC, RTC, Metro Council, JPACT
Coordinate with ODOT and WSDOT

May-June: Review and discuss draft target

Present at TPAC, RTAC, JPACT, RTC
Coordinate with ODOT and WSDOT

June-July: Adopt target

TPAC recommendation to JPACT (June)
RTAC recommendation to RTC (June)
JPACT recommendation to Council (July)
RTC and Metro Council action (July)

August 8 is the deadline for Metro and RTC to submit targets to state DOTs.

Key take-aways

We need to determine an FHWA GHG target soon – by August 8.

The new FHWA GHG target will be one among many performance targets and data points on climate that the region tracks.

The FHWA GHG target is very different from the State climate target used in the RTP. Aligning the two will take significant work and iteration.

The easiest path to compliance is to adopt the OR or WA state target, both jointly for the RTC-Metro regions and individually for our region.

We have an opportunity to learn and iterate. There are no penalties for missing targets, and we will next update targets in three years.

FHWA is requiring MPOs to report this measure. TPAC can influence how we report it and how we apply the results in decision-making.

Discussion

Metro staff will be returning to TPAC in April to discuss potential target-setting approaches

What information do TPAC members need in order to participate in that discussion?

Do the targets adopted by either Oregon or Washington seem appropriate for our bi-state region?

Thank you!

Kim Ellis

kim.ellis@oregonmetro.gov

Eliot Rose

eliot.rose@oregonmetro.gov



Metro

Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov

oregonmetro.gov



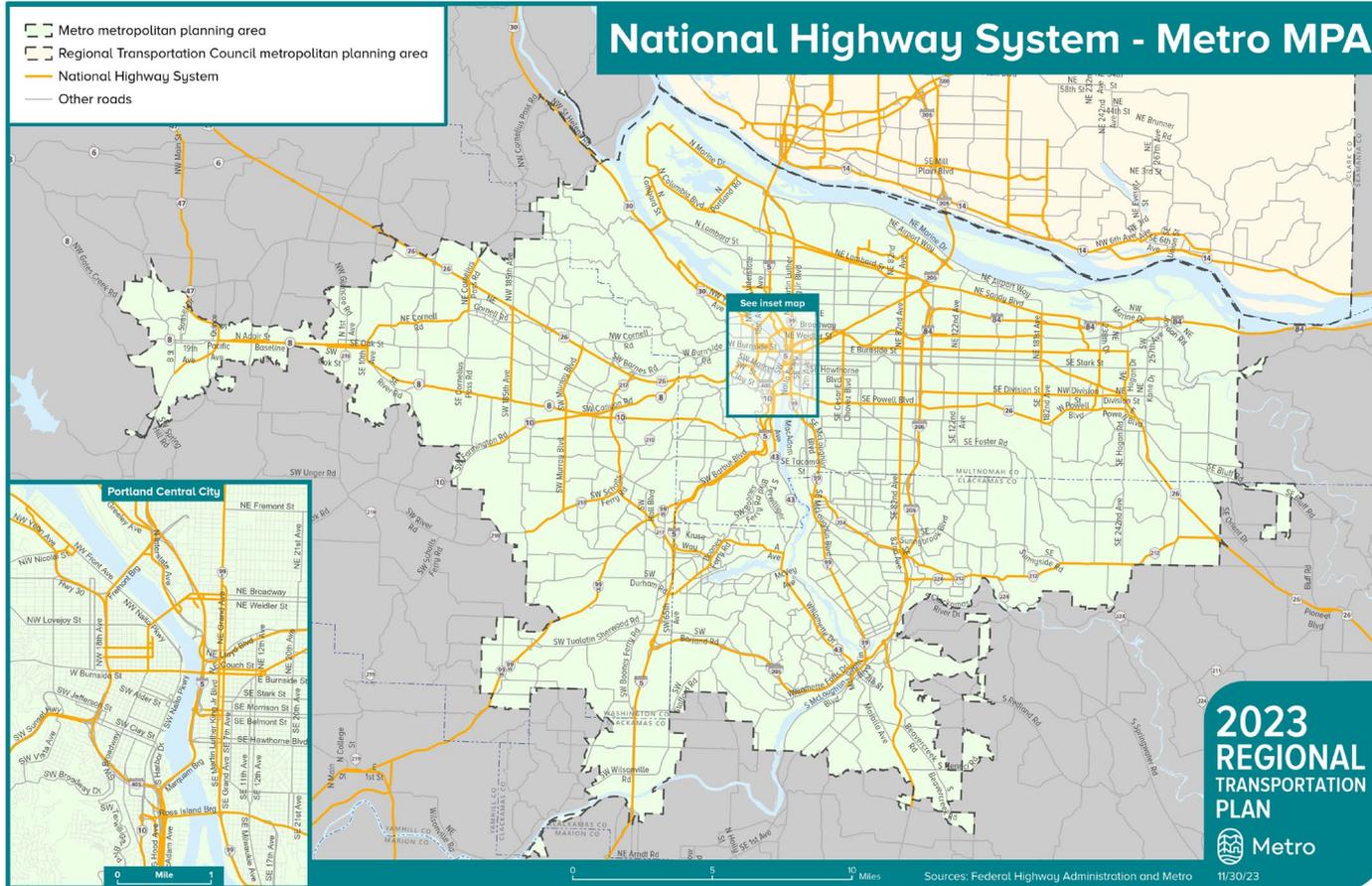
What have we found so far when monitoring climate performance?

- The region is making progress in reducing GHG emissions, and we also need to do more to meet our targets.
- The data rarely (if ever) tell us exactly what additional actions we need to take to meet our targets.
- Introducing new data can provide new insight on how to meet our climate targets. It can also introduce confusion if new data isn't comparable to the data we already use.
- With each iteration, we learn more.

Specifics of the new GHG measure

- The FHWA GHG performance measure is the **percent change in tailpipe GHG emissions on the National Highway System (NHS)** compared to 2022.
- The GHG Final Rule applies to State departments of transportation (DOTs) and metropolitan planning organizations (MPOs).
- DOTs and MPOs must set **declining** targets for reducing emissions.

