

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, April 5, 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)	
9:25 a.m.	Public communications on agenda items	
9:28 a.m.	Consideration of TPAC minutes, March 1, 2024 (action item) Send edits/corrections to Marie Miller	Chair Kloster
9:30 a.m.	Metro Transportation Improvement Program (MTIP) Formal Amendment Resolution 24-XXXX <u>Recommendation to JPACT (action item)</u> Purpose: For the purpose of adding five new projects to the 2024-27 MTIP to meet Federal transportation project delivery requirements.	Ken Lobeck, Metro
9:40 a.m.	2024-25 Unified Planning Work Program (UPWP) Resolution 24-5399 <u>Recommendation to JPACT (action item)</u> Purpose: Ask for recommendation to JPACT on revised UPWP	John Mermin, Metro
10:00 a.m.	New Federal Greenhouse Gas Performance Measure Target Setting Approach Purpose: Provide TPAC an overview of target-setting options and an initial Metro staff recommendation for discussion and feedback.	Kim Ellis, Metro Eliot Rose, Metro
10:40 a.m.	10-minute break in meeting	
10:50 a.m.	2028-2030 Regional Flexible Funds Allocation (RFFA) Discussion on Initial Options Purpose: To provide TPAC an overview of program direction options for consideration and discussion.	Grace Cho, Metro Ted Lebold, Metro
12:00 p.m.	Adjournment	Chair Kloster

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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2024 TPAC Work Program

As of 3/29/2024

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

<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)• 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)• 2024-25 Unified Planning Work Program (UPWP) Resolution 24-5399 <u>Recommendation to JPACT</u> (Mermin, 20 min)• New Federal Greenhouse Gas Performance Measure Target Setting Approach (Kim Ellis and Eliot Rose, 40 min)• 2028-2030 RFFA – Discussion on Initial Options (Grace Cho/Ted Leybold, 70 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 (Marne Duke, Caleb Winter, Noel Mickelberry, Grace Stainback, Kelly Betteridge, 60 min)• TriMet and SMART – Budget Updates and Programming of Projects (Michael Dohn/Tara O'Brien, TriMet and Kelsey Lewis, SMART, 30 min)• ODOT Update on Funding Allocations for 28-30 (Leverage, ARTS, etc.) (Ford/Bolen, 20 min)• Project Delivery Training Series – Project Scoping (Ken Lobeck, Metro, Justin Bernd & Tiffany Hamilton, ODOT, 50 min)
<p><u>TPAC meeting, May 3, 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) <p>Agenda Items:</p> <ul style="list-style-type: none">• MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min)• 27-30 MTIP Program Direction 25-XXXX <u>Recommendation to JPACT</u> (Cho/Leybold, 20 min)• Draft Federal Greenhouse Gas Target (Kim Ellis and Eliot Rose, 45 min)• 28-30 Regional Flexible Fund Program Direction – Discussion of Options (Cho/Leybold, 45 min)• Redistribution – Introduction and Proposed Options (informational) (Leybold/Cho, 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)	

<p><u>TPAC meeting, June 7, 2024</u> <i>tentative hybrid mtg.</i></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 <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Redistribution 24-XXXX <u>Recommendation to JPACT</u> (Leybold/Cho, 15 min) • 2028-30 Regional Flexible Fund Program Direction 24-XXXX <u>Recommendation to JPACT</u> (Cho/Leybold, 45 min) • Federal Greenhouse Gas Target 24-XXXX <u>Recommendation to JPACT</u> (Kim Ellis and Eliot Rose, 45 min) • Safe Streets for All Update (McTighe, 30 min) 	<p><u>TPAC workshop meeting June 12, 2024</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 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)
<p><u>TPAC meeting, July 12, 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) <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 Vision (Kate Lyman, TriMet; 45 min) • 28-30 RFFA – Step 2 – Next Steps & Proposed Technical Evaluation Criteria (Cho/Leybold, 35 min) • Freight Study update (Tim Collins, 30 min) 	
<p><u>TPAC meeting, August 2, 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) • 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></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) • 28-30 RFFA Step 2 – Call for Projects (Grace Cho) <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 Introduction (Ally Holmqvist, Metro; 30 min) • Cascadia HSR Program Update (Ally Holmqvist, Metro; ODOT; WSDOT; 45 min) 	
<p><u>TPAC meeting, Oct. 4, 2024</u> <i>tentative hybrid mtg.</i></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) <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></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) • 2028-30 RFFA – Update on Step 2 Applications <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></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) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2028-30 RFFA Step 2 – Summary of Applications Received and Process Steps (Informational, Cho 20 min)

Parking Lot: Future Topics/Periodic Updates

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| <ul style="list-style-type: none"> • Columbia Connects Project • 82nd Avenue Transit Project update (Elizabeth Mros-O’Hara & TBD, City of Portland) • TV Highway Corridor plan updates • High Speed Rails updates (Ally Holmqvist) • CFEC Implementation Program Update (Kim Ellis/ODOT/DLCD, 20-30 min, June or July) | <ul style="list-style-type: none"> • 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 |
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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



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 25, 2024
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: Mid-February through mid-March 2024

BACKGROUND

The following pages contain the list of projects during the identified time-period submitted to complete a formal/full amendment, or administrative modification to the 2024-27 MTIP. A summary of the differences between formal/full amendments and administrative modifications is shown below.

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.

**MTIP Formal Amendments
February FFY 2024 Amendment
Amendment Number: MR24-06-MAR**

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: 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.

Proposed Amendment Review and Approval Steps:

- Friday, March 1, 2024: TPAC meeting (Notification and approval recommendation to JPACT - Recommended approval of Resolution 24-5395 to JPACT).
- Thursday, March 21, 2024: JPACT meeting (Approved Resolution 24-5395 and provided final Metro approval recommendation to Metro Council)
- Thursday, April 11, 2024: Requested final approval from Metro Council for Resolution 24-5395.
- Final reviews and approvals by ODOT, FTA, and FHWA expected to be completed by mid-May 2024.

ADMINISTRATIVE MODIFICATIONS**AM24-09-MAR1**

(March 2024 Admin Mod #1)

Key	Lead Agency	Name	Change
22075	ODOT	Columbia Bottomlands Mitigation/Conservation	<u>PHASE SLIP:</u> Slip construction phase from FFY 2024 to FFY 2025.
21606	ODOT	OR224 at SE Monroe St	<u>PHASE SLIP:</u> Slip Construction phase to FFY 2025 and add Other phase.
21178	ODOT	US26 (Powell Blvd): SE 99th - East City Limits	<u>PHASE SLIP:</u> Slip Construction phase to FFY 2025.
21630	Portland	SE Stark St: 111th - 151st Ave (Portland)	<u>ADD PHASE:</u> The admin mod adds a small ROW phase by shifting PE funds to ROW in FFY 2025.
21635	Portland	SE Flavel St at 72nd Ave (Portland)	<u>ADD PHASE:</u> Add ROW phase and slip construction to FFY 2025
23463	TriMet	TriMet Transit Center EV Chargers	<u>MINOR CHANGE:</u> Minor technical funding corrections made to the ROW and Construction phases.

AM24-10-MAR2

(March 2024 Admin Mod #2)

Key	Lead Agency	Name	Change
23239	Metro	Carbon Reduction Program Reserve	<u>DECREASE FUNDS:</u> Reflect the current PGB now correctly after splitting off \$6 million Carbon funds for the Metro 82 nd Ave BRT Project Development Project and TriMet's Line 33 Transit Signal Priority Upgrade project
23229	Metro	Transit Corridor Development (FFY 2026)	<u>SPLIT PROJECT:</u> Split and transfer the remaining \$1.5 million of STBG-U funds (plus match) to the new child project Climate Smart Implementation project in Key 23588
22156	Metro	Next Corridor Planning (FFY 2024)	<u>SPLIT PROJECT:</u> Split \$300k of STBG-U from the PGB and transfer to Key 23588 to support the Climate Change Implementation STBG funded project
23588	Metro	Climate Smart Implementation Program Reserve	<u>NEW SPLIT PROJECT:</u> Remove the old proposed Carbon funds and add \$1.8 million of Metro STBG-U fund (plus match) split from Keys 22156 and 23229.

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, March 1, 2024 | 9:00 a.m. to 12:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, 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
Sarah Iannarone
Ashley Bryers
Katherine Kelly
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Oregon Department of Environmental Quality
Washington State Department of Transportation
Community member at large
The Street Trust
Federal Highway Administration
City of Vancouver
Washington Department of Ecology

Alternates Attending

Jamie Stasny
Sarah Paulus
Francesca Jones
Dayna Webb
Will Farley
Dakota Meyer
Gregg Snyder
Neelam Dorman
Glen Bolen

Affiliate

Clackamas County
Multnomah County
City of Portland
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
Marianne Brisson
Sara Westersund
Jasia Mosley
Indi Namkoong
Steve Gallup
Shawn M. Donaghy

Affiliate

Oregon Department of Transportation
Port of Portland
OPAL Environmental Justice Oregon
Oregon Walks
Community member at large
Verde
Clark County
C-Tran System

Danielle Casey

Federal Transit Administration

Guests Attending

Chris Smith
Cody Field
Cody Meyer
Erin Engman
Jan Tysoe
Jean Senechal Biggs
Jessica Engelmann
Joseph Auth
Mara Krinke
Mat Dolata
Matthew Hall
Nadine
Natalie Liljenwall
Phil Kase
Stephanie Millar
Steve Koper
Tara Weidner

Affiliate

Citizen Activist
City of Tualatin
DLCD
City of Tualatin
City of King City
City of Beaverton
City of Beaverton
City of Hillsboro
Parametrix
City of Hillsboro
WSP

Oregon Department of Transportation
Oregon Department of Transportation
Oregon Department of Transportation
City of Tualatin
Oregon Department of Transportation

Metro Staff Attending

Ally Holmqvist, Blake Perez, Caleb Winter, Cindy Pederson, Eliot Rose, Grace Cho, Jake Lovell, Jeffrey Hood, Jess Zbed, John Mermin, Kate Gregory, Kate Hawkins, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Marne Duke, Matt Bihn, Matthew Hampton, Monica Krueger, Noel Mickelberry, Shannon Stock, Ted Leybold, Tim Collins, Tom Kloster.

Call to Order, Declaration of a Quorum and Introductions

Chair Kloster 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

Neelam Dorman announced ODOT Region 1 is looking for a Strategic Initiatives Advisor who will report directly to Chris Ford, our Policy & Development Manager. An ideal candidate would have experience and interest in both public policy and project management. The recruitment closes on March 13.
https://oregon.wd5.myworkdayjobs.com/en-US/SOR_External_Career_Site/job/Strategic-Initiatives-Advisor_REQ-149769

It was announced our 2024 pre-application cycle starts up for the Transportation Growth Management program. The formal period for pre-application ends April 1. The pre-application is a short paragraph describing the local issue and desired outcome after which one of our planners in Region 1 will reach out and help you develop the full application, which that period begins in May and closes in July.
<https://www.oregon.gov/lcd/TGM/Pages/Planning-Grants.aspx>

It was announced there is a rebate opportunity for EV charging station purchase and installation. This is through ODOT’s Community Charging Rebates program. It opens March 5 and runs through July 3, or until the funding is exhausted. This is the second round of this funding. We have about 2 ½ million dollars available for projects. The program will reimburse some of the project costs of buying installing level 2 EV charging station

at multifamily homes, workplaces and publicly accessible parking areas. The rebates can range from \$4,500 to \$5,500 per charging port or up to 75% of eligible costs. The entities that are eligible to apply are businesses, nonprofits, public entities, tribes and owners of multifamily complexes.

<https://www.oregon.gov/odot/climate/Pages/communitychargingrebates.aspx>

Eric Hesse announced PBOT is hiring two different contractor positions. These were shared in the chat: PBOT Contract Analyst II: <https://www.governmentjobs.com/careers/portlandor/jobs/4402754/contract-analyst-ii-cppw>

PBOT Contract Analyst I: <https://www.governmentjobs.com/careers/portlandor/jobs/4403969/contract-analyst-i-cppw>

Monthly MTIP Amendments Update (Ken Lobeck) Reference to the memo in the packet was made on the monthly submitted MTIP formal amendments submitted end of January through mid-February 2024. 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. It was reminded we read the names of people killed on our roadways in recognition of our ongoing work to make travel safe. At least 13 people were killed in February. A link to Metro's most recent crash report was shared in chat:

<https://www.oregonmetro.gov/sites/default/files/2023/12/14/Safe-Street-for-All-report-November-2023.pdf> We are currently working on developing more analysis as we begin to implement the Safe Streets 4 All grant. Chair Kloster noted Metro is in the process of interviewing for an Associate Planner as part of the Safe Streets 4 All grant.

FY 2023-24 Unified Planning Work Program (UPWP) Administrative Amendment for EPA Climate Pollution Reduction Grant (John Mermin) It was noted in the packet there's an administrative amendment to the current year Unified Planning Work Program. That's where we summarize all the regionally significant planning work done going on. This is for the Environmental Protection Agency's Climate Pollution Reduction grant that Mr. Rose has come to talk about on the agenda. This is just bringing that formality into our UPWP for the current fiscal year. For any questions contact Mr. Mermin.

2023 Regional Transportation Plan (RTP) Implementation Activities (Kim Ellis) It was called to attention handouts included in the packet that were provided to JPACT at their meeting last month. Highlighting some of chapter 8 RTP related activities which many were reflected in the UPWP this year. Staff are working to incorporate all the changes to the 2023 RTP that were adopted by JPACT and Metro Council last November to have a final published document. By the end of this month, early April, we'll complete our final travel analysis with the travel model and documenting other things. We will announce when this is available for distribution.

Update on Hybrid Meetings (Chair Kloster) It was noted we hope to have a couple hybrid meetings this year scheduled for TPAC. In other words, we'll have a physical meeting at the Metro Regional Center that will also be available online. Technology is being updated in the Metro Council Chamber for public meetings. Notice for the hybrid meetings will be given well in advance for the committee and public.

Climate Reduction Grant (Eliot Rose) Good news was shared regarding the Climate Pollution Reduction grant. We submitted the first deliverable, the priority climate action plan, to EPA just this morning. It was sent out to the Climate Partners Forum, which is our technical advisory group for the project. Appreciation was given to everyone for their contributions. This was a different process that was halfway between plan and pre-application for a federal grant, and required an incredibly quick turnaround from efforts across the region. There are several implementation grant applications that we're tracking moving forward that's in the plan. The website page for the project that has the final plan posted was shared in chat: <https://www.oregonmetro.gov/tools-partners/grants-and-resources/climate-pollution-reduction-planning-grants>

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from February 2, 2024

Minutes from TPAC February 2, 2024 were approved unanimously with no abstentions.

Metro Transportation Improvement Program (MTIP) Formal Amendment Resolution 24-5395

Recommendation to JPACT (action item) (Ken Lobeck) Information was presented on the March 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment that 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. 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.

Comments from the committee:

Jaimie Lorenzini asked if we know which intersections will be affected. Mr. Lobeck noted at this point he believed ODOT has not specifically identified location with the committed funding in Region 1. Neelam Dorman noted ODOT does have the intersections identified. They are in corridor locations mentioned; TV Highway, SW 72nd, OR 217 interchange, Beaverton Tualatin Highway, OR 141 out west, 99W out towards Sherwood, OR 212, 217 between I-205 and Rock Creek Junction.

The way it's prioritized is by way of three steps the program funds are divided. One goes to the MPO with the carbon funds that they have. There's an application process for small rural areas. It was believed one of those rounds has gone through with a second round coming up or open now. The third division is really the statewide project bucket. Each region essentially applies for it. This is for our signal operations on ODOT facilities in Region 1. The signal managers have put together a list on the corridors that identified greatest need areas for carbon reduction benefit. The corridor coordination helps move people faster with less delay and emissions. Other efforts outside of this grant program are being identified for transit signal priorities and individual intersection timings. This is very much a carbon aimed project selection.

Ms. Lorenzini asked if it would be possible to provide a more descriptive project title. Ms. Dorman noted I think there's the bucket part of where it's trying to describe the allocation of the bucket vs the actual corridors that get the allocation. When this was first drafted the locations weren't identified. It could be noted for simply ODOT Region 1 because that covers the whole region. The intersections are identified but more identified and listed from the corridors. It was suggested a map provided to help understand the transportation system flow with this program.

MOTION: To 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.

Moved: Jaimie Lorenzini

Seconded: Neelam Dorman

ACTION: Motion passed unanimously with no abstentions.

Westside Multimodal Improvements Study (Kate Hawkins, Metro/ Stephanie Millar, ODOT) Kate Hawkins presented information on the background with the study. 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.

The study looks ahead to find policies and investments to create solutions that address five priority areas: Mobility, Safety, Social Equity, Climate Action and Economic Vitality. Issues and needs were identified with the study:

- Transit travel times are not competitive
- Inadequate "last mile" access
- Congestion due to limited capacity
- Traffic safety for all users and modes
- Impaired freight movement

Modeled scenarios were presented using the 2045: The Regional Transportation Plan as a baseline. Each of the scenarios were described with a scorecard on the priority areas. Chair Kloster asked what RTP was this built on; the 2018 or the 2023 RTP draft. Noting this was the 2023 draft, it was asked if this was the public comment draft that went out last summer. This was confirmed.

Comments from the committee:

Karen Buehrig noticed the changes in travel time with the scenarios, but it didn't seem there was much change in mode shifting to other modes across all the different options. I don't know if that's just a factor of the way that the model works, but how do we better capture, talk about, or even make happen more ability for savings and time travel with people actually shifting their mode and not necessarily just use the same mode elsewhere?

Stephanie Millar noted one thing to highlight was used, in this case the travel time and mobility and reliability which were key issues that were of importance in the Governor's request to us. If you look at the corner on this slide (RTP baseline) in the 2045 RTP, the expectations from today to 2045 are an increase of 1% in HOV and 6% in transit, bike and pedestrian use, and a decrease in 3.2% of single occupancy vehicle use. So that's our baseline that we're working from. Then as you go to the subsequent slides you can see how the investments that we're making further those baseline assumptions about where we're getting from today with the investments that are planned in the next 20 years and what would happen if we made these additional investments. We saw some good progress in the 2045 RTP. These are incremental changes of those kinds of improvements. Interesting thanks are in scenario 3 where we are losing ground on single occupancy vehicle reductions and scenario 4 how each of the different levers moves these items. The results for this were confirmed as being for the study area.

Sarah Iannarone had a question about tolling. The Street Trust has a pretty nuanced position on this via our work with congestion pricing over time and also our work on the regional tolling advisory committee. From what we've learned in our engagement is that the public has a really hard time

understanding the differences between traditional toll programs where we price a right of way to make improvements in that right of way. For instance, on the Interstate Bridge Replacement project vs things that are more dynamic and variable, like congestion pricing to manage demand on a system. It's a little bit confusing for me in the way this was presented what type of pricing we are talking about here.