NHS vs. regional travel network



NHS vs. regional travel network



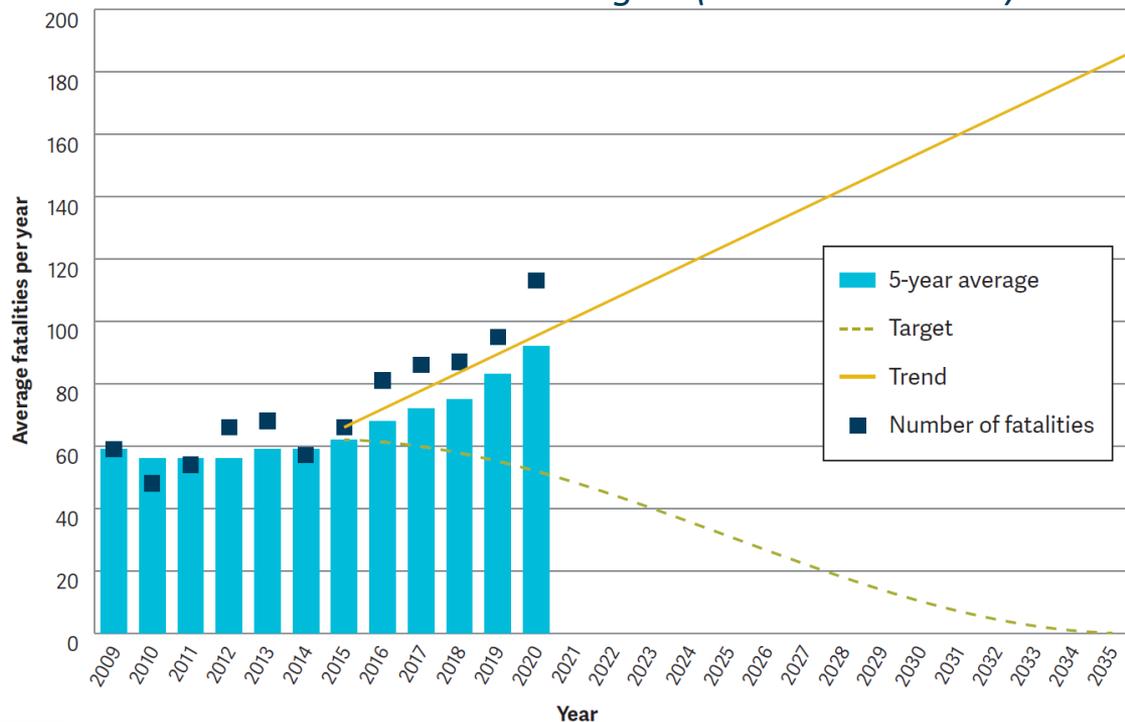
Aligning short- and long-term safety measures

The RTP reports on the short-term FHWA Safety performance measure and target because we cannot forecast crashes.

We relate the short-term results to our long-term goals by comparing rolling averages (light blue bars) based on observed data (dark blue dots) to a pathway toward our Vision Zero goal (dashed green line)

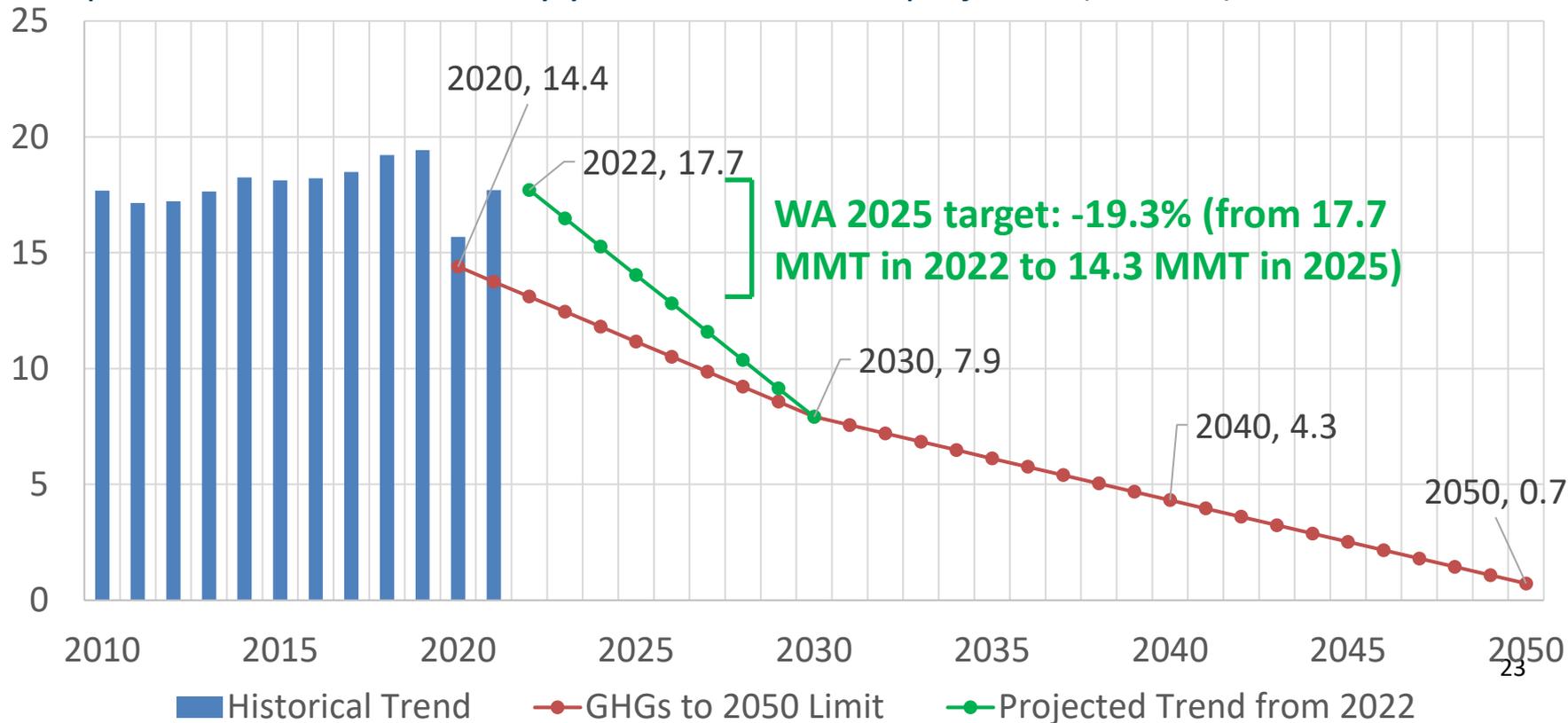
This is similar to what FHWA is now requiring we do for GHGs.

Five-year average rates of fatal crashes, 2007-2020, with trendlines and Vision Zero targets (Metro and ODOT)