And then, how the proceeds might go toward alleviating congestion in those corridors, especially since we haven't really been able to hammer out what revenue sharing for things like transit operations, people walking and biking, and other investments would be in some of these congested corridors. Can you talk about how you approach this so we can understand the complexity of this conversation and then understand the priorities that if we did price the system, especially in ways that helped us meet our climate and equity goals, how they'd like to see those proceeds invested. Long story short, how did you talk about that pricing the system?

Stephanie Millar noted the nuanced recommendations of the Steering Committee are coming in the presentation. What the Steering Committee said was pretty much what you are saying. We see that tolling has the kinds of benefits and movements that we're looking for, but we don't feel it can be done in a vacuum. So what the committee's recommendation was we move forward with studying some key physical improvements along with tolling so that it was paired with a funding strategy. Ms. Hawkins added it was stressed that this was just the initial really high level first look at tolling on Highway 26 and 217, one of 80 plus potential improvements that we evaluated. There was clear understanding among our committee and all the technical staff that we work with that, and we really need to know a lot more and do a lot more study to dive into the types of questions that you're talking about. A lot more to uncover. That would be future work that would proceed this.

Ms. Millar noted the Steering Committee's recommendations and outcomes from the study:

- 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

Comments from the committee:

Tara O'Brien asked to dig into these recommendations a little bit because I know there's a lot of different options you're hoping to continue to study. What are the advanced multimodal investments and transit supportive programs and projects translate to or look like? Is it to begin project development on some specific capital projects? Is it to refine the list of what to prioritize and who is on point for those? Can you talk through what the next steps looks like on selecting these multimodal investments in transit programs and projects?

Ms. Millar noted as we were working through this process a lot of things happened simultaneously such as TriMet Forward Together and some changes in Metro's and ODOT's transportation options programs that became elevated as solutions that could be applied here. Basically, spotlighting things that we were already moving towards or were already happening and making sure that they were applied appropriately in this corridor to help support those things. For example, Metro just gave some additional funds to the Westside Transportation Alliance, and partners at the Washington County Chamber are interested in working directly with them to help employers utilize those services better. Those are kinds of relationships that were built out of the work that's been

done here. That's something that is doable in the more near term. Ms. Hawkins added this is the reason there will be a list of specific programs and lead agencies that come out of this. We don't have that today because we're still in the process of obtaining final steering committee approval and sign off on what that recommendation looks like. Ms. O'Brien added it seems like the roles and responsibilities and who's on point to advance some of these recommendations is key next steps. Glad to hear it's coming.

Eric Hesse noted as someone who served on the project management group I wanted to acknowledge their work and consultation team for how they managed a very complex process to a really wide range of potential solutions in this important corridor. I also appreciate how the process ensured alignment with the region's congestion management process to prioritize demand management and improve non-driving options prior to considering or advancing capacity expansion. I also appreciate the creativity and collaboration of the other team members which shared thoughtful engagement in both the analytic details while also remaining attendant to the ultimate outcomes of the project.

Portland specifically shares the region's interest in ensuring people and goods movement in and through this corridor to support a thriving economy in the region. At the same time, Portland is concerned about the prospect of pushing significant levels of additional automobile traffic onto local streets and appreciates how that issue is considered during the project as concepts were narrowed to advance in next phases. We are also encouraged by the results of scenario five showing the potential of pricing bundled with other investments to manage demand in the corridor. We see real opportunity to use the next study of pricing called for by the steering committee to both better understand the potential of pricing but understand how it could interface with the other tolling and pricing projects advancing in the region.

Dyami Valentine echoed sentiments shared by Mr. Hesse with appreciation of the efforts by the project team and facing the challenges this project tackled to advance important work as was mentioned out of the Washington County Future Study. This is a critical corridor for our community members on the west side. Where this project landed is a good outcome in terms of helping advance important considerations and look forward to continued partnership and coordination with the future study.

Mike McCarthy added appreciation to the team on their efforts with this project. Also reiterating the importance of Highway 26 for the communities and businesses through all the jobs, the economy, the whole region. I think I heard some disappointment that the transit and even the managed lane option really didn't move the needle in terms of viability of the corridor mode splits. And then I think hearing some concern about the effects of tolling and some of the issues about diversion and safety impacts particularly on arterials and through some of our town centers and other areas. But overall, just a lot of support for this project and a lot of support for maintaining the viability of the Highway 26 corridor which is critical.

Allison Boyd noted as another member of the project work group I echo a lot of the comments. I thought it was difficult to take a lot of different options, a lot of different complex modeling data, and try to pull that together into some scenarios, into some packages to do some deep dives in discussing and understanding how those items move this area forward. I appreciated how we were able to find a path forward that focused on the multimodal investments and demand management and looking at that before we're trying to do any major expansions to capacity. We look forward to

participating in the next phase and making sure that we structure that process to be able to answer questions raised by Ms. Iannarone.

Stephanie Millar noted the next steps in the project. Recommendations presented will be circulated for Steering Committee review and confirmation. They will be seeking endorsement of the final report by participating local agencies, non-jurisdictional partners that participated, JPACT, and Metro Council. We hope to see in the 2025 transportation package further work in this corridor funded to follow up on the recommendations made with all the great data and analysis that was collected through this process.

Gregg Snyder noted what a great team to step into the space here, which was requested by the business community. I reflect back on all these efforts started when the region almost lost a major economic development opportunity that was only rescued by the Governor and the Governor's direct intervention with this study. I think the outcomes are really important. We know that tolling is going to be a part of this solution of the package. It was one of the main things that moved the needle. The question for the study is how that fits in with the region. A major outcome of this is the focus on TDM and travel demand management options, things like van pools or shuttles or incentive programs. I think that having a comprehensive base of TDM measures, not just reinforce what we say in policy and the RTP but can actually bring those sorts of travel options to the industrial workforce.

Ms. Millar and Ms. Hawkins thanked the committee for their comments. The link to the study was shared in chat: <https://www.oregonmetro.gov/news/study-evaluates-strategies-improving-travel-westside-greater-portland>

2024-25 Unified Planning Work Program (UPWP) (John Mermin, Metro) Information on the 2024-25 UPWP was presented, noting this is an annual federally required document that ensures efficient use of federal planning funds. Metro is asking the committee to 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, and identify missing project narratives. TPAC will take action on the UPWP for recommendation to JPACT at the April 5 meeting.

Comments from the committee:

Mike McCarthy noted one of the areas that I think we should really be looking into is basically some of the why for certain things happening. For example, the fatal crash report heard each month and how much that just keeps getting longer, and more people are dying on our system. Despite all the hard work trying to reduce that it's not only not moving, it's going backwards. It's almost double what it was 10 years ago and I'd like to see us look into why. The same thing with our mode shift and failing to shift more people out of single occupant vehicles, instead of choosing transit, walk or bike. I'd like to see what can be done about this and hopefully make progress towards our goals. I'm hoping we can include some kind of study or evaluation to look at the why on these issues and what we can do about it.

Chair Kloster noted there are projects that are in this UPWP that apply to this. They are all funded projects that are moving forward, getting at some of those questions. One issue I think you are calling out is to make sure folks are saying that in their narratives. Another could be talked about in their project scope. Mr. Mermin added there is a specific project focus with Safe Streets for All over the next two years. Mr. McCarthy noted there's particular ideologies that are driving some things, so

that if we do “X” it will make things safer. I think examining some of those assumptions is very appropriate considering what we’ve been seeing in the last decade.

Eric Hesse noted building on this around how do we ensure that we’re moving toward our goals, I’m not entirely sure if the UPWP as a product is the right place other than the projects. How we think ahead and move toward this next RTP and all our local work is important. Portland’s Vision Zero team has also analyzed why and has shared some information with us recently around some of the trends and some of the causes. Maybe that’s part and parcel with those solutions and how we’re responding particularly in design elements because sometimes that may be contributing. What they also found out is that speed, distraction and inebriation are leading causes of some of these trends. So some of that is not engineering. That’s why we need a safe system approach. We need to continue to focus on where our actual infrastructure is in need of improvement. There are plenty of opportunities but it’s sort of a cultural norm. When our vehicles are getting larger, the fatality of crashes rate is increasing, there’s a whole lot of layers to this that aren’t simply our engineering choices. This is part of what should be included in the conversation. What are we learning? How do we share that? And then what do we do about it?

Chair Kloster proposed having a presentation on Portland’s projects profiles, at least some of the work being done with the Safe Streets, Safe System Approach, done before and after metrics to be able to show what was changed, but also the behavior that changed or did not change or degree of change. All those kinds of things that we have to track to figure out are we actually having that impact. Going forward it’s important to call this out in the scoping that we’re doing for these projects. It’s also important for us to learn from the work that’s rolling out on our system. Ms. McTighe has that planned to share at upcoming TPAC workshops and broader workshops aimed at professionals with best practices. They’ll be innovations that we haven’t figured out yet to be part of the design side. The issue of enforcement is part of the discussion. Mr. Hesse added appreciation for the work on the document that has become a more accessible document.

Dyami Valentine noted in terms of appreciating the product itself, there was a question on one of the work items. I appreciate seeing the update to the transportation functional plan and that schedule outlined. I was impressed in terms of the aggressive timeline of that. I wanted to confirm this because a lot of us will be tracking that closely as many of us are updating our transportation system plans with the goal of being consistent with that and doing some of our scoping. There seems to be a lot of work coming out of the RTP especially in the performance measures and the mobility standards. I’d like to confirm that timeline and if we’re anticipating having that wrapped up the middle of next year.

Kim Ellis noted we think that’s our goal. But we will be doing more detailed scoping and working with TPAC on that work plan and timeline. This is sort of an initial thought around trying to get it done because in recognition that many TSPs are going to be starting, have started, or will be starting. There is a sense of urgency, but we’ll take the time that we need to do it. I think the main goal is that we finish it before the next RTP update begins. We’ll begin scoping that in 2026. It’s not a hard deadline but that was a general time of year because it does seem there are specific things that we need to be working on. In addition to bring in some of the new work from the RTP, but it also hasn’t been updated since 2012. There’s a lot of outdated references. We will come to TPAC for discussion to develop the more detailed work plan around that timeline for working through it.

2028-30 Regional Flexible Funds Allocation (RFFA) Program Direction Discussion (Ted Leybold & Grace Cho, Metro) The presentation began with a brief background overview of what the Regional Flexible Funds Allocations (RFFA) program entails, the process program direction, Feb - June 2024, Step 2 project selection, Sept 2024 - Spring 2025, and adopt final RFFA, Spring - Summer 2025. The existing RFFA program direction was reviewed including the components and policy directives.

The RFFA Program Direction – Strategic Regional Funding Approach (interim) was explained including allocation objectives and cycle structure. Step 1 funding:

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

Step 2 program direction:

- 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

A summary of initial input on RFFA program direction to date was given. Next steps were given.

Comments from the committee:

Neelam Dorman noted it was understood and appreciated that there's a lot of policies and guidance that we're trying to reflect in the program direction and use as a basis. One of them mentioned was the regional transportation funding approach put together in 2009 for JPACT and updated. I couldn't find it in past RFFA materials and would appreciate having that shared with the committee to see what it is and how it's evolved since it's a pretty big guidance for the RFFA cycle.

Another request is when you draft the program direction if you could memorialize when and how JPACT and Metro Council decided on the bond repayment and the MPO dues. It would be good to have that documented somewhere showing how this was done such as a special resolution or during a RFFA cycle and continually supported in the following cycle. To clarify, my understanding is that JPACT and Metro Council can direct the program however they want. For example, if they wanted to prioritize some of the 2023 RTP goals and tackle in this RFFA cycle they can, or if they want to change the steps or add sub buckets or may want more than two steps. Are there any other restrictions on JPACT and Metro Council outside of the step two? You mentioned the no sub allocations and that they have to meet Federal funding requirements, eligibility requirements.

Ms. Cho noted the two specifically mentioned were just a couple of examples. I would look specifically back at the 2025-27 RFFA cycle program direction because one of those allocation objectives are included as part of that project direction. That's a starting point guide with reasons why several of those allocation objectives are in there because they're derived from making sure that we're meeting the federal regulations. In answer to your questions regarding JPACT and Metro Council essentially having a free reign, this is where we are having a discussion. We are operating under the assumption that we're starting from a lot of the same elements or components from the 2025-27 cycle. I think if there is a desire to discuss something that departs significantly from those, this would be the time that we are asking members to provide that input and feedback. We are specifically calling out what we're operating under, here are the main minor refinements that we imagine occurring under these four elements today.

Mr. Leybold added I think what we're saying is if people are contemplating significant departures from what Ms. Cho described this is the time to let people know, so that we can bring back and frame those conversations properly through JPACT and Metro Council process.

Allison Boyd noted some of her questions were asked by Ms. Dorman such as the strategic regional funding approach. I was trying to follow along and it looked like it was mentioned there was an increase to \$60 million for Step 2. Is that because there was that bond repayment reduction in Step 1 and that's being allocated to Step 2 now? Ms. Cho noted that's where we're placing it at this point. Federal repayment did get reduced or does drop in those federal years 28 through 30 from their high points that were in 25 through 27. The Step 1 was essentially showing the minimums that you would put amongst those two main components in Step 1, our project bond payment as well as working under the operating assumption that we continue the regionwide programs and planning activities. Everything else is dropped into Step 2.

It was confirmed this was all part of the program direction that will continue to be discussed in April and May. It was noted in the packet we had specific criteria for Step 2 as an attachment. Clarification was asked that was not going to be attached to the program direction. Detailed decision on how criteria would be measured by the June adoption would not be included in the program direction, correct?

Ms. Cho note this was put in as reference because that was the information in the application packet from the last cycle. In a sense that's where we're starting from. As you note, those evaluation measures are attached to the 2018 RTP but may need some refinements. They are intended for task information to be able to have some informed discussions. Metro staff will be finalizing the criteria for the Step 2 process this summer. As part of the program direction adoption, we're looking at the smaller two tables identified in the TPAC memo. Essentially, it's the four outcome areas and then discussion on what are those outcomes that we're trying to measure that's associated with each of those major goal areas that would be appropriate for the scale and size of what we're talking about in terms of the regional flexible fund allocation. Because we have performance measures for other parts of our planning work but they're looking at the systematic level vs individual projects for evaluation and consideration.

Confirmations on the program direction document were acknowledged. Regarding the carbon reduction funds, it was asked if it's known what they're proposing for the method for allocation or project selection for that? Or will this be decided by that June time period? Ms. Cho noted it's unlikely that will be decided by the adoption of the program direction. It is something we're trying to keep in mind. As we mentioned last month, we are going to allocate for the next cycle even though we noted the number of risks as it relates to that. We want to coordinate as much as possible. We'd like to look at streamlined opportunities with programs with carbon reduction but at this point we haven't made any decisions. We are still looking at the timeline for that. Unlikely for June but will return to TPAC when we have something more substantial to discuss.

Ms. Boyd added Multnomah County also supports further exploring resilience being added in since that was part of the 2023 goal areas and something we may be able to leverage other discretionary funds.

Eric Hesse noted to respond to the questions posted from the presentation, Portland is supportive of some of the test cases in terms of particularly the thriving economy goal added to the RTP. Since our

understanding is also that the MTIP is expected by our federal partners to align with and advance those long-range goals. I think continuing to look across those areas and ensure that we're aligning makes sense. Working from objectives that are defined in Chapter 2 under each of the goal areas is a promising way to think about framing it seemingly like we've done in the other goal areas. It seems like a reasonable approach even as you need to adjust some of those to evaluate projects rather than systemwide. Also appreciating that the goal area did evolve around climate to include a greater focus on resilience.

To date, I think we've heard articulation of trying to help us grapple with some of the impacts that have occurred. We are struggling a bit to understand how these types of projects, which tend to be at least in Step 2, much more capital projects that might align with what might in fact be operating cost impacts, but how do we think about that? I would like to get a little more tangible about what some of those project priorities might be that would address that, or hopefully we might be able to both make our system more resilient while also addressing the other goal areas.

Specific to some of the issues raised I would say from Portland's perspective, appreciating that you needed to put some numbers in certain pots today, but I think we would still want to have open for conversation as to whether those additional 13 point something monies coming from the bond area were to be allocated into Step 2. Ted Leybold noted this was not. It was noted that's an important conversation for policy makers to have particularly as we look at some of the input around how we continue to advance the CIG (capital investment grant program from the Federal Transit Administration which supports major capital projects and transit) pipeline and make those larger transit investments leverage significant Federal funding opportunities.

<https://www.transit.dot.gov/CIG>

On the CRP (Carbon Reduction Program) it might behoove us to be thinking a bit this spring around how that might compliment this program as we move forward to the program direction which may be of interest from policy makers understanding the full package as we discuss whether and how to focus on any particular areas.

Ted Leybold noted we've heard comments like wanting clarification on the forecast money and what monies were forecasted to be available vs what were the existing commitments. The funding of the Step 1 programs that we've always done at the existing capacity levels. Which we've defined as adding 3% per year to those programs to maintain their existing proposal. Given that we laid that out there is obviously money remaining or now from the reduction in the bond payment proposal if there's no other proposal on spending that it would go into the Step 2 program.

Tara O'Brien noted this is one of the main sources TriMet looks to for match for capital investment grant projects in addition to the many uses of RFFA funds. I saw in the feedback Metro is continuing to do some planning for tier 2 and 3 corridors in the HCT (High-Capacity Transit) plan but as is known, there's a very giant unfunded gap in our tier 1 HCT projects right now as well. Though we hear the interest in continuing of forward planning for more of those corridors, there's still a lot of work to be done on the tier 1 corridors in order to build those out and provide match for those. I hope we can continue to look to this funding source to help match the projects we currently are working on, planning and trying to deliver because it has been a critical funding source for that. I wanted to clarify that piece since we know that many of the HCT tier 1 projects still have a lot of funding to get through.

With regards to the resiliency and climate piece, definitely hear the need to continue to figure out ways to invest in this infrastructure. I also know the Step 2 funds are so critical for local jurisdictions to look to for many of their projects. So if there are ways to weave in that criteria in terms of how we're retrofitting our infrastructure to support multiple goals, like making multimodal investments as well as thinking about making systems more resilient, definitely look forward to having that conversation as we're trying to find all the places for how to support our partners in their resiliency plans. It does seem like there are several sources of federal funding currently available to support resiliency improvements to infrastructure. Mr. Hesse added to Tara's point, programs like PROTECT and the Bridge program are examples.

Dyami Valentine noted after each of these rounds there's been a desire to debrief from the previous round. I think there was a solicitation for comments and input. I wanted to know if this feedback has been received from previous rounds incorporated into the direction we're moving right now. Washington County is supportive of the thriving economy and having resiliency consideration as well into the desired outcomes and looking at appropriate criteria, acknowledging that we have in prior rounds also had a fairly strong thriving economy component. There were numerous rounds where we had the freight greening economy and desired outcomes as well as active transportation elements of the Step 2 program. We probably have some existing criteria that could be looked at from those previous rounds that may be relevant for that thriving economy desired outcome.

In terms of how substantial we want to shift gears this round or not, similar to what Ms. O'Brien was talking about in terms of building on our existing commitments, I also think we need to build on previously funded development projects and make sure they advance. We have a number of those that have been funded in previous months. I hope we can structure this in a way that continues those projects.

Acknowledging this is a substantial amount of funds but have typically funded relatively smaller level projects. When spread thin the impact of achieving some of the outcomes get a bit diluted. Thinking strategically about how we invest these dollars is important. I could see some desire coming forward to think about maybe prioritizing some of those outcomes. Maybe it's around safety or climate change that could potentially direct us in investing a little bit more substantially or maybe not as in smaller less impactful projects.

Ms. Cho noted we have been looking back at notes and lessons learned. A lot of the same questions came up each cycle along with some tradeoffs proposed. We're looking back and thinking through and trying to think creatively how we could propose elements of the process that might be different more specifically. We're thinking about that in Step 2. Still open to feedback and comments. Mr. Valentine added I might just encourage us to have that reflected from previous rounds shared out as well.

Mike McCarthy noted in terms of the thriving economy goal I want to suggest some sort of criteria about access to jobs and helping people get to employment and resiliency. I think some key barriers are places where we would lose connectivity in the event of a big earthquake for instance. You mentioned process considerations. I wanted to bring up a case from the last round that left some bitterness around our part of the region. And that was one project that was going to make some big improvements to sidewalks and bike lanes along an arterial. And how the existing road happens to have a narrow strip of concrete right behind the curb so some call it a curb, but a lot of people are just too afraid to use it with no bike lane or separation from the travel lane. Because of that it lost a

lot of points in both the pedestrian criteria and also the equity criteria because people said there's already a sidewalk. I hope that in this next round we don't have the same kind of situation if a similar project gets considered.

Jaimie Lorenzini noted comments oriented around the idea of the kind of language that we're using. I'm curious going forward how the term resilience will be defined. Because there's a lot of different ways that we could use that lens. Whether that means at more the adaptation of the climate change spectrum vs the mitigation side, or it could be resilience action needed. Having additional clarity around how the word resilience is being used would be helpful in providing better feedback.

Going back to the 25-27 RFFA direction, which includes some nuances around the technical evaluation side. One thing we did was include both qualitative and quantitative information in the technical report. And that qualitative element help reflect attributes about each project that were easy to capture in the strict numerical score. That in mind, can you remind me of the process? Last cycle when we were doing technical evaluations, when the initial review was done, did local jurisdictions or applicants have the ability to submit project revisions to help increase their technical score in response to concerns?

Ted Leybold noted there were two parts to this. The first was to do a risk assessment for project delivery risk. And we had a consultant go in and review the applications for that purpose, and they had the opportunity to interview the applicants and provide feedback. Then the applicants had the chance to revise and provide additional information around the risk assessment and the ability to provide information that could make their risk score lower. With regards to the technical scoring or rating process on being responsive to the outcomes and goals around the technical rating. I think unless there was a specific clarification question raised by the work group that was doing that work there wasn't feedback on your initial rating and not an opportunity to revise the application. There was only if the work group asked for additional clarification around something they weren't sure about those were the opportunities.

Ms. Lorenzini agreed with the understanding why that approach would be appropriate because it gets a little dicey when we talk about revisions to scores when it should be an unbiased score. That in mind, as we start thinking about how we can better support smaller jurisdictions and the idea of language that can be more abstract than perhaps the question calls for vs giving concrete examples of what is planned. That in mind, when we start doing the technical evaluation I wonder if we can build in a free technical evaluation where we could get some coaching and input to revise before we do the technical evaluation to flesh this out more. This could help not just those small jurisdictions but create a better understanding of how these projects are driving toward these big impacts that Metro is wanting to see to better meet goals. Regarding comments on lesser quality or underdeveloped sidewalk infrastructure, I wonder if there might be a nexus to bring in some of the ODOT information around levels of traffic stress and how that maybe can apply to places where there is substandard infrastructure that maybe deterring multimodal shift.

Dyami Valentine noted following up on this, it reminded him about some of those lessons or feedback from previous rounds. The pendulum has swung over time in terms of local evaluation because at one-point counties were doing that evaluation on behalf of Metro. From the last cycle I think there was some criticism, or at least self-perceived criticism from Washington County and other applicants in the county was the lack of opportunity to provide some clarity around some of the evaluation. I don't know if there is a way to incorporate a concurrence that seems reasonable in

the evaluation approach or how that could be included in the process. That's from numerous rounds where more localized evaluations were included.

Mr. Leybold noted we've always allowed county coordinating committees prioritization process as one of the inputs to the decision before it's made. And part of that is the county coordinating committees working together to look at their projects collectively and look at the technical ratings that have been provided, look at the risk assessment that's been provided, look at the public input that's been provided in your part of the region, and then consider amongst yourselves what do we think are our priorities as a sub region. And that input has often had an impact on the final decision made as one of the inputs to JPACT and Metro Council. That really has been part of the process every cycle. We're not proposing anything different this cycle at this point unless we hear something, some input that we need to change for that. That's something laid out as part of that process. So you have that opportunity at the sub regional county coordinating level to then think about all the inputs yourselves and try to provide a sort of sub regional priorities.

New Federal Greenhouse Gas Performance Measure Requirements (Kim Ellis & Eliot Rose, Metro)

The presentation began with noting 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. Information on FHWA performance measures and targets was provided. 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.

Details on state and MPO requirements was reviewed. The GHG calculation methodology for states and target setting timeline was reviewed. It was pointed out:

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.

Oregon and Washington long-term climate goals and approaches to setting FHWA targets was described. Next steps for this cycle were listed with presentations at TPAC, JPACT and Metro Council, with additional coordination with RTAC, RTC, ODOT and WSDOT. August 8 is the deadline for Metro and RTC to submit targets to state DOTs. Metro staff will be returning to TPAC in April to discuss potential target-setting approaches.

Key takeaways from the presentation:

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.

Comments from the committee:

Dyami Valentine noted in terms of additional information that might be helpful, maybe not everybody is familiar with the National Highway System Network, so making sure we know what that system is in further information provided. It was noted there is a map of this in the RTP. In addition, bonus slides not shown at the meeting will be included with the presentation when the packet is updated online. Maps are included.

Mike McCarthy noted in terms of the information that could help us, you can walk us through the Oregon and the Washington targets and what they are, how they get used, how you see them working well. Then just the feedback I would offer is I'd want to stay as close as possible to what our real goal is. And I think our real goal is reducing greenhouse gas emissions. So I want to stay as close as possible to actually modeling that. Because I think when we go to proxies or approximations or VMT per capita within the region we start getting away from our real goals and we can get to some measures that might reduce VMT per capita within the region, but might increase trips to and from the region, which will actually increase the overall greenhouse gas emissions. Same kind of thing where vehicles emit different levels of pollution, whether they're driving at a continuous speed or stop and go traffic. I think that is something that really should be considered when we're looking at this because I'd want to make sure we're getting as close as possible to our real goal of greenhouse gas emissions reduction.

Karen Buehrig noted in addition to the added presentation slides are there any other background reports that we should be familiarizing ourselves with or any sort of written documentation because it's difficult to be able to provide feedback to something that you're seeing right away and just to be better prepared as we go into the next meetings. Chair Kloster we can provide links to things that are happening at the state and federal level. This is new information coming out fast and posted on various websites but may not be helpful with our state target setting.

Mr. Rose added we can certainly follow up and send out good summaries so the committee can review a little more in advance next time. Ms. Buehrig noted the links to what the state was doing, since there seems to be this parallel, they're making some decisions and then we make some decisions, so that would be helpful. Kim Ellis added we do have the targets that both ODOT and WSDOT set and submitted to Federal Highway, so we can submit those summary documents. They are 2 pages and do not have a lot of information but at least it's their formal submittal. We'll get together some additional materials to help everybody get up to speed.

Eric Hesse gave appreciation for the impressive summary of both how these fits within the broader climate context in both states, and what we need to do in the context of this new rule. I echo what others have said and agree it would be helpful to see the summaries alluded to. In terms of one of the questions posted to the committee with the different approaches noted between the states, I think understanding a little bit more perhaps directly from those involved from the state in a future meeting, around how they thought about that and what the strategy was might be helpful. Including why Washington can get different outcomes in the same time period and what they are doing differently, appreciating there are a number of key policies the state has adopted. I think that will

help us understand how we should situate the regional target relative to that. Appreciating the short timeline, it doesn't feel like the opportunity to have the region understand how it can be measures as noted, the progress toward its own goals as it fits within the state. Clearly both states have a lot of regulatory and other context around that. I think continuing to understand how we might think through a target keeps us on track. All the policies, projects, development patterns and regulatory requirements may not align perfectly but understanding how they connect is an opportunity.

Additional thoughts on the subject were noted to send to Ms. Ellis and Mr. Rose by next Friday. Tara Weidner added the WSDOT folio on their target information with a link in chat:

<https://wsdot.wa.gov/sites/default/files/2024-01/TPM%20New%20GHG%20measure%20folio%20Jan2024.pdf>

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 12:00 p.m.

Respectfully submitted,
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, March 1, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	3/1/2024	3/1/2024 TPAC Agenda	030124T-01
2	2024 TPAC Work Program	2/23/2024	2024 TPAC Work Program as of 2/23/2024	030124T-02
3	Memo	2/20/2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: End of January through mid-February 2024	030124T-03
4	Memo	2/23/2024	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Administrative amendment to the 2023-24 Unified Planning Work Program (UPWP)	030124T-04
5	Handout	2/8/2024	Summary of Near-term Regional Planning and Collaboration to Implement the 2023 Regional Transportation Plan and Address Key Transportation Issues of Regional Concern	030124T-05
6	Draft Minutes	2/2/2024	Draft minutes from TPAC February 2, 2024 meeting	030124T-06
7	Draft Resolution 24-5395	N/A	Draft Resolution 24-5395 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	030124T-07
8	Exhibit A to Resolution 24-5395	N/A	Exhibit A to Resolution 24-5395	030124T-08
9	Staff Report Memo to Resolution 24-5395	2/21/2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: March FFY 2024 MTIP Formal Amendment & Resolution 24-5395 Approval Request	030124T-09
10	Fact Sheet	N/A	Westside Multimodal Improvements Study Addressing Transportation Challenges on the Westside	030124T-10
11	Fact Sheet	N/A	Westside Multimodal Improvements Study Who experiences transportation challenges in the Westside Corridor?	030124T-11
12	Document	February 2024	Draft Discussion: 2024-2025 Unified Planning Work Program	030124T-12

13	Memo	2/23/2024	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner, Metro RE: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Program Direction Overview & Input Received to Date	030124T-13
14	Attachment 1	2/23/2024	2028-2030 Regional Flexible Funds Allocation – Summary of Input Received from TPAC	030124T-14
15	Attachment 2	N/A	2025-2027 RFFA Technical Evaluation Performance Measures	030124T-15
16	Handout	2/22/2014	Coordinated Timeline for Meeting New Federal Greenhouse Gas Performance Measure and Target Setting Requirements	030124T-16
17	Slide	3/1/2024	February traffic deaths in Clackamas, Multnomah and Washington counties	030124T-17
18	Presentation	3/1/2024	March 2024 Formal MTIP Amendment Resolution 24-5395	030124T-18
19	Presentation	3/1/2024	Westside Multimodal Improvements Study	030124T-19
20	Presentation	3/1/2024	2024-25 Unified Planning Work Program	030124T-20
21	Presentation	3/1/2024	2028-30 Regional Flexible Funds Allocation (RFFA) – Program Direction Overview & Input Received	030124T-21
22	Presentation	3/1/2024	Introduction to FHWA GHG performance measure and target	030124T-22
23	Slide	3/1/2024	Websites with Additional Information	030124T-23
24	Handout	2/16/2024	Oregon State Initial GHG Report	030124T-24
25	Handout	2/16/2024	Washington State Initial GHG Report	030124T-25
26	Handout	January 2024	TPM Greenhouse Gas emissions rule changes	030124T-26

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF ADDING FIVE
NEW PROJECTS TO THE 2024-27 MTIP
TO MEET FEDERAL TRANSPORTATION
PROJECT DELIVERY REQUIREMENTS**) RESOLUTION NO. 24-53XX
)
) Introduced by: Chief Operating
) Officer Marissa Madrigal in
) concurrence with Council President
) Lynn Peterson

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

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

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 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 is adding two new safety upgrade project grouping buckets that will consist of multiple site locations to provide curve warning advisories and complete American with Disabilities Act standards required curb and gutter upgrades throughout the Metro Metropolitan Planning Area boundary; and

WHEREAS, the Oregon Department of Environmental Quality awarded TriMet \$262,016 of federal Congestion Mitigation Air Quality improvement funds in support of TriMet's planned purchase of a replacement battery electric bus; and

WHEREAS, the Congressional approval and recent appropriations authorization enables two Federal Fiscal Year 2024 Congressionally Directed Spending awards for TriMet to now move forward to be obligated and expended through the Federal Transit Administration; and

WHEREAS, one of the Congressionally Directed Spending awards provides \$1,000,000 in supplemental funding for the Gateway Transit Center upgrades as part of the Better Red MAX Line Extension project and the other provides \$5,000,000 to support the new Columbia Zero Emissions Bus Operations Facility; and

WHEREAS, the programming updates to add all five projects are stated in Exhibit A to this resolution; and

WHEREAS, on April 5, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on April 18, 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 all five new projects as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
April FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: AP24-07-APR

The April Federal Fiscal Year 2024 Formal MTIP Amendment adds five new projects to the MTIP. MTIP and STIP programming is required to meet federal transportation delivery requirements. A summary of the changes includes the following:

- [**Key 22728 - Northwest Oregon Curve Warning Upgrades \(2027\) \(ODOT\)**](#): The formal amendment adds the preliminary engineering phase for this new project grouping bucket.
- [**Key 23612 - Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 1 \(ODOT\)**](#): The formal amendment adds the Utility Relocation and Construction phases for this new ODOT ADA Curbs and Ramps upgrade project grouping bucket to the MTIP.
- [**Key 23630 - TriMet Battery Electric Buses Purchase \(TriMet\)**](#): The formal amendment adds the new Oregon Department of Environmental Quality Congestion Management Air Quality (CMAQ) funding award for TriMet to the MTIP to support the purchase of a new replacement full-sized Battery Electric Bus.
- [**Key NEW TBD - Gateway Transit Center Upgrades - TriMet**](#): The formal amendment adds the new FFY 2024 Congressional approved Congressionally Directed Spending (CDS) award to the MTIP for TriMet that provides supplemental funding in support of ongoing upgrades to the Gateway Transit Center as part of the Better red MAX Line Extension Project.
- [**Key NEW - Columbia Zero Emissions Bus Operations Facility - TriMet**](#): The formal amendment adds the new FFY 2024 Congressional approved Congressionally Directed Spending (CDS) award to the MTIP to support the design and construction of the new Columbia Zero Emissions Operations Facility for TriMet.

The Exhibit A Tables starting on the next provide a summary of the changes and programming actions for the included projects. See the Exhibit A MTIP Worksheets for the detailed changes and consistency review areas.

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 24-53XX

April FFY 2024 Formal Transition Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: AP24-07-APR
 Total Number of Projects: 5

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 April 2024 Formal Amendment				
None				
Category: New Projects Being Added to the MTIP				
(#1) ODOT Key # 22728 MTIP ID TBD <i>New Project</i>	ODOT	Northwest Oregon Curve Warning Upgrades (2027)	Complete design to install warning signs at curves on various highway segments to aid in reducing vehicle collisions.	<u>ADD NEW PROJECT:</u> The formal amendment adds the preliminary engineering phase for ODOT’s Curve Warning Safety Upgrades project to the MTIP.
(#2) ODOT Key # 23612 MTIP ID 71228 <i>New Project</i>	ODOT	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 1	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new ADA Curbs and Ramps upgrade project which includes adding the Utility Relocation plus Construction phases. Preliminary Engineering is being completed as part of Key 22978.
(#3) ODOT Key # 23630 MTIP ID New – TBD <i>New Project</i>	TriMet	TriMet Battery Electric Buses Purchase	This project will fund one new battery electric bus (BEB) purchase as part of a larger order of 17 vehicles (2026 BEB purchase) that will replace the 2900 series, diesel, 40-ft buses.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new DEQ CMAQ funded project to the MTIP for TriMet.

<p>(#4) ODOT Key # New - TBD MTIP ID New – TBD <i>New Project</i></p>	<p>TriMet</p>	<p>Gateway Transit Center Upgrades - TriMet</p>	<p>Supplemental funding supporting the design and construction upgrades to Gateway Transit Center to add turnaround and layover space needed for service growth, accommodate new articulated, zero-emission buses and rehabilitate the operator facilities</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds the new Congressional approved \$1 million dollars FFY 2024 Congressionally Directed Spending (CDS) project award to the MTIP in support of ongoing Gateway Transit Center upgrades as part of the larger Better Red MAX Line Extension project.</p>
<p>(#5) ODOT Key # New - TBD MTIP ID New – TBD <i>New Project</i></p>	<p>TriMet</p>	<p>Columbia Zero Emissions Bus Operations Facility - TriMet</p>	<p>The Columbia ZEB Ops Facility, TriMet's fourth bus base, will be a hub for powering and maintaining zero emissions buses and training operators plus help fund the design and construction of the facility, which will also serve fuel cell electric buses.</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds new Congressional approved new \$5 million FFY 2024 Congressionally Directed Spending (CDS) awarded project for TriMet to support the construction of the Columbia Zero Emissions Bus Operations and Maintenance Facility in northern Portland on Columbia Blvd.</p>

Proposed Amendment Review and Approval Steps:

- Tuesday, April 2, 2024: Post amendment & begin 30-day notification/comment period.
- Friday, April 5, 2024: TPAC meeting (Required Metro amendment notification)
- Thursday, April 18, 2024: JPACT meeting.
- Wednesday, May 1, 2024: End 30-day Public Comment period.
- Thursday, May 9, 2024: Final approval from Metro Council anticipated.
- Early to mid-June 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 the new ARTS Safety PGB to
 the 2024-27 MTIP

Project #1

Project Details Summary							
ODOT Key #	22728	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:		AP24-07-APR		STIP Amendment ID:		24-27-0855	

Summary of Amendment:

Key 22728 is an existing non-Metro MPO statewide Project Grouping Bucket (PGB) focusing on required curve warning safety upgrades. The PGB will now complete scoping reviews to determine eligible projects which also now will include Region 1 locations. Key 22728 will eventually include approved Region 1 site locations that are inside the Metro MPA boundary. As a result of this, the PGB is required to be programmed in the Metro MTIP. The funding originates from the OODT ARTS program (All Roads Transportation Safety) which has a purpose to achieve a significant reduction in fatalities and serious injuries through a data-driven strategic approach to improving safety on all public roads, with a focus on implementation of cost-effective and proven measures. Only Preliminary Engineering is being programmed at this time. Applicable ROW, UR, and Construction phase programming will occur at a later time. The existing non-MPO programming for Key 22728 totals \$529,423. Additional authorized ARTS Program funding is being added to the Metro MTIP version in Key 22728 for a revised total of \$1,351,310. By adding the project to the Metro MTIP, a fiscal constraint impact occurs which triggers the need for a formal/full MTIP amendment.