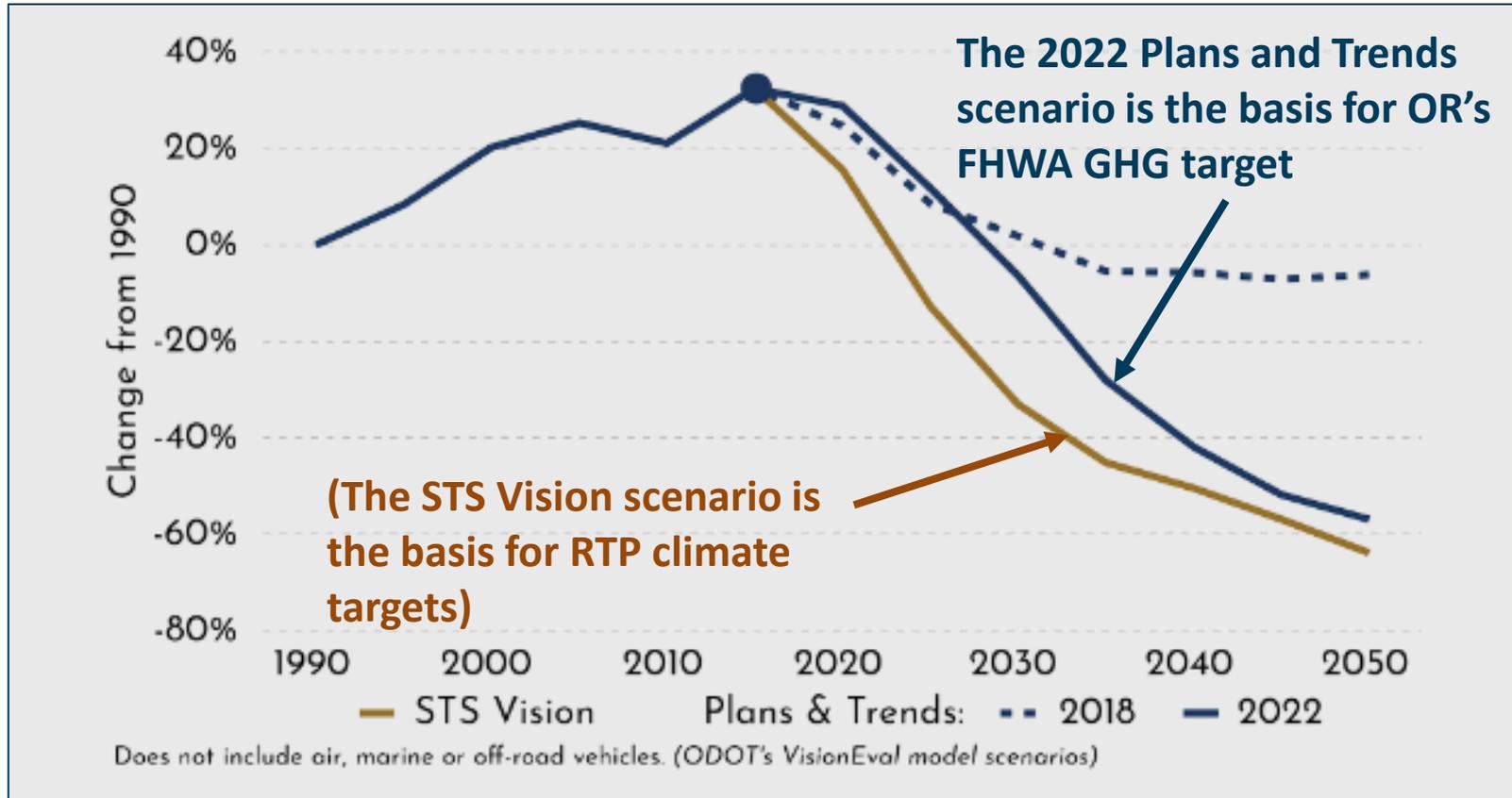
WA approach to target setting

Transportation CO2 emissions by year, historical and projected (WSDOT)



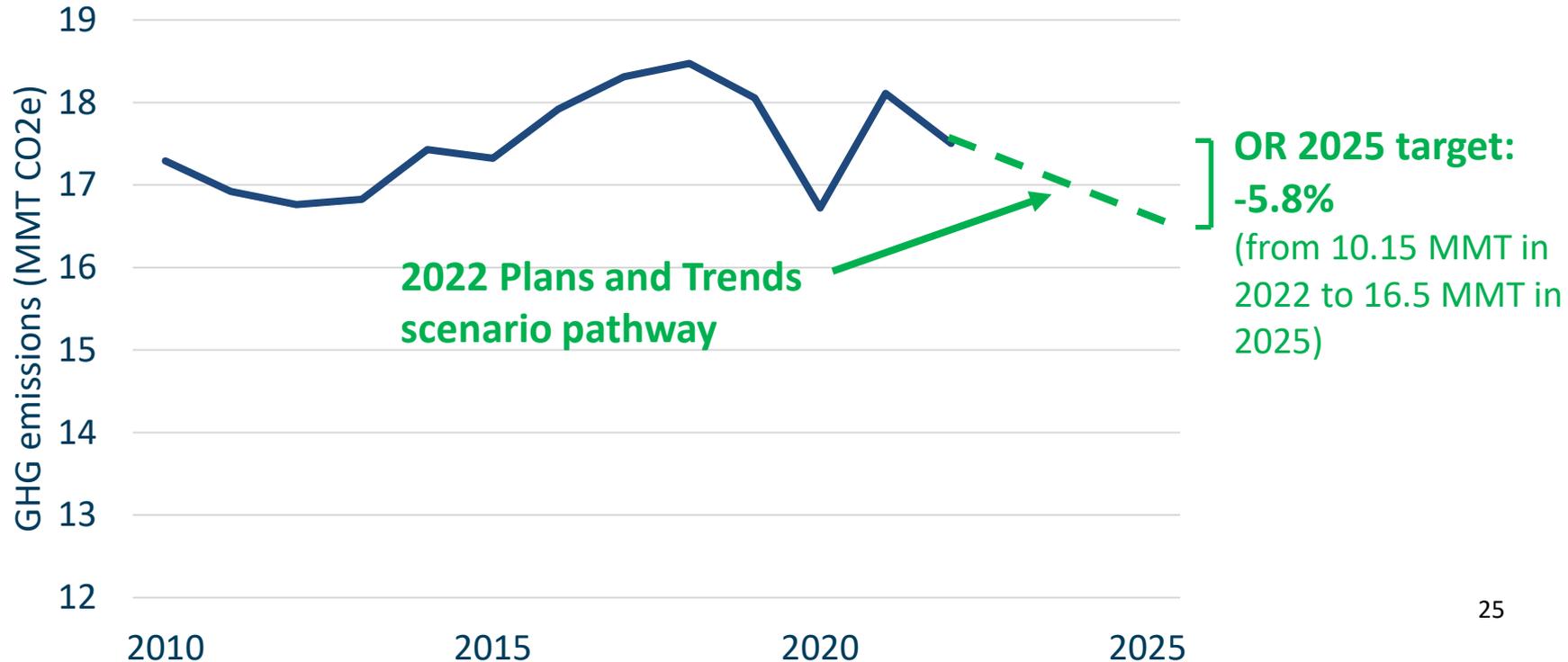
OR approach to target setting

% change in transportation GHG emissions by year and scenario (ODOT)



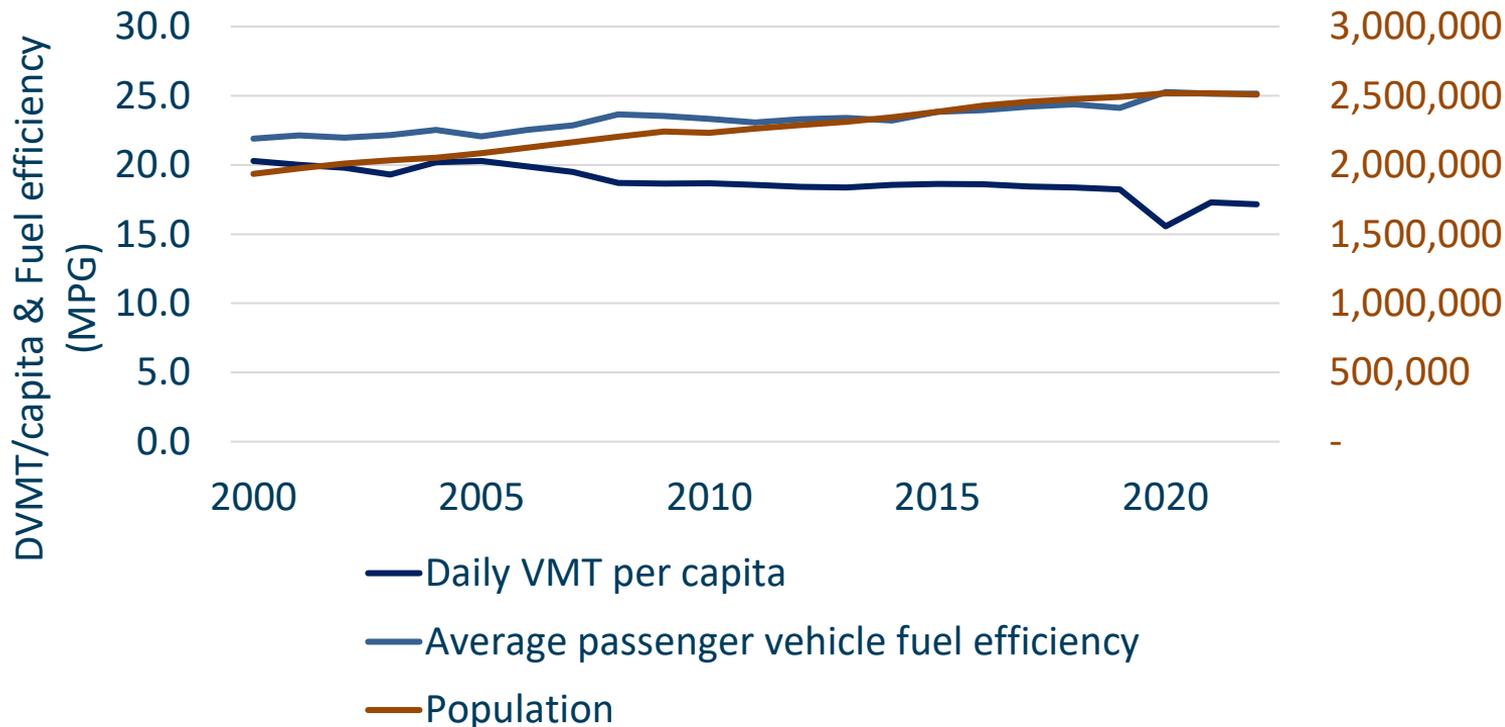
OR approach to target setting

Historical and target tailpipe GHG emissions, based on FHWA methodology (ODOT)



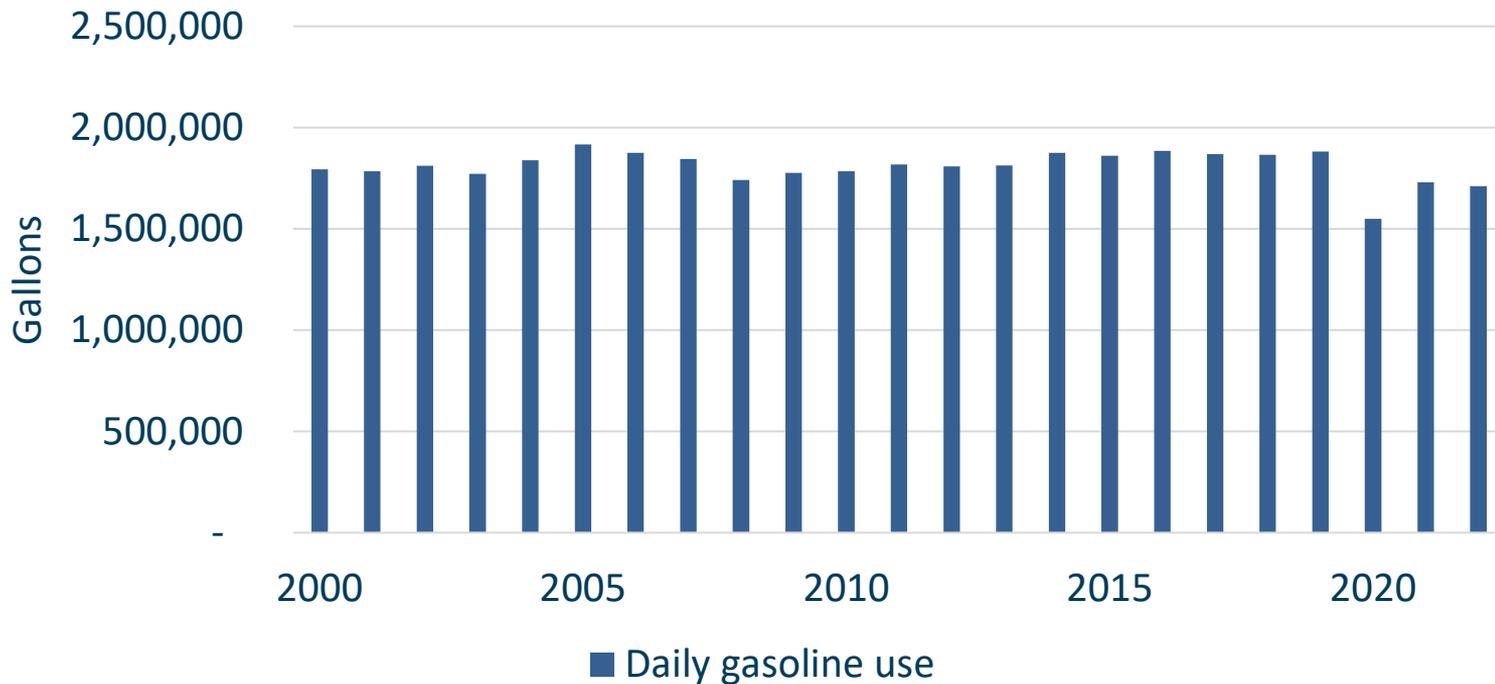
Estimating demand for gasoline

VMT per capita, fuel efficiency, and population in the Portland-Vancouver MSA, 2020-present