Project Name:	Northwest Oregon Curve Warning Upgrades (2027)						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	No	

Short Description:

Complete design to install warning signs at curves on various highway segments to aid in reducing vehicle collisions.

MTIP Detailed Description (Internal Metro use only):

At various possible eligible site locations in the western and southern Metro MPA boundary area, complete required design and scoping activities to later install warning signs at curves on various highway segments to aid in reducing vehicle collisions. (ARTS funding)

STIP Description:

Complete design to install warning signs at curves on various highway segments to aid in reducing vehicle collisions.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification and Reconfiguration	Systems Management, ITS and Operations
ODOT Work Type:	Safety		

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									
State STBG	Y240	2024		\$ 821,887					\$ 821,887
HSIP	YS30	2024		\$ 529,423					\$ 529,423
Federal Totals:			\$ -	\$ 1,351,310	\$ -	\$ -	\$ -	\$ -	\$ 1,351,310

Note: The State STBG and HSIP funds are 100% federal, no minimum match required.

State Funds

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

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	\$ -	\$ 1,351,310	\$ -	\$ -	\$ -	\$ -	\$ 1,351,310
Total Estimated Project Cost							\$ 1,351,310
Total Cost in Year of Expenditure:							\$ 1,351,310

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The project is only programming the PE phase at this time.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 1,351,310	\$ -	\$ -	\$ -	\$ -	\$ 1,351,310
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.00%	N/A	N/A	N/A	N/A	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,351,310	\$ -	\$ -	\$ -	\$ -	\$ 1,351,310
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 1,351,310	\$ -	\$ -	\$ -	\$ -	\$ 1,351,310

Phase Composition Percentages

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

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 529,423					Aid ID
Federal Funds Obligated:		\$ 529,423					SA00(628)
EA Number:		PE003545					FHWA or FTA
Initial Obligation Date:		11/28/2023					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
						Estimated Project Completion Date:	12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT ARTS Program
2. Does the amendment include changes or updates to the project funding? Yes. New ODOT ARTS Program funding is being added to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change?
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	Not Identified Yet	Not Identified Yet	Not Identified Yet	Not Identified Yet
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Identified Yet		Not Identified Yet		Not Identified Yet

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2024	Years Active	0	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num
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 Performance measure assessment can't be applied until specific locations are known

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
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
Exemption Reference:	Safety - Traffic control devices and operating assistance other than signalization projects
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
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. Planning 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.
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 (Primary Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goal: Goal # 2 - Safer System: Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
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.

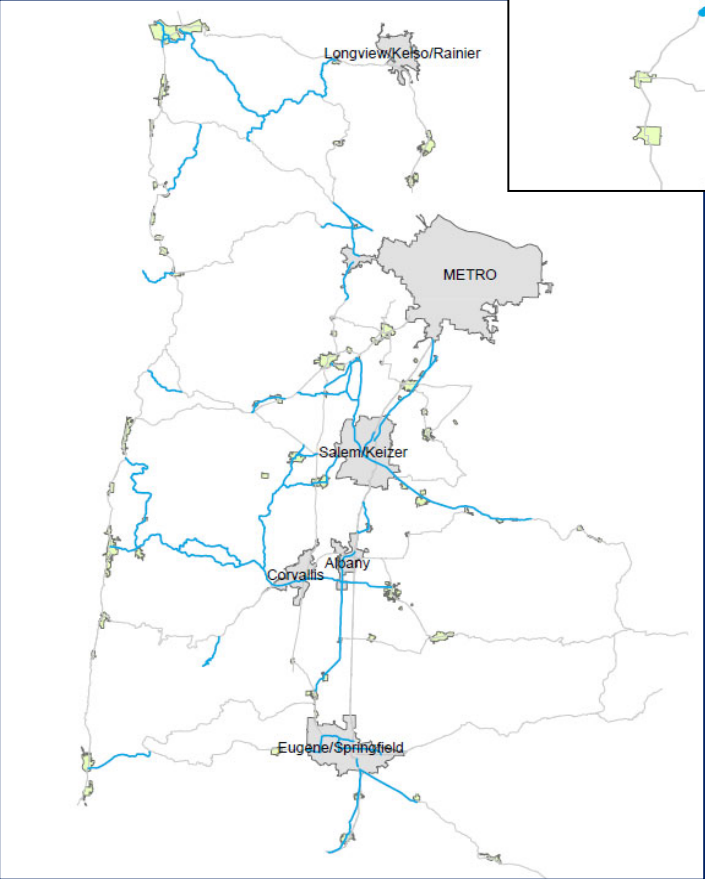
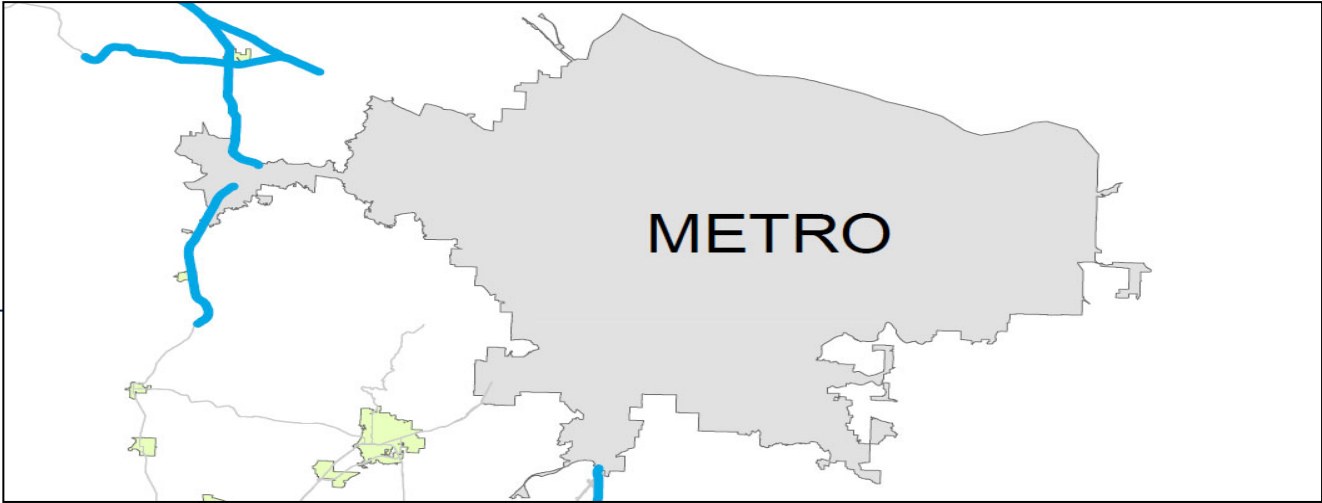
Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? Estimated to be April 2, 2024 to May 1, 2024
3. Was the comment period completed consistent 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:

Fund Codes References

HSIP	A federal funding source (FHWA based) appropriated to the State DOT. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

Current non-MPO Statewide Key 22728 programmed in the STIP. Because the project exists outside of the Metro MPA boundary, MTIP programming is not required.

Name: Curve warning upgrades (Clatsop, Lincoln & Polk Counties)					Key: 22728		
Description Complete design to install warning signs at curves on the following highway segments to aid in reducing vehicle collisions.							Region: 2
MPO: Non-MPO			Work Type: SAFETY				
Applicant: ODOT			Status: PROJECT FUNDED THROUGH FINAL PLANS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
		Various	VARIOUS HIGHWAYS	CASCADES WEST ACT	VARIOUS		
		Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT	VARIOUS		
		Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$529,423.00					\$529,423.00
Fund 1		YS30	\$529,423.00				
Match							
Footnote:							



Statewide and Metro MPA specific targeted routes to complete scoping and final eligible site location determinations. Metro MPA boundary area potential site locations are in the extreme western and southern part of the MPA.

Key Number: 22728 2024-2027 STIP

Project Name: Northwest Oregon curve warning upgrades (2027) (DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y240	Surface Transportation Block Grant (STBG) - Flex IIA	60.82%	821,887.00	100.00%	821,887.00	0.00%	0.00	0.00%	0.00
	YS30	Highway Safety Imp Program IIA	39.18%	529,423.00	100.00%	529,423.00	0.00%	0.00	0.00%	0.00
PE Totals			100.00%	1,351,310.00		1,351,310.00		0.00		0.00
Grand Totals					1,351,310.00		1,351,310.00		0.00	0.00

Note: The below table is a sample of the possible site locations that require additional scoping to determine if they will be included in the final approved site list. There are approximately 563 identified statewide site locations with approximately 77 identified in Region 1. The scoping list does not reflect the final approved list of site locations where the curve warning upgrades will occur. As a result of this, the project grouping bucket is considered "regional - final approved site locations not yet determined".

ODOT Curve Warning Scoping Inventory List

Scoping Number	District/ Area	Route Number	Mainline Highway ID	Mainline or Connection or Frontage Rd	Notes and/or Connection or Frontage Rd Highway ID	BEGIN MP	END MP
2427_00198	1	OR-47	Hwy 29 - Tualatin Valley Hwy	Mainline	None	19.30	25.72
2427_00198	1	OR-6	Hwy 37 - Wilson River Hwy	Mainline	None	42.30	51.68
2427_00198	1	N/A	Hwy 37 - Wilson River Hwy - OCEAN PLACE CONN.	Connection	037AA	0.22	0.26
2427_00198	1	N/A	Hwy 37 - Wilson River Hwy - NEHALEM HWY. CONN. NO. 1	Connection	037AB	49.10	49.23
2427_00198	1	N/A	Hwy 37 - Wilson River Hwy - NEHALEM HWY. CONN. NO. 2	Connection	037AC	49.10	49.23
2427_00187	1	OR-53	Hwy 46 - Necanicum Hwy	Mainline	cut from	0.04	19.03
2427_00198	1	US-26	Hwy 47 - Sunset Hwy	Mainline	None	45.41	55.19
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - COAST HWY CONN.	Connection	047AA	0.11	0.19
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - SUNSET S.R.A. CONN.	Connection	047AB	28.63	29.09
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - WILSON RIVER HWY CONN.	Connection	047AC	53.21	53.34
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 1	Connection	047AE	55.01	55.22
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 2	Connection	047AF	55.10	55.30
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 3	Connection	047AG	55.19	55.43
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 4	Connection	047AH	55.38	55.60
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 5	Connection	047AI	54.68	54.93
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - TILLAMOOK JCT. FRONTAGE RD.	Frontage Rd	047AD	53.62	53.98
2427_00187	1	OR-47	Hwy 102 - Nehalem Hwy	Mainline	cut from	0.00	46.14
2427_00198	1	OR-47	Hwy 102 - Nehalem Hwy	Mainline	None	80.83	90.16
2427_00198	1	N/A	Hwy 102 - Nehalem Hwy - WARRENTON-ASTORIA HWY CONN.	Connection	102AA	1.43	1.52



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new ODOT ADA Curbs and Ramps upgrade project

Project #2

Project Details Summary							
ODOT Key #	23612	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:		AP24-07-APR		STIP Amendment ID:		24-27-0814	

Summary of Amendment Changes Occurring:
 The formal MTIP Amendment adds the new ODOT ADA curbs and ramps upgrade project to the MTIP and STIP. Required funding was approved by the OTC during their March 14, 2024 meeting and originates from Key 23042. This specific project provides the funding to support Utility Relocation and construction phase needs. Preliminary Engineering activities were completed previously through funding in Key 22978.

Project Name:	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 1						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:
 Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

MTIP Detailed Description (Internal Metro use only):
 Across Region 1, construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) possibly up to 350 statewide site locations.

STIP Description:
 Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Sidewalk Reconstruction	Capital Improvement
ODOT Work Type:	ADAP		

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									
AC-GARVEE	ACPO	2024				\$ 50,000			\$ 50,000
AC-GARVEE	ACPO	2024					\$ 11,685,116		\$ 11,685,116
Federal Totals:			\$ -	\$ -	\$ -	\$ 50,000	\$ 11,685,116	\$ -	\$ 11,735,116

- Notes:
1. Preliminary Engineering was completed through funding provided in Key 22978. Key 22978 was programmed and obligated as part of the 2021-24 MTIP and STIP and not carried over into the 2024-27 MTIP and STIP.
 2. The expected Advance Construction conversion code is GAVREE Bond funds (GRVE fund code)
 3. GARVEE bond funds are considered 100% federal. There is no associated required match.
 4. The UR and Construction phase funding originates from a non-MPO Statewide project grouping bucket (PGB) in Key 22043.

State Funds

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

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	\$ -	\$ -	\$ -	\$ 50,000	\$ 11,685,116	\$ -	\$ 11,735,116

Total Estimated Project Cost \$ 11,735,116
 Total Cost in Year of Expenditure: \$ 11,735,116

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:	\$ -	\$ -	\$ -	\$ 50,000	\$ 11,685,116	\$ -	\$ 11,735,116
Phase Change Percent:	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	0.00%	0.00%	N/A	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ 50,000	\$ 11,685,116	\$ -	\$ 11,735,116
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ 50,000	\$ 11,685,116	\$ -	\$ 11,735,116

Phase Composition Percentages

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

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.4%	99.6%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.4%	99.6%	0.0%	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
Are federal funds being flex transferred to FTA?		Yes/No	If yes, expected FTA conversion code:			N/A	

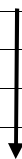
Fiscal Constraint Consistency Review
1. What is the source of funding? Federal GARVEE funds
2. Does the amendment include changes or updates to the project funding? Yes. The amendment adds new federal AC funds with the expected conversion to be GARVEE funds.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via OTC staff report item.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Yes. OTC approval was required and occurred on March 14, 2024
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
	Eventually	TBD	TBD	TBD	TBD
Cross Streets	Route or Arterial		Cross Street		Cross Street
	TBD		TBD		TBD

Note: The funding may support up to 350 site locations throughout region 1.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	6	Pre-construction activities (pre-bid, construction management oversight, etc.).	
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						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
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
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	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	Regionwide for the time being. Specific locations to be determined 
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	TBD	Possible - Specific future locations may be located on the NHS
Functional Classification	N/A	TBD	TBD
Federal Aid Eligible Facility	N/A	Yes	Specific site locations will be federal aid eligible.

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? **Not at this time.**
3. Is the project included as part of the approved: UPWP? **No**
- 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 Goal:
Goal # 2 - Safe System :
 Objective 2.1 Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
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 April 2, 2024 to May 1, 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.**

Fund Codes References

Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-GARVEE	The term Grant Anticipation Revenue Vehicles (GARVEEs) is considered a debt instrument that has a pledge of future Title 23 Federal-aid funding. A GARVEE is a type of anticipation vehicle, which are securities (debt instruments) issued when moneys are anticipated from a specific source to advance the upfront funding of a particular need. In the case of transportation finance the anticipation vehicles' revenue source is expected Federal-aid grants. In this case "AC-GARVEE" refers to the expectation that the conversion of the Advance Construction placeholder fund type will be GARVEE bonds.



Statewide Transportation Improvement Program
Amendment Project Summary

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Page 3 of 3

Key Number: 23612

2024-2027 STIP

Project Name: Portland Metro area 2024-2027 ADA curb ramps,

(DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	50,000.00	100.00%	50,000.00	0.00%	0.00	0.00%	0.00
	UR Totals		100.00%	50,000.00		50,000.00		0.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	11,685,116.00	100.00%	11,685,116.00	0.00%	0.00	0.00%	0.00
	CN Totals		100.00%	11,685,116.00		11,685,116.00		0.00		0.00
Grand Totals						11,735,116.00		0.00		0.00

Name: Portland Metro area 2024-2027 ADA curb ramp construction

Key: 23043

Description ADA program funding for future construction activities. Projects to be identified at a later date.

Region: 1

MPO: Non-MPO

Work Type: ADAP

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	VARIOUS

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$117,430,000.00		\$117,430,000.00
Fund 1					ACPO \$117,430,000.0		
Match							

Footnote:



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ODOT Key: 22978 | MTIP ID: 71335

Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1 - Cycle 2021-26

Project(s) in this cycle are not editable

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2023		\$17,587,080	\$2,012,920		\$19,600,000	<input type="checkbox"/>
	2021	STBG - STATE	\$17,587,080	\$2,012,920		\$19,600,000	
Totals >>			\$17,587,080	\$2,012,920	\$0	\$19,600,000	

Across the Portland Metro region on Routes OR8, OR47, OR10, OR 43, OR99W, OR99E, OR213, US30, US26, I-5, I-84, I-205, and I-405, complete PE design requirements for future selected ADA compliant curb and ramp upgrade site locations



DATE: March 5, 2024

TO: Oregon Transportation Commission

FROM: 
 Kristopher W. Strickler
 Director

SUBJECT: Consent Item 05– 2024-2027 Quarterly OTC STIP Adjustment, March 2024

Requested Action:

Approve the attached list of added, modified, or canceled projects to the Statewide Transportation Improvement Program (STIP).

Background:

As shared at the July 2023 commission meeting update regarding the 2024-2027 STIP, ODOT will bring a list of projects for commission approval on a quarterly basis.

The goal of this adjustment is to streamline amendment needs and requests for commission consideration well in advance of project deadline requirements. To increase transparency and create efficiencies, the department is changing the STIP amendment process for the 2024-2027 STIP.

As part of the 2024-27 STIP development process, STIP funding programs allocated funds to individual projects for design. Construction funding was placed into a STIP reserve account for dispersal as projects are ready for delivery. This change allows funding to be added to individual projects when estimates are better aligned with market conditions prior to construction initiation, helping to reduce the need for multiple amendments.

The attached list includes current projects to be modified, cancelled, or in need of funding allocations from STIP reserves.

Additionally, ODOT is currently assessing STIP project delivery performance, transparency and outcomes. As a result of this review, the department is implementing additional quality controls for continued improvements to help reduce the need for changes within any given STIP cycle.

Next Steps:

With approval, ODOT will modify, cancel, or add funding to the attached list of projects in the 2024-2027 STIP.

Without approval, each project will be reviewed and brought forward as a separate amendment.