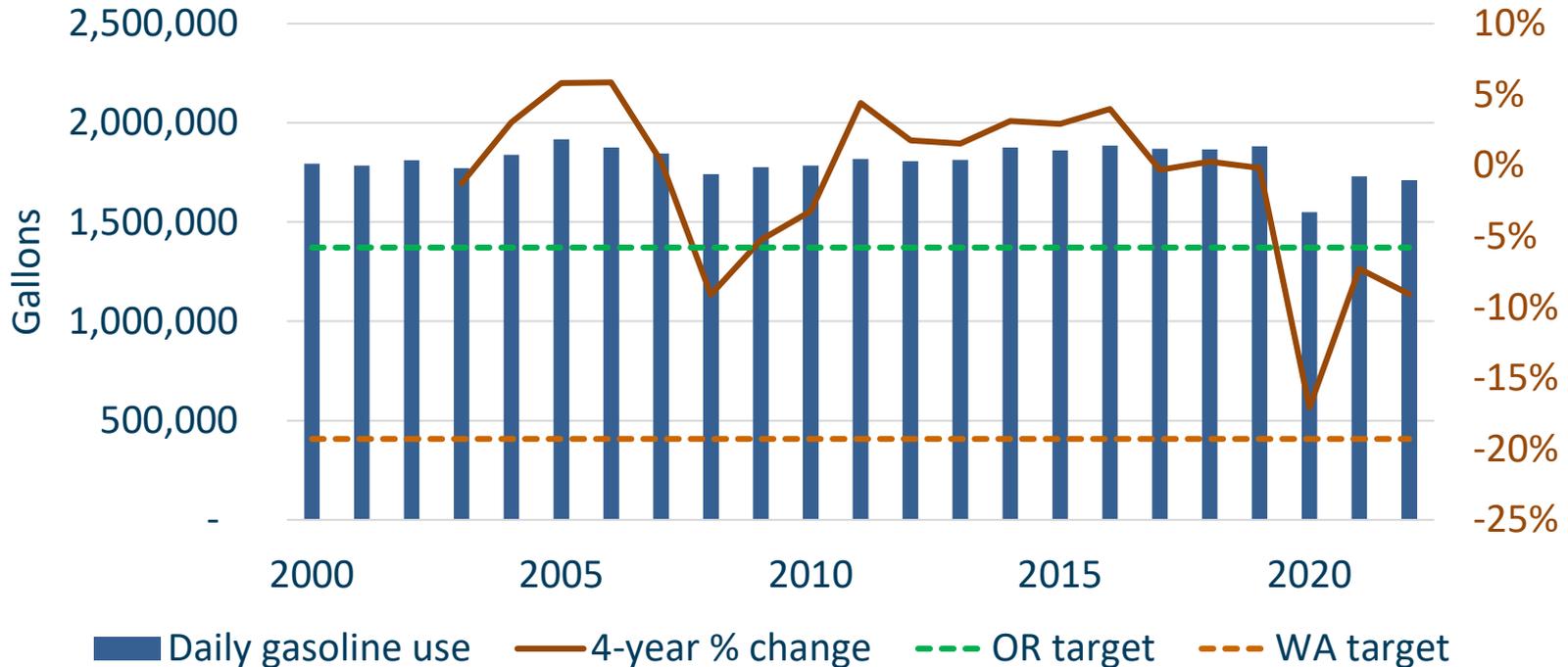
Estimated demand for gasoline

Estimated daily gasoline consumption in the Portland-Vancouver MSA, 2000-present



Estimated past performance vs. OR and WA targets

Estimated gasoline consumption and 4-year % change, 2000-present



MPO Decision #1: Metric Calculation Method

MPOs have flexibility in how to calculate metric (annual total tailpipe CO₂ emissions on the NHS).

1. MPO's share of the State's VMT.
2. VMT estimate with model emission factors from EPA's Motor Vehicle Emission Simulator (MOVES) model.
3. FHWA's Energy and Emission Reduction Policy Analysis (EERPAT) tool.
4. Other method with valid and useful results for CO₂ measurement.

MPO Decision #2

MPO CY25 GHG Target

The MPOs shall establish targets by either:

1. **Developing their own** quantifiable target for their metropolitan planning area
2. **Adopting ODOT's target (or WSDOT's target)** by agreeing to plan and program projects so that they contributed towards the accomplishment of the State DOT GHG target.

Rule guidance on MPO targets:

- in a manner that is documented and mutually agreed upon
- shared vision on expectations for future metric/target establishment process, consistent with national, state, and local policies/targets



Like other Federal TPMs, State's OTP & STIP, MPO's RTP and TIP must incorporate the performance measure within 2 years.

MPO Share of State NHS VMT

Based on the CY22
Federal Aid Urban Boundary
(FAUB)

Working to adjust for truck
shares to account for
different gas and diesel
emission rates

Fed Aid Urban Area	% of State NHS VMT
Portland	29.4%
Salem	5.1%
Eugene	4.4%
Medford	3.2%
Grants Pass	2.2%
Albany	1.5%
Bend	1.4%
Corvallis	0.6%
Walla Walla-Milton Freewater	0.1%
Longview-Rainier	0.1%

Websites with Additional Information

- FHWA [Greenhouse Gas Performance Measure](https://www.fhwa.dot.gov/environment/ghg_measure/)
 - https://www.fhwa.dot.gov/environment/ghg_measure/
- FHWA [Transportation Performance Management](https://www.fhwa.dot.gov/tpm/)
 - <https://www.fhwa.dot.gov/tpm/>
- U.S. DOT [Climate Change Center](https://www.transportation.gov/priorities/climate-and-sustainability/greenhouse-gas-analysis-resources-and-tools)
 - <https://www.transportation.gov/priorities/climate-and-sustainability/greenhouse-gas-analysis-resources-and-tools>

The final rule implementing the GHG measure was published in the Federal Register (88 FR 85364) December 7, 2023.

<https://www.federalregister.gov/documents/2023/12/07/2023-26019/national-performance-management-measures-assessing-performance-of-the-national-highway-system>



State Initial GHG Report

State

State DOT Name

Name of Person Preparing Submittal (for use with any follow up questions):

Email of Person Preparing Submittal:

Phone of Person Preparing Submittal:

Date Submittal Prepared:

Who in the FHWA Division office has received a copy of this information?
(Reply NA if you did not coordinate with the FHWA Division office)

State Initial GHG Report

1. Target. Provide the 4-year target for the 2022-2025 performance period (the target represents the target represents the anticipated decrease in on-road tailpipe CO2 emissions on NHS facilities between CY 2022 and CY 2025), and a discussion, to the maximum extent practicable, of the basis for the established target. This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. The target shall be a negative value, and be reported to the nearest tenth of a percent. To meet the declining requirement, the target must represent an anticipated decline of -0.1% or more.

[23 CFR 490.107(d)(1)(i), 490.105(e)(10), 23 CFR 490.101 (Target definition), and 23 CFR 490.513(d)]

a. Target Value (anticipated performance for CY2025): %

A negative value is required (Examples of acceptable formatting are: -0.1% or -1.0%).

b. Discussion Field

2. Baseline performance. Provide the performance value for the GHG measure derived from the data collected for the reference year, CY 2022. [23 CFR 490.107(d)(1)(ii)]

Due to the nature of this measure, the value is 0.0% for this initial reporting.