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge # (if applicable)	Phase	Primary Work Type	Funding Responsibility of new funds	Current Total (\$0 if new)	Proposed Total	Difference	Description of Change (limit to 200 characters)
23329	5	Eastern Oregon ARTS program Construction Reserve FFY24-27	Various	Various		CN	Safety	ARTS Region 5	\$ 6,680,333.70	\$ 5,555,333.70	\$ (1,125,000.00)	Reduce by \$1,125,000 and add to K23225.
23330	5	Eastern Oregon HB2017 Safety Funding Reserve FFY24-27	Various	Various		CN	Safety	HB2017 Safety R5	\$ 742,259.30	\$ 617,259.30	\$ (125,000.00)	Reduce by \$125,000 and add to K23225.
23612	1	Portland Metro area 2024-2027 ADA curb ramps, phase 1	Various	Various		UR/CN	ADA	GARVEE - ADA	\$ -	\$ 11,735,116.00	\$ 11,735,116.00	Add new project (\$11,685,116 for CN and \$50K for UR), moving funds from K23043. Designed under project key 22978.
23043	1	Portland Metro area 2024-2027 ADA curb ramp construction				CN	ADA	GARVEE - ADA	\$ 117,430,000.00	\$ 105,694,884.00	\$ (11,735,116.00)	Reduce by \$11,735,116 and add to to new project (KN TBD).
	1	OR211/US26 Curb Ramps (Molalla/Sandy)	OR211: 12.7 US26: 22.74	OR211: 13.29 US26: 24.61		RW	ADA	GARVEE - ADA	\$ -	\$ 834,000.00	\$ 834,000.00	Add new project, moving funds from K23038. Designed under project key 21488.
23038	1	Portland Metro area 2024-2027 ADA curb ramp right of way				RW	ADA	GARVEE - ADA	\$ 17,630,000.00	\$ 16,796,000.00	\$ (834,000.00)	Reduce by \$834,000 and add to new project (KN TBD).

The below table is sample form the total State Highway list of possible ADA candidate improvement locations. The list covers Region 1 possible site locations. The final approved list of site locations has not been determined yet. The possible candidate list includes 3,899 identified site locations in Region 1. A preliminary estimate indicates that up to 350 site locations may be funded . For now, the project grouping bucket for programming purposes is considered "regional- with locations not yet finalized."

OBJECTID *	SHAPE *	ODOT Highway Name	ODOT Highway Number	Highway Number Suffix	Roadway ID	Mileage Type	Overlap Mileage Code	Roadway Type	Begin Milepoint	End Milepoint	Linear Reference System Key	Linear Reference Method Key	GIS Process Date	Effective Date	SHAPE_Length
2902	Polyline M	PACIFIC	1	0	2	0	0	reg	282.34	282.66	000100200S00	00100I00	12/27/2023	2023	53.503453
1755	Polyline M	PACIFIC	1	0	1	0	0	reg	282.65	282.86	000100100S00	00100D00	12/27/2023	2023	1023.533974
1263	Polyline M	PACIFIC	1	0	2	0	0	reg	282.66	282.91	000100200S00	00100I00	12/27/2023	2023	1021.928771
1833	Polyline M	PACIFIC	1	0	1	0	0	reg	282.86	283.54	000100100S00	00100D00	12/27/2023	2023	3698.112554
780	Polyline M	PACIFIC	1	0	2	0	0	reg	282.91	283.01	000100200S00	00100I00	12/27/2023	2023	529.293279
2409	Polyline M	PACIFIC	1	0	2	0	0	reg	283.01	283.67	000100200S00	00100I00	12/27/2023	2023	3798.099476
214	Polyline M	PACIFIC	1	0	1	0	0	reg	283.54	284.05	000100100S00	00100D00	12/27/2023	2023	2890.682336
1828	Polyline M	PACIFIC	1	0	2	0	0	reg	283.67	284.15	000100200S00	00100I00	12/27/2023	2023	2532.054001
717	Polyline M	PACIFIC	1	0	1	0	0	reg	284.05	285.82	000100100S00	00100D00	12/27/2023	2023	9106.608742
3249	Polyline M	PACIFIC	1	0	2	0	0	reg	284.15	285.87	000100200S00	00100I00	12/27/2023	2023	9073.194034
2377	Polyline M	PACIFIC	1	0	1	0	0	reg	285.82	285.88	000100100S00	00100D00	12/27/2023	2023	285.03757
3636	Polyline M	PACIFIC	1	0	2	0	0	reg	285.87	285.88	000100200S00	00100I00	12/27/2023	2023	53.660316
3835	Polyline M	PACIFIC	1	0	1	0	0	reg	285.88	286.15	000100100S00	00100D00	12/27/2023	2023	1416.510431
741	Polyline M	PACIFIC	1	0	2	0	0	reg	285.88	286.22	000100200S00	00100I00	12/27/2023	2023	1852.392085
1835	Polyline M	PACIFIC	1	0	1	0	0	reg	286.15	286.45	000100100S00	00100D00	12/27/2023	2023	1678.848674
406	Polyline M	PACIFIC	1	0	2	0	0	reg	286.22	286.5	000100200S00	00100I00	12/27/2023	2023	1551.47698
2555	Polyline M	PACIFIC	1	0	1	0	0	reg	286.45	287.93	000100100S00	00100D00	12/27/2023	2023	7563.494161
3292	Polyline M	PACIFIC	1	0	2	0	0	reg	286.5	288.21	000100200S00	00100I00	12/27/2023	2023	8753.729269
3287	Polyline M	PACIFIC	1	0	1	0	0	reg	287.93	288.97	000100100S00	00100D00	12/27/2023	2023	5683.687985
878	Polyline M	PACIFIC	1	0	2	0	0	reg	288.21	289.06	000100200S00	00100I00	12/27/2023	2023	4288.848982
1942	Polyline M	PACIFIC	1	0	1	0	0	reg	288.97	289.27	000100100S00	00100D00	12/27/2023	2023	1605.961225
2365	Polyline M	PACIFIC	1	0	2	0	0	reg	289.06	289.28	000100200S00	00100I00	12/27/2023	2023	1348.812057
3214	Polyline M	PACIFIC	1	0	1	0	0	reg	289.27	289.75	000100100S00	00100D00	12/27/2023	2023	2500.169013



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new DEQ approved
 CMAQ project to the MTIP

Project #3 **CMAQ funds will be flex transferred to FTA, Conversion Code is 5307**

Project Details Summary							
ODOT Key #	23630	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes = 5307
MTIP Amendment ID:		AP24-07-APR		STIP Amendment ID:		24-27-0911	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new DEQ approved CMAQ funded project for TriMet. This grant will fund one new replacement Battery Electric Bus (BEB) that will be purchased as part of a larger order of 17 vehicles (2026 BEB purchase) which will replace the 2900 series, diesel, 40-ft buses purchased from New Flyer, Inc., placed in service in the Spring of 2009. The BEB order currently placed that are expected to come in during FY2024 will be based at Powell Garage, which was recently re-built to provide updated maintenance facilities that can also support BEBs

Project Name:	TriMet Battery Electric Buses Purchase						
Lead Agency:	TriMet	Applicant:	TriMet		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	
Emission Reductions Summary							
VOC:	0.0206	PM2.5:	0.0032	PM10:	0.0034		
NOx:	0.6255	CO:	0.1513	CO2:	---		
CMAQ State Manager Approval:	Debbie Gregg, Grants Director				2/16/2024		

Short Description:
 This project will fund one new battery electric bus (BEB) purchase as part of a larger order of 17 vehicles (2026 BEB purchase) that will replace the 2900 series, diesel, 40-ft buses.

MTIP Detailed Description (Internal Metro use only):
 Purchase 1 replacement 40-foot replacement Battery Electric Bus which is part of a larger 17 replacement bus purchase to replace the series 2900 existing bus fleet.

STIP Description:
 This project will fund one new battery electric bus (BEB) purchase as part of a larger order of 17 vehicles (2026 BEB purchase) that will replace the 2900 series, diesel, 40-ft buses.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Vehicles	Vehicles - Replacement	Systems Management, ITS, and Operations
ODOT Work Type:	CMAQ		

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									
CMAQ	Y400	2025						\$ 262,016	\$ 262,016
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 262,016	\$ 262,016

State Funds

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

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 29,989	\$ 29,989
Other	OTH0	2025						\$ 1,046,353	\$ 1,046,353
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,076,342	\$ 1,076,342

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,338,358	\$ 1,338,358

Total Estimated Project Cost	\$ 1,338,358
Total Cost in Year of Expenditure:	\$ 1,338,358

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,338,358	\$ 1,338,358
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,989	\$ 29,989
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 262,016	\$ 262,016
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,076,342	\$ 1,076,342
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,338,358	\$ 1,338,358

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	19.6%	19.6%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	80.4%	80.4%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	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%	0.0%	0.0%	0.0%	0.0%	19.6%	19.6%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	80.4%	80.4%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FMIS
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes: Part of a larger bus purchase. Completion is an estimate of initial vehicle deliveries							
Are federal funds being flex transferred to FTA?		Yes		If yes, expected FTA conversion code:		5307	

Fiscal Constraint Consistency Review	
1. What is the source of funding? DEQ awarded CMAQ funding	
2. Does the amendment include changes or updates to the project funding? Yes. New CMAQ funds (non Metro allocated) are being added to the MTIP.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via approved CMAQ application through the ODOT State CMAQ Manager	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? DEQ approval plus ODOT State CMAQ manager approval.	
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	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Added Note:	The bus purchase is a replacement vehicle and is not considered a fleet expansion. Specific use routes are not required for MTIP programming				
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable
Added Note:	The BEB is projected to be based out of TriMet's Powell Garage.				

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	N/A
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
	X				X		As a replacement bus procurement, the specific line application is not specified, Therefore, Equity can't be determined now.

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project, Replacement bus procurement.
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
Exemption Reference:	Mass Transit: Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	10928 - Operating Capital: Fleet Vehicles: Phase 1
RTP Project Description:	Replacement and refurbishment of zero emission buses, articulated buses, light rail and LIFT vehicles.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

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? 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 # 1 - Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2: 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 capita 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 April 2, 2024 to May 1, 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: Compressed MTIP processing through Metro will be requested.

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are normally apportioned to the eligible states and then potentially sub-allocated to MPOs or other eligible agencies based on a formula allocation.
Other	General local or state funds used above the federal minimum match requirement. Also referred to as "overmatch" funds.

PROJECT LOCATION							
Street(s) Name (or Nearest Street): 9800 SE Powell Blvd, Portland, Oregon 97266							
Cross Streets, Termini:			Functional Class:				
Project Location (City): Portland			Total Linear Feet:				
DETAILED COST ESTIMATE / SCHEDULE							
Provide cost, including match, for eligible components. Use additional sheets for detailed estimate.							
Phase	Program FYs (beginning & completion)	Other Federal	CMAQ	Local	non Fed	Total	
Project Development						\$ 0.00	
Design/Engineering						\$ 0.00	
Right of Way						\$ 0.00	
Construction						\$ 0.00	
Operating Assistance (if applicable)						\$ 0.00	
Other	2024-2026	\$ 0.00	\$ 262,016.07	\$ 1,076,341.77	\$ 0.00	\$ 1,338,357.84	
Totals		\$ 0.00	\$ 262,016.07	\$ 1,076,341.77	\$ 0.00	\$ 1,338,357.84	
Duration of Project Funding (Years)		FFY2025-26		Expected first year of billing			FFY2025
Funding Responsibility							

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	OTH0	OTHER THAN STATE OR	78.18%	1,046,352.86	0.00%	0.00	0.00%	0.00	100.00%	1,046,352.86
	Y400	CMAQ congestion mitigation air quality IIIA	21.82%	292,004.98	89.73%	262,016.07	0.00%	0.00	10.27%	29,988.91
	OT Totals		100.00%	1,338,357.84		262,016.07		0.00		1,076,341.77
Grand Totals						262,016.07		0.00		1,076,341.77



40-ft GILLIG electric bus



40-ft New Flyer electric bus



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new FFY 2024 CDS
 awarded project to the MTIP

Project #4

Project Details Summary							
ODOT Key #	TBD	RFFA ID:	N/A	RTP ID:	10922	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AP24-07-APR		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new FFY 2024 Congressionally Directed Spending (CDS) awarded project for TriMet that supports required upgrades to the Gateway Transit Center as part of the larger Better Red MAX Line Extension project

Project Name:	Gateway Transit Center Upgrades - TriMet						
Lead Agency:	TriMet	Applicant:	TriMet		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:
 Supplemental funding supporting the design and construction upgrades to Gateway Transit Center to add turnaround and layover space needed for service growth, accommodate new articulated, zero-emission buses and rehabilitate the operator facilities

MTIP Detailed Description (Internal Metro use only):
 In NE Portland at the Gateway Transit Center, add supplemental funding to support design and construction upgrades. Improvements would add turnaround and layover space needed for service growth in East Multnomah County, accommodate new articulated, zero-emission buses and rehabilitate the operator facilities, which are necessary to deliver service increases and MAX frequency improvements that will come with the Better Red project currently under construction. The Better Red MAX Line Extension project was originally programmed in Key 20849 with a TPC of \$215 million and a construction phase estimate of \$86.7 million.

STIP Description:
 TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Facilities		Capital Improvement
ODOT Work Type:	TRANSIT		

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									
CDS24	ACPO	2024					\$ 1,000,000		\$ 1,000,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000

State Funds

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

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024					\$ 250,000		\$ 250,000
Other	OTH0	2024					\$ 608,000		\$ 608,000
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ 858,000	\$ -	\$ 858,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 1,858,000	\$ -	\$ 1,858,000

Total Estimated Project Cost	\$ 215,000,000
Total Cost in Year of Expenditure:	\$ 215,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The project reflects only the new supplemental funding from the CDS award for the Gateway Transit Center improvement portion to the larger Better Red MAX Line Extension project.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 1,858,000	\$ -	\$ 1,858,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	20.00%	N/A	20.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ 858,000	\$ -	\$ 858,000
Total	\$ -	\$ -	\$ -	\$ -	\$ 1,858,000	\$ -	\$ 1,858,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	53.82%	0.0%	53.82%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	46.18%	0.0%	46.18%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	53.8%	0.0%	53.82%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	46.2%	0.0%	46.18%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FMIS
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
					Estimated Project Completion Date:		12/31/2025
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? FFY 2024 Congressionally Directed Spending (CDS) award. The appropriation bill was approved in early March, 2024 authorizing the funds for the CDS awards.
2. Does the amendment include changes or updates to the project funding? Yes. New CDS awarded funds are being added to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the CDS award list.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Congressional approval plus funding bill authorization was required prior to moving forward with MTIP and STIP programming
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	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Gateway Transit Center		NE Multnomah Street		NE Pacific Street

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2024	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num
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 Gateway Transit Center EFA: POC = Yes LEP = Yes LI = Yes
	X				X	X	

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project - This portion Gateway Transit Center upgrade) to the parent Red Line Extension project. The TriMet Better Red MAX Line Extension project as programmed in Key 20849 is considered capacity enhancing. Key 20849 completed required transportation demand management modeling analysis. The new CDS award applies to the upgrades to the Gateway Transit Center which are not considered capacity enhancing.
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
Exemption Reference:	Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	10922 - HCT: MAX Red Line Improvements Project: Capital Construction
RTP Project Description:	Capital construction to enable extension of Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire MAX light rail system. Project includes double-tracking and a new inbound Red Line station at Gateway Transit Center, double-tracking at Portland Airport, upgrades to signals and switches along the alignment, and purchase of new light rail vehicles needed to operate the extension and needed storage capacity at Ruby Junction to house the new vehicles.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	None
Yes	Transit	Transit Center
No	Freight	None
Yes	Bicycle	Bike Transit Facility
No	Pedestrian	None

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	N/A	Not Applicable	Not Applicable
Functional Classification	N/A	Not Applicable	Not Applicable
Federal Aid Eligible Facility	N/A	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? 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 # 1 - Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service. <u>Goal #3: Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.
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 April 2, 2024 to May 1, 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: Compressed MTIP amendment processing through Metro will be requested.

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CDS24	CDS24 represents a placeholder fund type code for the approved Congressionally Directed Spending award. The specific fund code for the CDS award has not been identified by FTA presently.
Other	General local or state funds used above the federal minimum match requirement. Also referred to as "overmatch" funds.

FY 2024 Congressionally Directed Spending

The U.S. Senate Committee on Appropriations provides the following information for the fiscal year 2024 appropriations process as part of its commitment to following Rule XLIV of the Standing Rules of the Senate for Congressionally Directed Spending items and additional transparency requirements instituted by the Committee.

Department of Transportation	Transit Infrastructure Grants	Regional Transportation Commission of Southern Nevada	Advanced Public Transit Driver Assistance, Clark County, NV	NV	500,000	Titus	Cortez Masto, Rosen	H
Department of Transportation	Transit Infrastructure Grants	County of Westchester	Westchester Clean Bus Procurement, Yonkers, New York	NY	500,000	Bowman	Gillibrand, Schumer	H
Department of Transportation	Transit Infrastructure Grants	Niagara Frontier Transportation Authority	Bailey Avenue Battery Electric Bus Rapid Transit	NY	1,000,000	Higgins (NY)	Gillibrand, Schumer	H
Department of Transportation	Transit Infrastructure Grants	Metropolitan Transportation Authority	Classon Ave Station ADA Upgrade	NY	1,000,000	Jeffries	Schumer	H
Department of Transportation	Transit Infrastructure Grants	Rochester Genesee Regional Transportation Authority	Rochester Genesee Regional Transportation Authority: ADA Compliant Bus Stops	NY	500,000	Morelle	Gillibrand, Schumer	H
Department of Transportation	Transit Infrastructure Grants	New York City Department of Transportation	23rd St Crosstown SBS	NY	1,000,000	Nadler		H
Department of Transportation	Transit Infrastructure Grants	Rockland County	Shared Transit Improvements	NY	1,000,000		Gillibrand, Schumer	S
Department of Transportation	Transit Infrastructure Grants	Central Ohio Transit Authority	East Broad Street Transit Stop Improvements	OH	320,000	Beatty		H
Department of Transportation	Transit Infrastructure Grants	Southwest Ohio Regional Transit Authority	SORTA Bus Stop Enhancements (City of Cincinnati, Ohio)	OH	1,000,000	Landsman	Brown	H
Department of Transportation	Transit Infrastructure Grants	Tri-County Metropolitan Transportation District of Oregon	Gateway Transit Center Improvements Portland, OR	OR	1,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Clackamas County	Clackamas, OR Mt. Hood Transit Enhancements	OR	850,000	Blumenauer	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Salem Area Mass Transit District	South Salem Mobility as a Service Transit Center	OR	500,000	Salinas	Merkley, Wyden	H



FOR IMMEDIATE RELEASE
March 3, 2024

Press Contacts:
[Dylan Stafford](#) (Murray)
[Mike Inaciv](#) (Schutz)

BILL SUMMARY: Transportation, Housing and Urban Development, and Related Agencies Fiscal Year 2024 Appropriations Bill

[home](#) | [admin](#) | [RTP](#) | [RFFA](#) | [MTIP](#) | [FUND](#) |

[details](#) | [costs](#) | [programming](#) | [map](#) | [amendments](#) | [obligations](#) | [earmarks](#) | [comments](#)

ODOT Key: 20849 | MTIP ID: 71230

MAX Red Line Extension & Reliability Improvements - Cycle 2021-26

Project(s) in this cycle are not editable

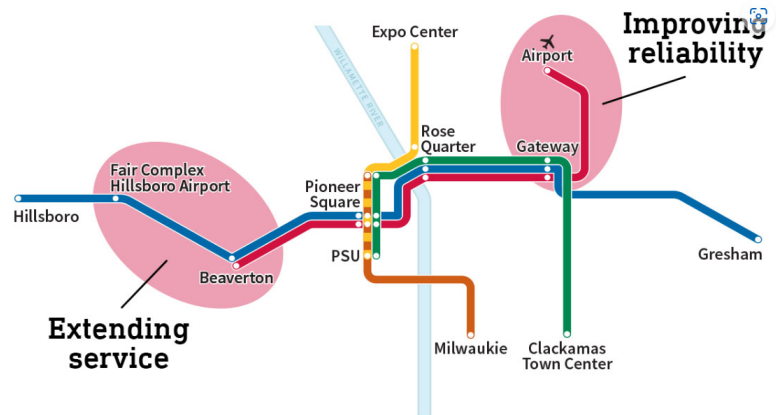
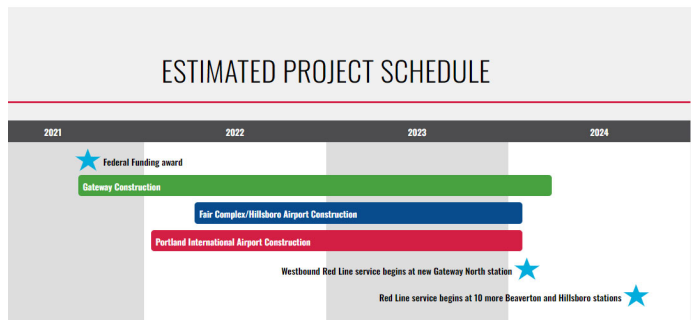
Current Programming

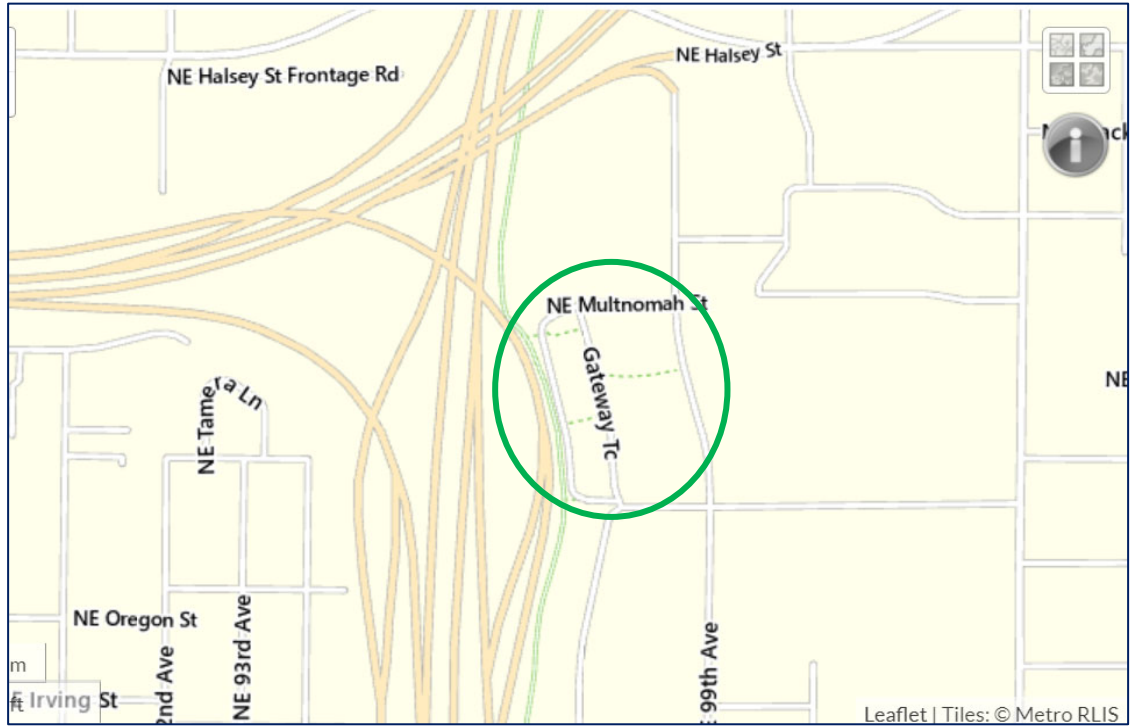
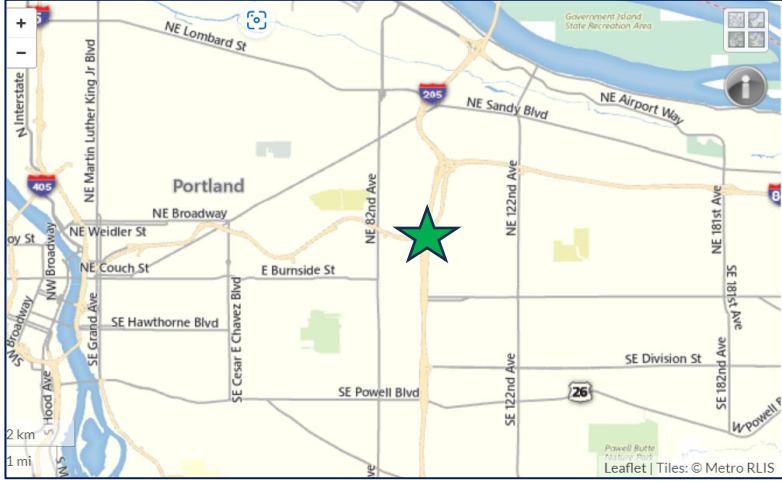
phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2021		\$4,000,000	\$457,818	\$13,726,182	\$18,184,000	<input type="checkbox"/>
	2021	STBG-URBAN	\$4,000,000	\$457,818	\$13,726,182	\$18,184,000	
Purchase right of way	2021		\$2,608,462	\$2,608,462	\$0	\$5,216,924	<input type="checkbox"/>
	2011	5309 (50/50)	\$2,608,462	\$2,608,462	\$0	\$5,216,924	
Construction	2021		\$118,059,649	\$566,134	\$62,474,221	\$181,100,004	<input type="checkbox"/>
	2021	CMAQ - URBAN	\$4,946,372	\$566,134		\$5,512,506	
	2021	5309 (53.27%)	\$97,391,538	\$0	\$62,474,221	\$159,865,759	
	2021	FTA Other	\$15,721,739	\$0		\$15,721,739	
Transit	2020		\$0	\$0	\$10,499,072	\$10,499,072	<input type="checkbox"/>
	2008	OTHER	\$0	\$0	\$10,499,072	\$10,499,072	
Totals >>			\$124,668,111	\$3,632,414	\$86,699,475	\$215,000,000	

The Better Red MAX Line Extension Project parent project was originally programmed in in Key 20849.

The project obligated the implementation phase funding back in 2021 and is currently in the construction phase. The estimated total project cost is \$215 million dollars.

This Better Red MAX Line Extension project includes needed improvements to the Gateway Transit Center. The new FFY 2024 Congressionally Directed Spending (CDS) award will support the required improvements to the Gateway Transit Center. The new CDS award is being programmed as a separate "child" project to the larger parent project.





GATEWAY

Renderings of the new station and trackway at Gateway Transit Center.



A second track on a new structure north of Gateway Transit Center would help provide a faster travel time for inbound MAX riders. *Conceptual rendering subject to change*



A new station immediately west of the Providence Gateway parking lot would serve inbound Red Line trains only, connected to Gateway Transit Center with an accessible pathway. *Conceptual rendering subject to change*



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new FFY 2024 CDS
 awarded project to the MTIP

Project #5

Project Details Summary							
ODOT Key #	TBD	RFFA ID:	N/A	RTP ID:	11041	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AP24-07-APR		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new \$5 million FFY 2024 Congressionally Directed Spending (CDS) awarded project for TriMet to support the construction of the Columbia Zero Emissions Bus Operations and Maintenance Facility in northern Portland on Columbia Blvd.

Project Name:	Columbia Zero Emissions Bus Operations Facility - TriMet						
Lead Agency:	TriMet	Applicant:	TriMet		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:
 The Columbia ZEB Ops Facility, TriMet's fourth bus base, will be a hub for powering and maintaining zero emissions buses and training operators plus help fund the design and construction of the facility, which will also serve fuel cell electric buses.

MTIP Detailed Description (Internal Metro use only):
 In northeastern Portland at 4421 NE Columbia Boulevard, design and construct the new Columbia Zero Emissions Bus Operations and Maintenance facility to serve fuel cell electric buses. The Columbia facility will be the fourth TriMet Bus operations and maintenance facility joining existing facilities at Mero, Powell, and Center.

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Facilities		Capital Improvement
ODOT Work Type:	TRANSIT		

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									
CDS24	ACPO	2024					\$ 5,000,000		\$ 5,000,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000

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

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024					\$ 1,250,000		\$ 1,250,000
Other	OTH0	2024					\$ 1,960,000		\$ 1,960,000
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ 3,210,000	\$ -	\$ 3,210,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 8,210,000	\$ -	\$ 8,210,000
Total Estimated Project Cost							\$ 8,210,000
Total Cost in Year of Expenditure:							\$ 8,210,000

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:	\$ -	\$ -	\$ -	\$ -	\$ 8,210,000	\$ -	\$ 8,210,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 1,250,000	\$ -	\$ 1,250,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	20.00%	N/A	20.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ 3,210,000	\$ -	\$ 3,210,000
Total	\$ -	\$ -	\$ -	\$ -	\$ 8,210,000	\$ -	\$ 8,210,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.90%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	39.10%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	60.9%	0.00%	60.90%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	39.1%	0.00%	39.10%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FMIS
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
					Estimated Project Completion Date:		12/31/2028
Completion Date Notes: Part of a larger bus purchase. Completion is an estimate of initial vehicle deliveries							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review	
1. What is the source of funding? FFY 2024 Congressionally Directed Spending (CDS) award. The appropriation bill was approved in early March, 2024 authorizing the funds for the CDS awards.	
2. Does the amendment include changes or updates to the project funding? Yes. New CDS awarded funds are being added to the MTIP.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the CDS award list.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Congressional approval plus funding bill authorization was required prior to moving forward with MTIP and STIP programming	
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	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Gateway Transit Center		NE Multnomah Street		NE Pacific Street

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2024	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num
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 Gateway Transit Center EFA: POC = Yes LEP = Yes LI = Yes
	X				X	X	

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project,
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
Exemption Reference:	Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	11041 - Bus: Columbia Bus Base @ 4421 NE Columbia Blvd Portland
RTP Project Description:	Design and Construction of new Zero Emission Fleet operations center

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	None
Yes	Transit	Transit Center
No	Freight	None
Yes	Bicycle	Bike Transit Facility
No	Pedestrian	None

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? 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:			
Goal # 1 - Mobility Options:			
Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled			
Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service.			
Goal #3: Equitable Transportation:			
Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.			
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 April 2, 2024 to May 1, 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: Compressed MTIP amendment processing through Metro will be requested.

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CDS24	CDS24 represents a placeholder fund type code for the approved Congressionally Directed Spending award. The specific fund code for the CDS award has not been identified by FTA presently.
Other	General local or state funds used above the federal minimum match requirement. Also referred to as "overmatch" funds.

FY 2024 Congressionally Directed Spending

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Community Project Funding/Congressionally Directed Spending

Agency	Account	Recipient	Project	State	Amount	Requestor(s)		Origination
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Tri-County Metropolitan Transportation District of Oregon (TriMet)	Columbia Zero-Emissions Bus Operations Facility	OR	5,000,000		Merkley, Wyden	S
Department of Transportation	Transit Infrastructure Grants	City of Philadelphia	North Broad Bus-Subway Transfer Improvement Project	PA	500,000	Boyle		H
Department of Transportation	Transit Infrastructure Grants	Southeastern Pennsylvania Transportation Authority	Lansdale 5th Street Grade Crossing Improvements	PA	500,000	Dean		H
Department of Transportation	Transit Infrastructure Grants	Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit	Pittsburgh Regional Transit Dormont Junction Station Improvement Project	PA	500,000	Deluzio	Fetterman	H
Department of Transportation	Transit Infrastructure Grants	Memphis Area Transit Authority	Memphis Area Transit Authority (MATA) Operations & Maintenance Facility Project, Memphis, TN	TN	500,000	Cohen		H
Department of Transportation	Transit Infrastructure Grants	Regional Transportation Authority of Middle Tennessee	Donelson Station	TN	3,000,000	Rose		H
Department of Transportation	Transit Infrastructure Grants	Dallas Area Rapid Transit (DART)	DART Cityplace/Uptown Station Tunnel Fire Standpipes Replacement	TX	1,000,000	Allred		H
Department of Transportation	Transit Infrastructure Grants	VIA Metropolitan Transit	VIA Second Maintenance and Operations Facility Planning	TX	850,000	Castro		H
Department of Transportation	Transit Infrastructure Grants	City of El Paso	Sun Metro Micro Transit Project	TX	720,000	Escobar		H
Department of Transportation	Transit Infrastructure Grants	Fort Bend County Transit	Fort Bend County Transit Scheduling and Dispatch System Replacement	TX	360,000	Fletcher		H



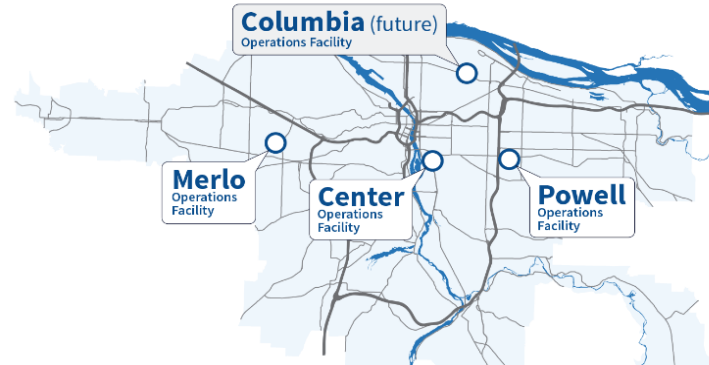
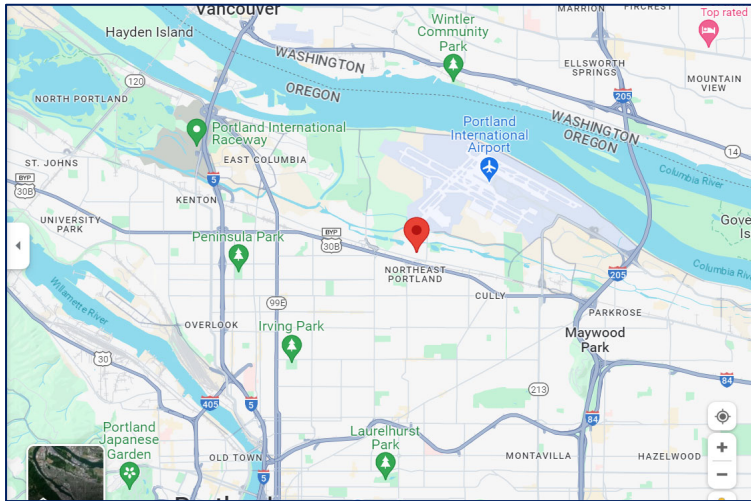
FOR IMMEDIATE RELEASE
March 3, 2024

Press Contacts:
[Dylan Stafford](#) (Murray)
[Mike Inacay](#) (Schatz)

BILL SUMMARY: Transportation, Housing and Urban Development, and Related Agencies Fiscal Year 2024 Appropriations Bill

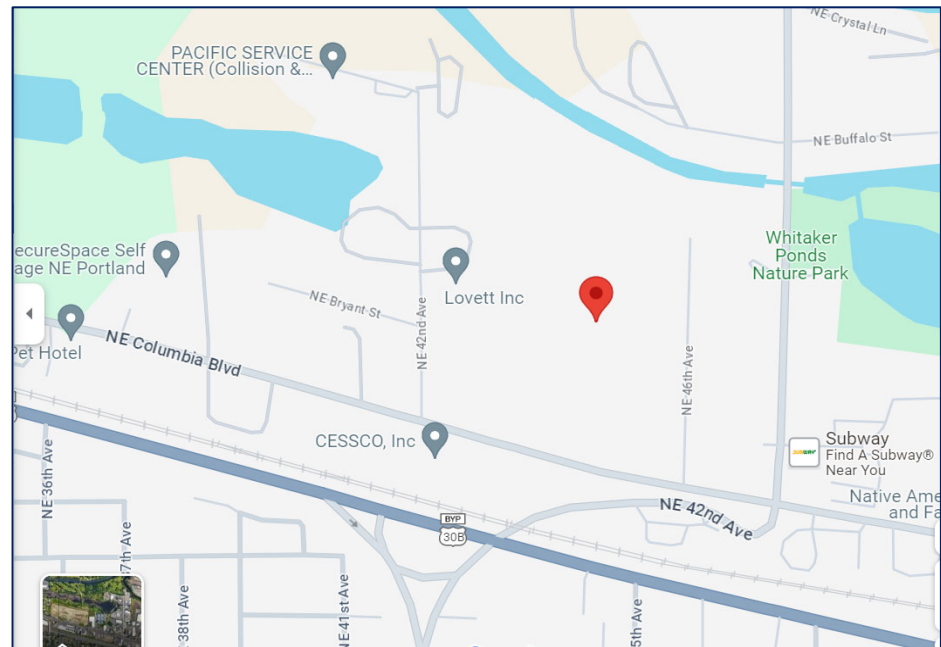
Bus facilities

Changing the way we fuel buses requires new infrastructure at our maintenance facilities. We currently operate buses from three facilities, and we're in the process of adding a fourth. We intend to operate battery electric buses from our three existing facilities, and fuel cell electric buses from our future new facility.



Columbia Operations Facility

- Future facility to serve fuel cell electric buses
- Interim renewable diesel infrastructure (for buses displaced from other facilities during their renovations)





Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: March 28, 2024
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: April FFY 2024 MTIP Formal Amendment & Resolution 24-53XX Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING FIVE NEW PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The April 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle adds five new project projects. Two are new ODOT project grouping buckets (PGBs) focusing on highway safety upgrades.

The remaining three new projects belong to TriMet. One project is a new Oregon Department of Environmental Quality (DEQ) Congestion Mitigation Air Quality (CMAQ) federal funded award supporting the purchase of a replacement battery electric bus. The final two new projects are FFY 2024 Congressional approved Congressionally Directed Spending (CDS) awards. One is a \$1 million award providing supplemental funding to support the Gateway Transit Center upgrades as part of the Better Red MAX Line Extension project. The other is a \$5 million federal award that will support the design and construction of the new Columbia Operations facility.