%

3. Relationship with other performance expectations. Provide a discussion, to the maximum extent practicable, on how the established 4-year target supports expectations documented in longer range plans, such as the State asset management plan required by 23 U.S.C. 119(e) and the long-range statewide transportation plan provided in part 450 of this chapter. [23 CFR 490.107(d)(1)(iii)]

4. GHG metric and metric information for the GHG measure. Provide the GHG metric, and the individual values used to calculate the GHG metric, as described in 23 CFR 490.511(c), for the reference year.[23 CFR 490.107(d)(1)(iv)]

GHG Metric for CY 2022: Tailpipe CO2 emissions on the NHS for CY2022, computed in million metric tons and rounded to the nearest hundredth (Examples of acceptable formatting are 00.00 (mmt))

mmt

- a. Fuel Volume Consumed, Gasoline and Gasohol¹. The quantity of fuel consumed in CY 2022, rounded to the nearest thousand gallons, and expressed in 1,000 gallons.
- b. Fuel Volume Consumed, Special Fuels¹. The quantity of fuel consumed in CY 2022, rounded to the nearest thousand gallons, and expressed in 1,000 gallons.
- c. CO2 Factor for Gasoline & Gasohol Fuels ², for CY 2022, as provided by FHWA.
- d. CO2 Factor for Special Fuels ², for CY 2022, as provided by FHWA.
- e. NHS VMT³. The total vehicle-miles traveled on NHS in CY 2022 (rounded to the nearest one million vehicle-miles, and expressed in one million vehicle-miles).
- f. Total VMT³. The total vehicle-miles traveled on all public roads in CY 2022 (rounded to the nearest one million vehicle-miles, and expressed in one million vehicle-miles).

mmt/
(1,000gal)

mmt/
(1,000gal)

- 1. Fuel sales information needed to calculate the fuel consumed shall represent the total number of gallons of fuel consumed by fuel type and reported to Fuels & FASH. [23 CFR 490.107(d)(2)(ii) & 23 CFR 490.509(g)]
- 2. FHWA shall provide the CO2 factors for each on-road fuel type associated with the reference year. [23 CFR 490.107(d)(2)(i)]
 - a. CO2 Factor for Gasoline & Gasohol Fuels 0.0000081 mmt/(1,000 gal)
 - b. CO2 Factor for Special Fuels 0.00001019 mmt/(1,000 gal)
- 3. The VMT data needed to calculate the GHG metric shall be the HPMS data as of November 30, 2023. [23 CFR 490.107(d)(2)(iii) & 23 CFR 490.509(h)]. FHWA will provide State DOTs with additional information on this value after December 15, 2023

Data Check

The metric reported is

The metric calculated by your data inputs is

Do the two values match exactly? If "No", please revisit.

Adobe Signature Block

State Initial GHG Report

State

State DOT Name

Name of Person Preparing Submittal (for use with any follow up questions):

Email of Person Preparing Submittal:

Phone of Person Preparing Submittal:

Date Submittal Prepared:

Who in the FHWA Division office has received a copy of this information?
(Reply NA if you did not coordinate with the FHWA Division office)

State Initial GHG Report

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[23 CFR 490.107(d)(1)(i), 490.105(e)(10), 23 CFR 490.101 (Target definition), and 23 CFR 490.513(d)]

a. Target Value (anticipated performance for CY2025): %

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b. Discussion Field

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Due to the nature of this measure, the value is 0.0% for this initial reporting.

%

3. Relationship with other performance expectations. Provide a discussion, to the maximum extent practicable, on how the established 4-year target supports expectations documented in longer range plans, such as the State asset management plan required by 23 U.S.C. 119(e) and the long-range statewide transportation plan provided in part 450 of this chapter. [23 CFR 490.107(d)(1)(iii)]

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mmt

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- b. Fuel Volume Consumed, Special Fuels¹. The quantity of fuel consumed in CY 2022, rounded to the nearest thousand gallons, and expressed in 1,000 gallons.
- c. CO2 Factor for Gasoline & Gasohol Fuels ², for CY 2022, as provided by FHWA.
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- e. NHS VMT³. The total vehicle-miles traveled on NHS in CY 2022 (rounded to the nearest one million vehicle-miles, and expressed in one million vehicle-miles).
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mmt/
(1,000gal)

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Data Check

The metric reported is

The metric calculated by your data inputs is

Do the two values match exactly? If "No", please revisit.

Adobe Signature Block

A handwritten signature in blue ink, appearing to read "B. M. [unclear]". The signature is stylized and cursive.

TPM Greenhouse Gas emissions rule changes

WSDOT, MPOs collaborate to set initial target for new National Highway System GHG measure

The Federal Highway Administration (FHWA) proposed the Transportation Performance Management (TPM) Greenhouse Gas (GHG) emissions rule on July 15, 2022. This rule added transportation related GHG reduction as a new National Highway System (NHS) performance measure. The final rule implementing the GHG measure was published in the Federal Register (88 FR 85364) on December 7, 2023. The table below shows the changes made from the proposed to final rule.

Washington State Department of Transportation (WSDOT), in collaboration with Metropolitan Planning Organizations (MPOs), finalized its initial declining four-year TPM target for GHG emissions.

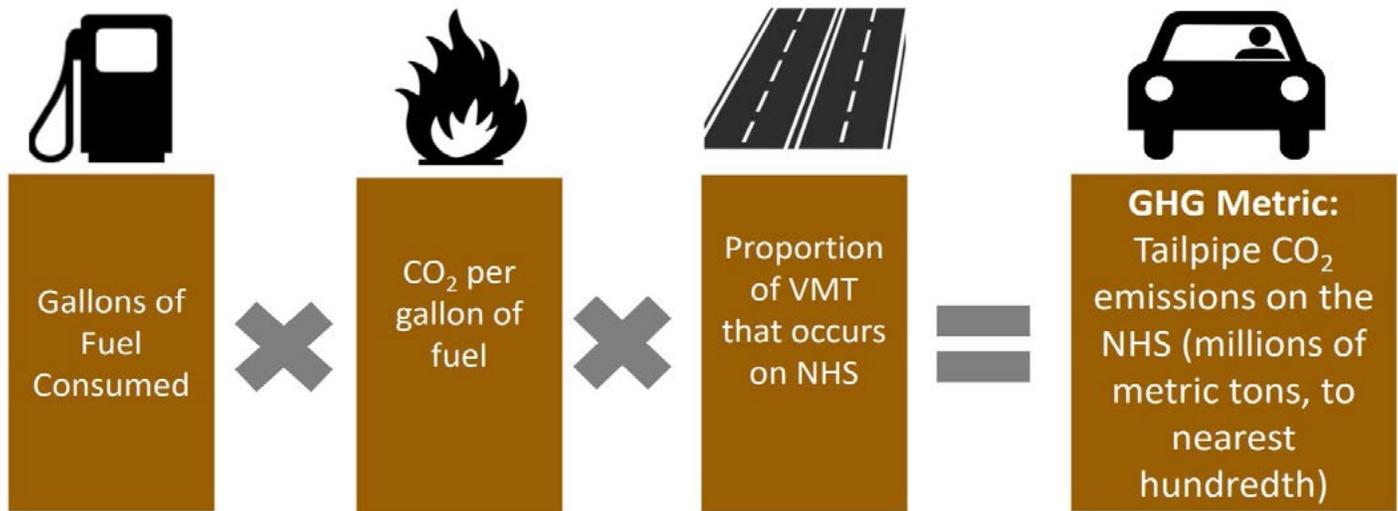
The initial declining 4-year target (with the performance period starting January 1, 2022) is due to the Federal Highway Administration by February 1, 2024.

The 4-year target for the 2022-2025 Baseline Performance Period is based on the Washington State Legislature's (GHG) limits calling for the state to reduce emissions to the following:

- 1990 levels by 2020
- 45% below 1990 levels by 2030
- 70% below 1990 levels by 2040
- 95% below 1990 levels by 2050 (net zero)

Highlights of what changed

NPRM Proposed	Final rule establishes
Reference year defined as 2021	Reference year defined as 2022
Targets required to align with the administration's net-zero targets	Requirement removed
State DOT initial targets due October 1, 2022	State DOT initial targets due no later than February 1, 2024
Annual total vehicle miles traveled (VMT) needed to calculate the GHG measure shall come from HPMS as of August 15, for the prior calendar year	For biennial reporting: Annual vehicle miles traveled (VMT) needed to calculate the GHG measure shall come from the best available data that represents the prior calendar year and is consistent, to the maximum extent practicable, with data submitted to the Highway Performance Monitoring System (HPMS). State DOTs will also report individual values used to calculate the metric and provide a description of the data source(s) used for VMT. For significant progress determination: Annual VMT data shall come from HPMS as of November 30 , for the prior calendar year.
State DOT and MPOs to report tailpipe CO ₂ emissions on the NHS (the metric) <i>and</i> tailpipe CO ₂ emissions on all public roads	State DOTs and MPOs are required to report tailpipe CO ₂ emissions on the NHS
State DOTs to report tailpipe CO ₂ emissions for the two calendar years preceding each biennial report	State DOTs will report tailpipe CO ₂ emissions on the NHS for the single calendar year preceding each biennial report, along with the information used in the calculation
MPOs and State DOTs to mutually agree upon a method for calculating the metric	MPOs required to report a description of their metric calculation method(s). When that method is not one of the ones specified in 23 CFR 490.511(d), the MPO will include information demonstrating the method(s) has valid and useful results for measuring transportation related CO ₂ .



Data requirements to determine the GHG metric for biennial reporting include:

1. Annual total gallons of fuel consumed by fuel type (gasoline and diesel, and special fuels) based on fuel sales data for the calendar year. This data is available through [Fuels and Financial Analysis System Highways \(Fuels & FASH\)](#).
2. CO₂ emissions factors per volume of fuel. These emission factors are supplied by FHWA and posted on the [administration's website](#) by August 15 of each reporting year.
3. VMT estimates are from best available data that represent the calendar year and are consistent—to the maximum extent practicable—with data submitted to HPMS. The reference year will use

2022 HPMS data, which was released November 30, 2023.

Setting performance targets

State DOTs:

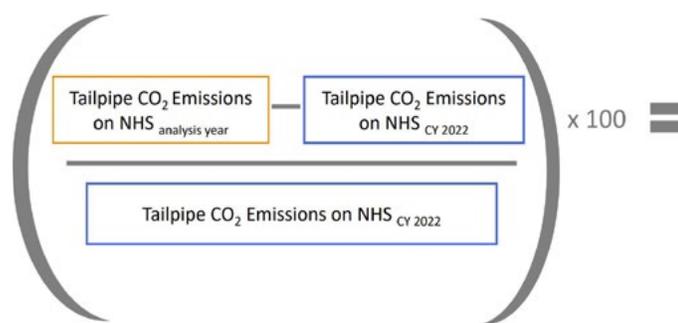
- Establish **declining** 2-year (starting in 2026) and 4-year statewide targets to reduce CO₂ emissions on the NHS

MPOS:

- Establish **declining** 4-year target to reduce CO₂ emissions on the NHS within the metropolitan planning area (MPA)
- Have the option to commit to support the State DOT target or establish a unique quantifiable target
- Establish target no later than 180 days after State DOT target establishment

MPOs in urbanized areas with multiple MPOs:

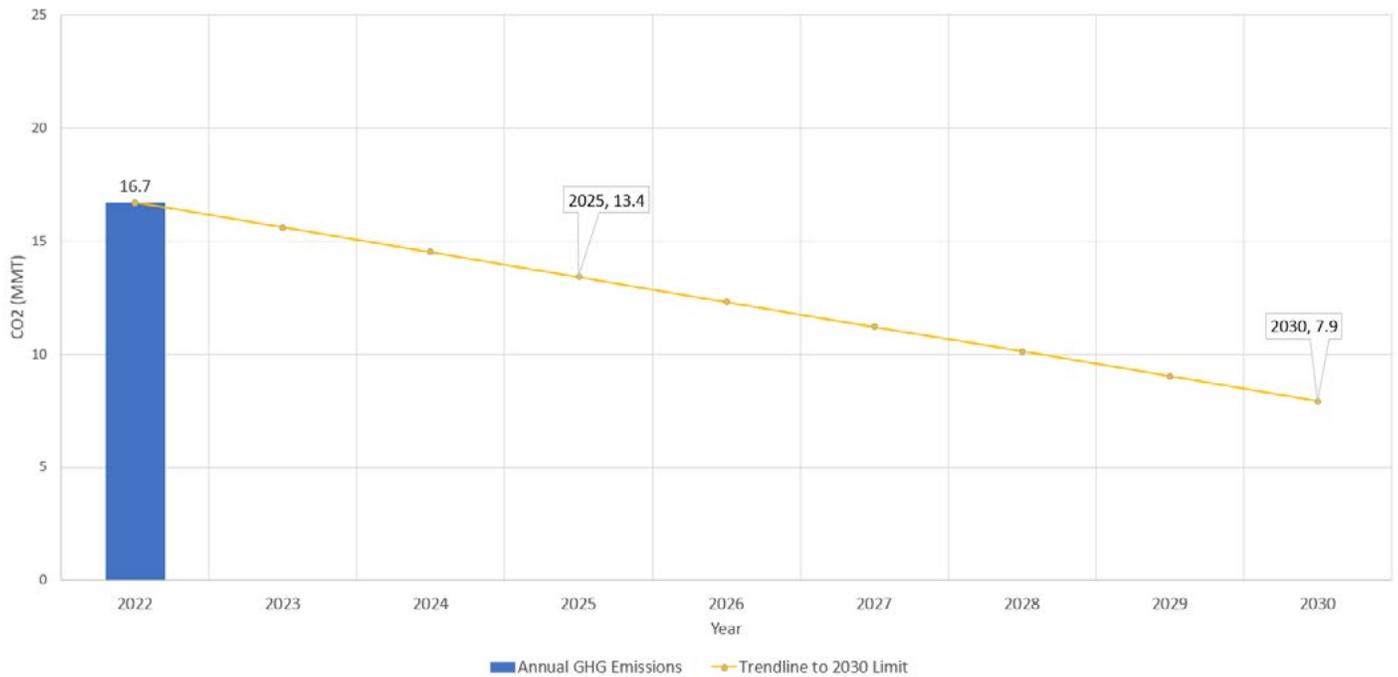
- Establish a joint **declining** 4-year target to reduce CO₂ emissions on the NHS within the urbanized area (UZA)
 - This must be a single quantifiable target (cannot adopt State DOT target)
 - Is in addition to each MPO's MPA target
- Establish target no later than 180 days after State DOT target establishment