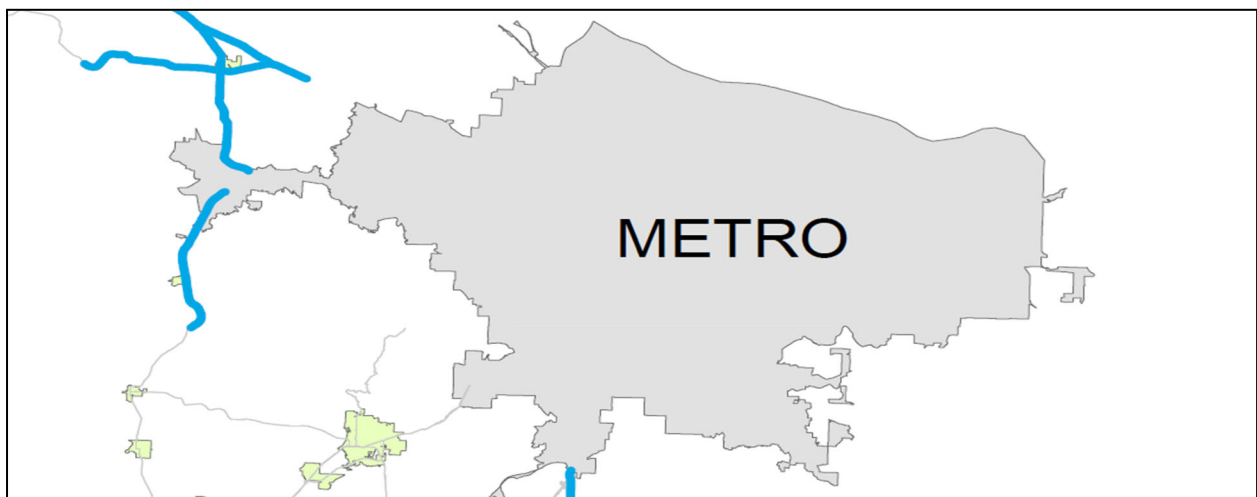
What is the requested action?

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 24-53XX to add the five new projects to the 2024-27 MTIP.

Additional details about each new project are included starting on the next page.

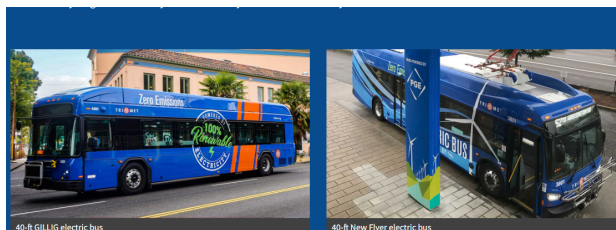
A summary of the projects are included below:

- **Key 22728 - Northwest Oregon Curve Warning Upgrades (2027):**
 - Lead Agency: ODOT
 - Description: The project will complete design to install warning signs at curves on various highway segments to aid in reducing vehicle collisions. Note: Only the preliminary engineering phase is being added for the project at this time.
 - Funding Summary: A total of \$1,351,310 of ODOT managed federal funds is being committed for preliminary engineering needs. The funds are 100% federal, and no minimum match is required. The total phase cost is also \$1,351,310.
 - 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:
 - The PGB extends beyond the Metro Metropolitan Planning Area (MPA) boundary and is considered a regional – specific project site locations not yet finalized project grouping bucket (PGB).
 - A portion of the planned safety upgrades do cross into the western and southern Metro MPA boundary.
 - The final approved project site locations for the warning signs will either be identified all together and then obligated as single project or split off as individual projects if needed.
 - Potentially up to 77 site locations in the Metro MPA/Region 1 area have been initially identified for the warning signs safety upgrade.
 - Reference Attachment 1: Curve Warning Signs Scoping List for the complete list of potential site locations.



- **Key 23612 - Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 1:**
 - Lead Agency: ODOT
 - Description: The project will construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.
 - Funding Summary: A total of \$11,735,116 of ODOT managed federal GARVEE funds are being committed for UR and construction needs. The funds are 100% federal, and no minimum match is required. The total project cost is also \$11,735,116.
 - 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:
 - OTC approval was required and occurred during their March 2024 meeting.
 - The project is considered a regional, project location not finalized PGB.
 - Up to 350 site locations could be approved to be included in the Region 1 ADA curbs and ramp upgrades.

- **Key 2330 - TriMet Battery Electric Buses Purchase:**
 - Lead Agency: TriMet
 - Description: The project will fund one new replacement Battery Electric Bus (BEB) that will be purchased as part of a larger order of 17 vehicles (2026 BEB purchase) which will replace the 2900 series, diesel, 40-ft buses purchased from New Flyer, Inc., placed in service in the Spring of 2009.
 - Funding Summary: The funding originates from the Oregon Department of Environmental Quality (DEQ) and awarded \$262,016 of federal Congestion Mitigation Air Quality (CMAQ) funds. TriMet is contributing 1,076,342 of required match and overmatching funds. The total project cost estimate is 1,338,358.
 - 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 FTA and FHWA.
 - Added Notes:
 - **TriMet will flex transfer the CMAQ FHWA based federal award to FTA. The expected conversion code is FTA 5307 funds.**
 - The CMAQ award also required approval from the Oregon State CMAQ manager which has occurred and enables MTIP and STIP programming to move forward.

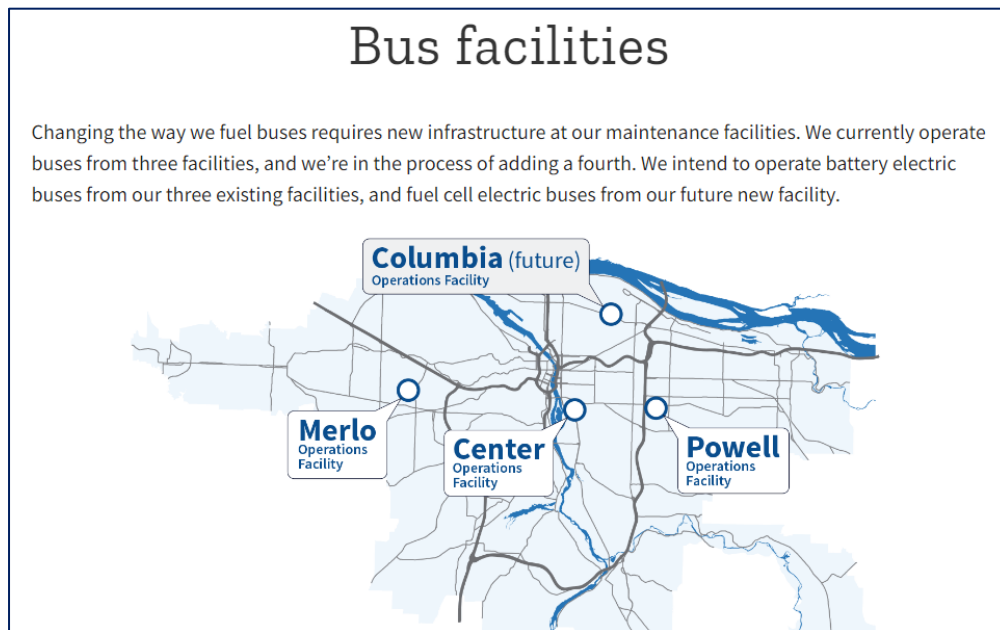


- **Key NEW TBD - Gateway Transit Center Upgrades - TriMet**
 - Lead Agency: TriMet
 - Description: The project provides supplemental funding supporting the design and construction upgrades to Gateway Transit Center to add turnaround and layover space needed for service growth, accommodate new articulated, zero-emission buses and rehabilitate the operator facilities
 - Funding Summary: The funding originates from the Congressional approved FFY 2024 Congressionally Directed Spending (CDS) award of \$1,000,000. TriMet is contributing \$858,000 of required match and overmatching funds. The total programming amount is \$1,858,000.
 - 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 FTA and FHWA.
 - Added Notes:
 - The CDS award will be committed to the Construction phase.
 - The supplemental funding supports the overall larger Better Red MAX Line Extension Project currently under construction.



- **Key NEW TBD - Columbia Zero Emissions Bus Operations Facility - TriMet**
 - Lead Agency: TriMet
 - Description: The Columbia ZEB Ops Facility, TriMet's fourth bus base, will be a hub for powering and maintaining zero emissions buses and training operators plus help fund the design and construction of the facility, which will also serve fuel cell electric buses.
 - Funding Summary: The funding originates from the Congressional approved FFY 2024 Congressionally Directed Spending (CDS) award of \$5,000,000. TriMet is contributing \$3,210,000 of required match and overmatching funds. The total programming amount 8,210,000.

- **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 FTA and FHWA.
- **Added Notes:**
 - The CDS award will be committed to the Construction phase.
 - The new Columbia facility will be located in northeastern Portland at 4421 NE Columbia Boulevard,
 - The Columbia Operations and Maintenance facility will be the fourth TriMet Bus operations and maintenance facility joining existing facilities at Mero, Powell, and Center.



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 April FFY 2024 Formal MTIP amendment (AP24-07-APR) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	March 29, 2024
• Initiate the required 30-day public notification process.....	April 2, 2024
• TPAC notification and approval recommendation.....	April 5, 2024
• JPACT approval and recommendation to Council.....	April 18, 2024
• Completion of public notification process.....	May 1, 2024
• Metro Council approval.....	May 9, 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.....	May 15, 2024
• USDOT clarification and final amendment approval.....	Early to mid-June 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 23-5335 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 new projects to be added into the MTIP and STIP. 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. All identified funding for the new projects does not belong to Metro.

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 24-53XX to add the five new projects to the 2024-27 MTIP.

One Attachment: K22728 Curve Warning Locations Inventory - Region 1

ODOT Curve Warning Scoping Inventory List

Attachment 1: Curve Warning Scoping List

Scoping Number	District/ Area	Route Number	Mainline Highway ID	Mainline or Connection or Frontage Rd	Notes and/or Connection or Frontage Rd Highway ID	BEGIN MP	END MP
2427_00198	1	OR-47	Hwy 29 - Tualatin Valley Hwy	Mainline	None	19.30	25.72
2427_00198	1	OR-6	Hwy 37 - Wilson River Hwy	Mainline	None	42.30	51.68
2427_00198	1	N/A	Hwy 37 - Wilson River Hwy - OCEAN PLACE CONN.	Connection	037AA	0.22	0.26
2427_00198	1	N/A	Hwy 37 - Wilson River Hwy - NEHALEM HWY. CONN. NO. 1	Connection	037AB	49.10	49.23
2427_00198	1	N/A	Hwy 37 - Wilson River Hwy - NEHALEM HWY. CONN. NO. 2	Connection	037AC	49.10	49.23
2427_00187	1	OR-53	Hwy 46 - Necanicum Hwy	Mainline	cut from	0.04	19.03
2427_00198	1	US-26	Hwy 47 - Sunset Hwy	Mainline	None	45.41	55.19
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - COAST HWY CONN.	Connection	047AA	0.11	0.19
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - SUNSET S.R.A. CONN.	Connection	047AB	28.63	29.09
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - WILSON RIVER HWY CONN.	Connection	047AC	53.21	53.34
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 1	Connection	047AE	55.01	55.22
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 2	Connection	047AF	55.10	55.30
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 3	Connection	047AG	55.19	55.43
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 4	Connection	047AH	55.38	55.60
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 5	Connection	047AI	54.68	54.93
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - TILLAMOOK JCT. FRONTAGE RD.	Frontage Rd	047AD	53.62	53.98
2427_00187	1	OR-47	Hwy 102 - Nehalem Hwy	Mainline	cut from	0.00	46.14
2427_00198	1	OR-47	Hwy 102 - Nehalem Hwy	Mainline	None	80.83	90.16
2427_00198	1	N/A	Hwy 102 - Nehalem Hwy - WARRENTON-ASTORIA HWY CONN.	Connection	102AA	1.43	1.52

ODOT Curve Warning Scoping Inventory List

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Scoping Number	District/ Area	Route Number	Mainline Highway ID	Mainline or Connection or Frontage Rd	Notes and/or Connection or Frontage Rd Highway ID	BEGIN MP	END MP
2427_00198	1	N/A	Hwy 102 - Nehalem Hwy - SUNSET HWY CONN. NO. 2	Connection	102AC	80.96	81.00
2427_00198	1	N/A	Hwy 102 - Nehalem Hwy - WILSON RIVER HWY CONN. NO. 1	Connection	102AD	83.62	83.94
2427_00198	1	N/A	Hwy 102 - Nehalem Hwy - WILSON RIVER HWY CONN. NO. 2	Connection	102AE	83.84	84.19
2427_00187	1	OR-103	Hwy 103 - Fishhawk Falls Hwy	Mainline	cut from	0.00	9.02
2427_00198	1	OR-104	Hwy 104 - Fort Stevens Hwy	Mainline	None	0.00	9.08
2427_00198	1	OR-105	Hwy 105 - Warrenton-Astoria Hwy	Mainline	None	0.00	7.25
2427_00198	1	N/A	Hwy 105 - Warrenton-Astoria Hwy - OREGON COAST HWY CONN. NO. 1	Connection	105AA	0.87	1.34
2427_00198	1	N/A	Hwy 105 - Warrenton-Astoria Hwy - COAST HWY CONN.	Connection	105AC	1.85	1.93
2427_00198	1	OR-47	Hwy 110 - Mist-Clatskanie Hwy	Mainline	None	0.00	11.89
2427_00198	1	N/A	Hwy 110 - Mist-Clatskanie Hwy - NEHALEM HWY CONN.	Connection	110AA	11.85	11.89
2427_00198	1	OR-130	Hwy 130 - Little Nestucca Hwy	Mainline	None	-0.10	9.30
2427_00187	1	OR-131	Hwy 131 - Netarts Hwy	Mainline	cut from	0.00	9.08
2427_00198	1	OR-104S	Hwy 485 - Fort Stevens Spur	Mainline	None	4.43	5.38
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - WARREN CONN.	Connection	092AP	25.25	25.27
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - LEWIS & CLARK BR CONN. NO. 1	Connection	092AS	48.44	48.67
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - LEWIS & CLARK BR CONN. NO. 2	Connection	092AT	48.59	48.71
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - LEWIS & CLARK BR CONN NO. 3	Connection	092AU	48.67	49.38
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - LEWIS & CLARK BR CONN. NO. 4	Connection	092AV	48.66	48.87
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - LEWIS & CLARK BR CONN. NO. 5	Connection	092AW	48.89	49.08

ODOT Curve Warning Scoping Inventory List

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Scoping Number	District/ Area	Route Number	Mainline Highway ID	Mainline or Connection or Frontage Rd	Notes and/or Connection or Frontage Rd Highway ID	BEGIN MP	END MP
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - LEWIS & CLARK BR CONN. NO. 6	Connection	092AX	48.33	48.62
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - 6TH ST. CONN.	Connection	092AR	47.34	47.36
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - ALSTON INTERCH. CONN. NO. 1	Connection	092AY	52.30	52.42
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - COUNTY RD. CONN.	Connection	092AZ	52.98	53.04
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - SWEDETWON RD. CONN. NO. 3	Connection	092BC	60.94	61.09
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - WAUNA CONN. NO. 1	Connection	092BD	72.51	72.69
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - WAUNA CONN. NO. 2	Connection	092BE	72.69	72.83
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - WAUNA CONN. NO. 3	Connection	092BF	72.68	72.86
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - WAUNA CONN. NO. 4	Connection	092BG	72.86	73.04
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - WAUNA CONN. NO. 5	Connection	092BH	72.46	72.58
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - COUNTY RD. CONN.	Connection	092BJ	80.35	80.4
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - TRIPP RD. CONN.	Connection	092BM	83.45	83.47
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - COUNTY RD. CONN.	Connection	092BN	86.52	86.57
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - COUNTY RD. CONN.	Connection	092BO	86.61	86.63
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - ALSTON INTERCH. CONN. NO. 2	Connection	092BV	52.36	52.42

ODOT Curve Warning Scoping Inventory List

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Scoping Number	District/ Area	Route Number	Mainline Highway ID	Mainline or Connection or Frontage Rd	Notes and/or Connection or Frontage Rd Highway ID	BEGIN MP	END MP
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - WARREN FRONTAGE RD.	Frontage Rd	092AO	25.14	25.36
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - DEER ISLAND FRONTAGE RD.	Frontage Rd	092AQ	33.97	34.2
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - BIG CREEK FRONTAGE RD.	Frontage Rd	092BL	83.07	83.63
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - FRONTAGE RD. NO. 1	Frontage Rd	092BP	86.64	86.82
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - FRONTAGE RD. NO. 2	Frontage Rd	092BQ	87.16	87.26
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - 88.08	Frontage Rd	092BR	88.08	88.18
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - FRONTAGE RD. NO. 4	Frontage Rd	092BS	88.41	88.46
2427_00198	1	N/A	Hwy 92 - Lower Columbia River Hwy - TIDE CREEK FRONTAGE RD.	Frontage Rd	092BW	36.25	36.71
2427_00198	1	N/A	Hwy 9 - Oregon Coast Hwy - SUNSET HWY. CONN.	Connection	009AD	25.43	25.74
2427_00198	1	N/A	Hwy 9 - Oregon Coast Hwy - SUNSET BLVD. CONN. NO. 1	Connection	009AF	29.50	29.59
2427_00198	1	N/A	Hwy 9 - Oregon Coast Hwy - SUNSET BLVD. CONN. NO. 2	Connection	009AG	29.52	29.61
2427_00198	1	N/A	Hwy 9 - Oregon Coast Hwy - SUNSET FRONTAGE RD.	Connection	009AH	29.6	29.66
2427_00198	1	N/A	Hwy 9 - Oregon Coast Hwy - SUNSET BLVD. CONN. NO. 4	Connection	009AI	29.47	29.84
2427_00198	1	N/A	Hwy 9 - Oregon Coast Hwy - WARREN O'XING CONN. NO. 1	Connection	009AJ	30.48	30.63
2427_00198	1	N/A	Hwy 9 - Oregon Coast Hwy - WARREN O'XING CONN. NO. 2	Connection	009AK	31.05	31.3
2427_00198	1	N/A	Hwy 9 - Oregon Coast Hwy - WARREN O'XING CONN. NO. 3	Connection	009AL	30.59	30.75

ODOT Curve Warning Scoping Inventory List

Attachment 1: Curve Warning Scoping List

Scoping Number	District/ Area	Route Number	Mainline Highway ID	Mainline or Connection or Frontage Rd	Notes and/or Connection or Frontage Rd Highway ID	BEGIN MP	END MP
2427_00198	1	N/A	Hwy 9 - Oregon Coast Hwy - WARREN O'XING CONN. NO. 4	Connection	009AM	31.23	31.26
2427_00198	1	N/A	Hwy 9 - Oregon Coast Hwy - 12TH ST. CONN.	Connection	009AQ	66.24	66.27
2427_00198	1	N/A	Hwy 9 - Oregon Coast Hwy - CANNON BEACH N. CONN. NO. 1	Connection	009CS	28.11	28.47
2427_00198	1	N/A	Hwy 9 - Oregon Coast Hwy - CANNON BEACH N. CONN. NO. 2	Connection	009CT	27.63	28.06
2427_00198	1	N/A	Hwy 9 - Oregon Coast Hwy - CANNON BEACH N. CONN. NO. 3	Connection	009CU	28.35	28.57
2427_00198	1	N/A	Hwy 9 - Oregon Coast Hwy - FORT STEVENS HWY. FRONTAGE RD.	Frontage Rd	009AC	9.48	9.52
2427_00198	1	N/A	Hwy 9 - Oregon Coast Hwy - JUNCTION RD. FRONTAGE RD.	Frontage Rd	009CX	24.85	25.13
2427_00198	1	N/A	Hwy 9 - Oregon Coast Hwy - HAPPEL LN. FRONTAGE RD.	Frontage Rd	009CZ	24.92	25.07



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: March 29, 2024
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Senior Transportation Planner
Subject: 2024-25 Draft Unified Planning Work Program (UPWP) - Exhibit A to Resolution 24-5399

Background

What the UPWP Is

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. Included in the UPWP are descriptions of the transportation planning activities, the relationships between them, and budget summaries displaying the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, the Oregon Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). It helps ensure efficient use of federal planning funds. The UPWP may be amended periodically as projects change or new projects emerge.