Percentage change in tailpipe CO₂ emissions on the NHS compared to CY2022

Target trendline

2022-2025 target: -19.8%



In 1990, CO₂ emissions on the NHS in Washington state were 14.4 MMT. In accordance with the greenhouse gas emission limits, Washington aims to reduce emissions on the NHS by 45% below 1990 levels by 2030 (7.9 MMT).

Washington's 2025 target represents the emission levels on the glidepath to 2030 limits from current 2022 levels of 16.7 MMT to 13.4 MMT in 2025. This change in emissions is a 19.8% reduction during the 2022-2025 performance period.

Baseline Performance Period Report

- 2-year and 4-year targets
- Basis for those targets
- Performance at the baseline
- GHG metric and the values used to calculate the metric for the calendar year preceding the reporting year, and a description of data sources used for VMT information

Mid Performance Period Progress Report

- Performance at the 2-year point
- GHG metric and the values used to calculate the metric for the calendar year preceding the reporting year, and a description of data sources used for the VMT information
- Progress toward achieving 2-year performance target
- Significant progress and target achievement discussion
- Adjusted 4-year target (optional)
- Extenuating circumstances (optional)

Full Performance Period Progress Report

- Performance at the 4-year point
- GHG metric and the values used to calculate the metric for the calendar year preceding the reporting year and a description of data sources used for the VMT information
- Progress toward achieving 4-year performance target
- Significant progress and target achievement discussion
- Extenuating circumstances (optional)

Significant progress determination

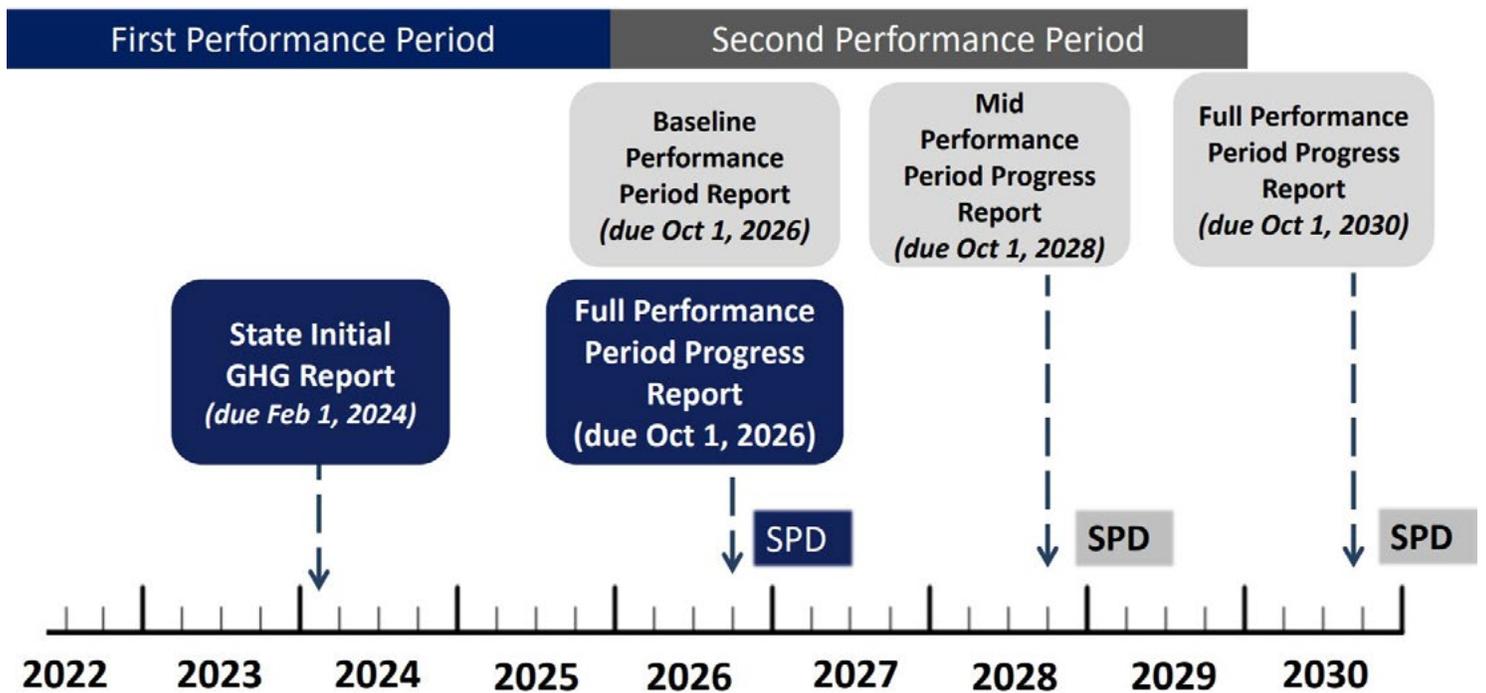
If significant progress is not made for the proposed GHG measure, State DOTs must document the actions they will take to achieve their targets in the future.

For the **first performance period only**, there will be no significant progress determinations (SPD) made for the Mid Performance Period Progress Report. Instead, the first significant progress determination for the State Initial GHG Report (due February 1, 2024) will occur for the Full Performance Period Progress Report (due October 1, 2026).

Timeline for MPOs

Feb. 1, 2024	State initial GHG first target due
July 30, 2024	MPO initial 4-year targets due
Oct. 1, 2026	State Baseline Performance Period Report and Full Performance Period Progress Report due
March 30, 2027	MPO 4-year targets due
Oct. 1, 2030	State Full Performance Period Report due
March 30, 2031	MPO 4-year targets due

Note: MPOs are not required to report targets after the State Mid Performance Period Progress Report (Oct. 1, 2028)



For more information:

GHG Emissions: Lindsay Taylor, Transportation Planning Specialist at (206) 440-4549, lindsay.taylor@wsdot.wa.gov.

Title VI Notice to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090. **Americans with Disabilities Act (ADA) Information:** This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711. [Select here for other language formats \(PDF 399KB\)](#).