What the UPWP Is not

The UPWP is not a regional policy making document and does not make any funding allocations. Instead, the UPWP reflects decisions already made by JPACT, the Metro Council and/or the state legislature on funding and policy. The UPWP does not include construction, design or preliminary engineering projects. It only includes regionally significant planning projects (primarily those that will be receiving federal funds) for the upcoming fiscal year.

UPWP Adoption process

The legislation to adopt the UPWP (Resolution 24-5499 and Staff Report) is included in this packet. The UPWP document is Exhibit A to the Resolution. Exhibit B are Metro's Self-certification findings that demonstrate that Metro meets federal planning regulations.

The Draft UPWP was sent out to Federal and State reviewers (and TPAC members) on January 26. The required Federal and State consultation was held on February 28 and a discussion with TPAC was held on March 1. At its April 5 meeting, TPAC will be asked to take action on a revised (tracked-changes) UPWP document that includes all edits made since the January draft was sent out for review.

Staff will provide an informational briefing to JPACT on April 18 and then will ask for adoption at the May 23 JPACT and Council meetings. Staff will transmit the adopted UPWP to Federal & State partners on May 24. This allows time for the IGA to be signed by Metro's COO prior to June 30, allowing for federal funding to continue flowing into the region without delay.

Please contact john.mermin@oregonmetro.gov, for inquiries about the UPWP.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 24-5399
FISCAL YEAR 2024-25 UNIFIED PLANNING) Introduced by Chief Operating Officer
WORK PROGRAM AND CERTIFYING THAT) Marissa Madrigal with the concurrence
THE PORTLAND METROPOLITAN AREA IS IN) of Council President Lynn Peterson
COMPLIANCE WITH FEDERAL)
TRANSPORTATION PLANNING REQUIREMENTS)

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area for the Fiscal Year (FY) 2024-25; and

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

WHEREAS, the FY 2024-25 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, Metro Council approval of the FY 2024-25 UPWP is required to receive federal transportation planning funds; and

WHEREAS, the FY 2024-25 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and has been reviewed through formal consultation with state and federal partners; and

WHEREAS, the FY 2024-25 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, on April 5, 2024, TPAC recommended approval of the FY 2043-25 UPWP and forwarded their recommended action to JPACT; and

WHEREAS, on May 23, 2024, JPACT recommended approval of the FY 2024-25 UPWP; and

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

BE IT RESOLVED that:

1. The Metro Council adopts JPACT's May 23, 2024 recommendation to adopt the FY 2024-25 UPWP.
2. The Metro Council finds that the FY 2024-25 UPWP is consistent with the continuing, cooperative, and comprehensive planning process.
3. The Metro Council authorizes Metro's Chief Operating Officer to apply for, accept, and execute grants and agreements specified in the UPWP and to submit the final UPWP and self-

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

ADOPTED by the Metro Council this 23rd day of May 2024.

Lynn Peterson, Council President

Juan Carlos Gonzalez, Chair of JPACT

Approved as to Form:

Carrie MacLaren, Metro Attorney



DISCUSSION DRAFT

2024-2025 Unified Planning Work Program

Transportation planning in the
Portland/Vancouver metropolitan area

March 2024

oregonmetro.gov

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

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TO BE ADDED

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 the Metropolitan Planning Organization (MPO) in cooperation with Federal and State agencies, local governments and transit operators.

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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 region multi-modal transportation system plan that is integrated with the region's City and County Comprehensive plans, and meets Federal and state planning requirements.

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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 budgeted salary and benefits as well as overhead costs for project administrative and technical support.

Transportation planning and project development activities

Metro, 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).

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

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

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

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

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

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

UPWP Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Organization of UPWP

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

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

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

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

Development of UPWP

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

The UPWP is developed by Metro with input from local governments, Tri-County Metropolitan Transportation District (TriMet), South Metro Area Regional 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.

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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. [Metro is very supportive of the PEAs emphasis on addressing equity, environmental justice and climate change. These are core elements of the policies in the 2023 RTP and are reflected in the planning efforts described in the 2024-25 UPWP.](#) 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 [participants](#) who have not traditionally been involved in the planning process, including the business community, members of the public, community groups, and

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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 <u>November 2023</u>	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 <u>March 2024</u>	TBD
ADA Self-Evaluation & Facilities Update Plan	Updated in December 2022	June 2024

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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.

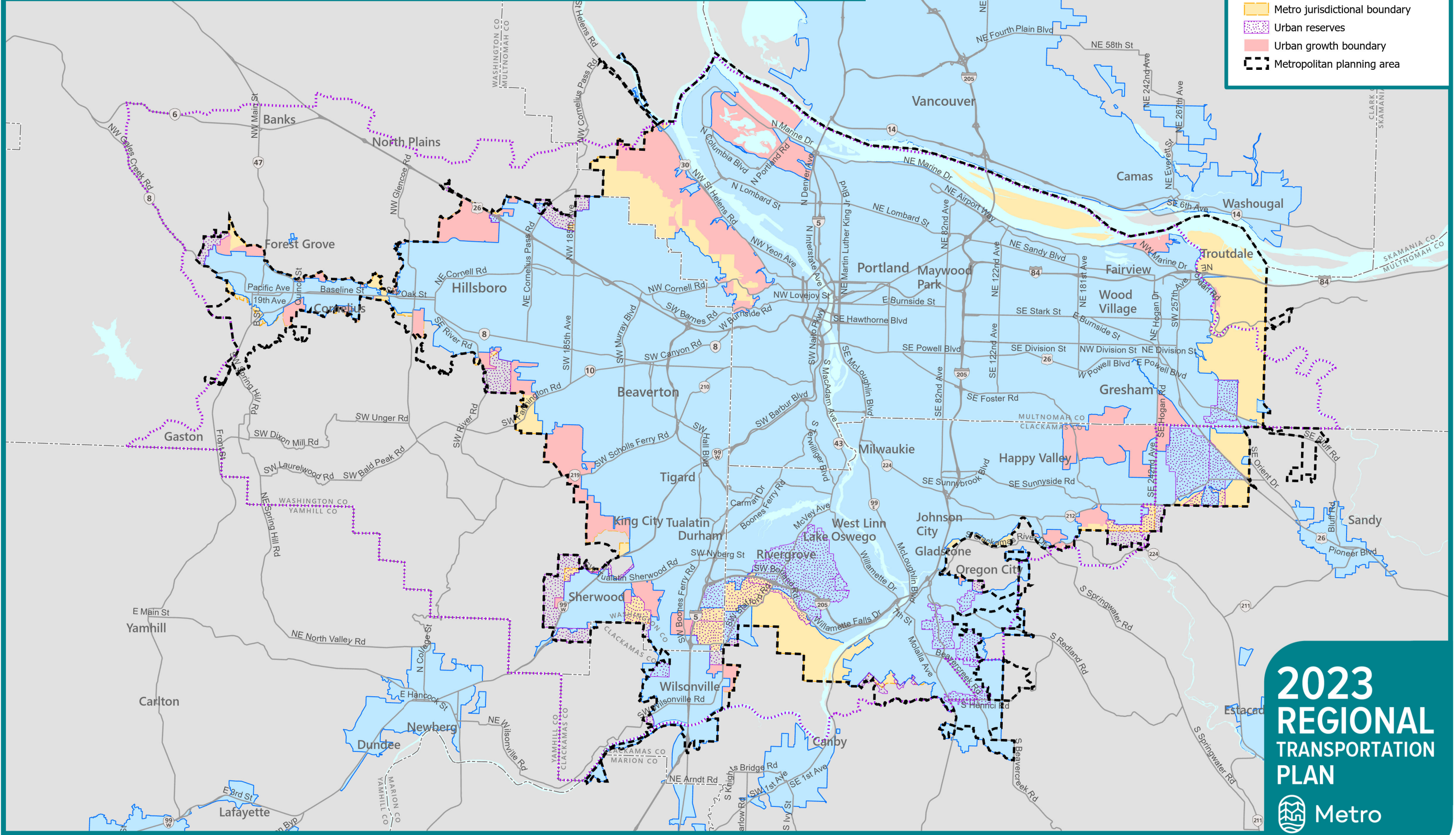
Second, under Oregon law, each city or metropolitan area in the state has an urban growth boundary that separates urban land from rural land. Metro is responsible for managing the Portland metropolitan region urban growth boundary that encompasses 24 cities and portions of the 3 counties that make up 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).”

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Metropolitan planning area boundaries

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



2023
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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 – 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

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

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

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Vibrant Communities¶

Economic Prosperity¶

Safe and Reliable Transportation¶

Clean Air and Water¶

Climate Leadership¶

- 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 [82nd Avenue Transit Project](#), [Tualatin Valley Highway Transit and Development Project](#), and [Westside Multimodal Improvements Study](#).

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 to base regulatory and investment decisions on

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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¶

desired outcomes, but will also allow us to meet new federal requirements for performance base planning.

- The Regional Freight Delay and Commodities Movement Study was developed 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.

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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.~~
- ~~Support for local jurisdictions required to update comprehensive plans to be consistent with statewide climate rulemaking~~
- ~~Other ongoing transportation policy support for major planning projects at Metro and our cities and counties.~~

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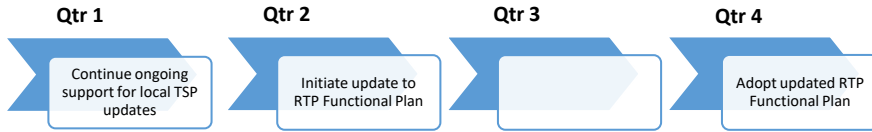
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Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:		
Personnel Services	\$ <u>1,283,502</u>	PL	\$ 343,623	Deleted: 1,301,275
Materials & Services	\$ 65,900 ¹	PL Match (ODOT)	\$ 39,330	
Indirect Costs	\$ <u>639,184</u>	5303	\$ <u>123,470,14,132</u>	Deleted: 648,035
		5303 Match (Metro)	\$ <u>696,333,79,698</u>	Deleted: 147,360¶
		STBG	\$ <u>692,001</u>	Deleted: 16,866¶
		STBG Match (Metro)	\$	Deleted: 649,004¶
		Metro Direct	\$	Deleted: 74,281¶
TOTAL	\$ <u>1,988,586</u>	TOTAL	\$ <u>1,988,586</u>	Deleted: 744,746
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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 CEFC 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, State of Oregon, ~~and other~~ 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.

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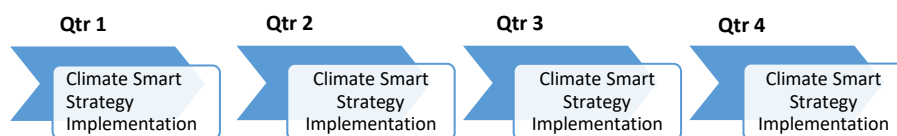
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- Tracking and evaluation of the effectiveness of the federal Carbon Reduction Program funding investments on reducing carbon emissions.
- Set federally-required greenhouse gas emissions reduction targets in coordination with ODOT, WSDOT and SW RTC.
- Identify needs and gaps in current public and private transportation electrification efforts that regional and local actions can fill to advance transportation electrification in the region.

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 by the end of FY 2024-25, 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 through the end of FY 2025-26. 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 as an ongoing effort. 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 FY 2024-25.
- *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. (October 2024 report on FFY 2024 performance, January 2025 report to establish FFY 2025 target amount)

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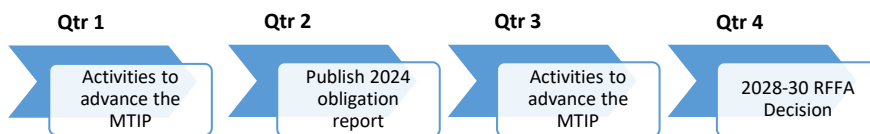
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- *Refinement of the new Project Tracker data management system.* As a part of a broad transportation project tracking system, MTIP staff are working (ongoing) in cooperation with other MPOs in the state, ODOT and transit agencies to implement a data 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:

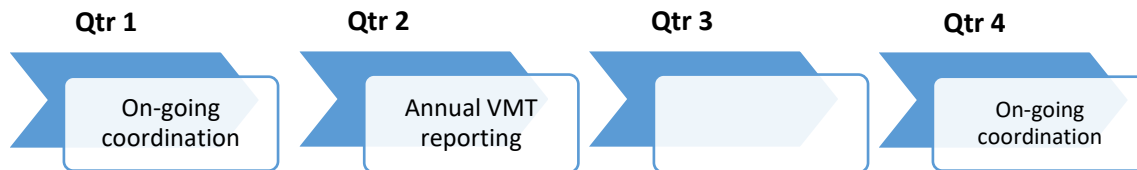
- Participation in quarterly U.S. EPA region 10 transportation conformity meetings and the annual Oregon statewide transportation conformity meeting.

- 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. [\(On-going, scheduled quarterly by EPA\)](#)
- Providing Oregon DEQ an update on the region’s vehicle miles traveled per capita per the required monitoring from the SIP. [\(Quarter 3 of FY 24-25\)](#)
- 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. [\(Tentative, Quarter 2 of FY 24-25, coordinated with ODEQ\)](#)

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, which 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
- 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 Stud
- TriMet’s Forward Together Phase II plan and bus electrification planning efforts.

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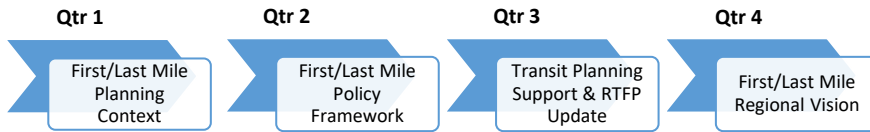
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During FY 2024-25, the program will continue to support:

- Implementation of Forward Together
- 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:		Resources:	
Personnel Services	\$ 18,503	STBG	\$ 24,871
Indirect Costs	\$ 9,214	STBG Match (Metro)	\$ 2,847
TOTAL	\$ 27,717¹	TOTAL	\$ 27,717

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¹ Expenses related to the Connecting First and Last Mile Study are not included in this budget. See the "Connecting First and Last Mile: Accessing Mobility through Transit Study" narrative budget for those expenses.

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.

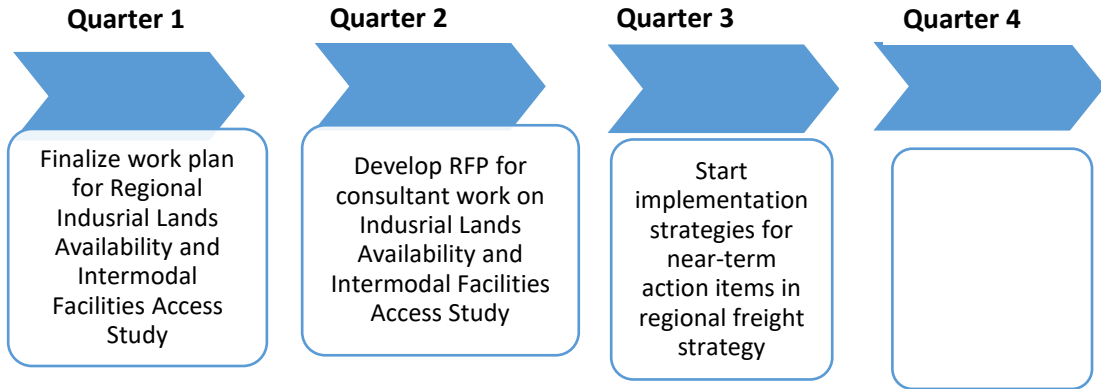
Metro's freight planning program also coordinates with the updates for the statewide Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects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

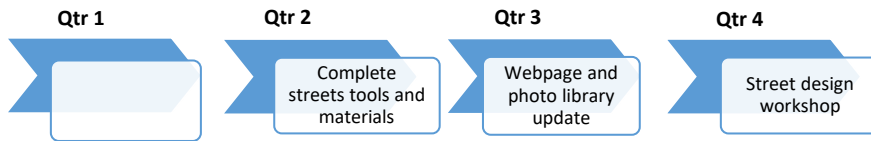
The following notable activities were completed in FY 2023-24:

- 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 <u>Set Aside</u> 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 IJA/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. There is no match requirement for this PL Set Aside.

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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.

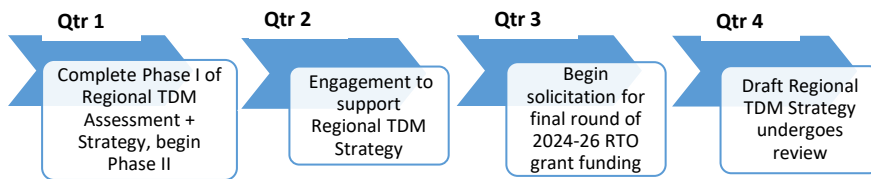
Highlights of anticipated work in FY2024-25:

- 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:		Resources:	
Personnel Services	\$ 733,246	RTO (FTA Grant)	\$ 3,603,719
Materials & Services	\$ 3,753,700 ^{1 2}	RTO (FTA Grant) Match (Metro)	\$ 149,216 ³
Indirect Costs	\$ 365,157	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	\$ 4,852,103	TOTAL	\$ 4,852,103

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¹ The budgeted amount for Materials & Services includes potential costs for consultant activities; [however the majority of Materials & Services funds are awarded through grants to the region's government, educational and non-profit partners.](#)

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

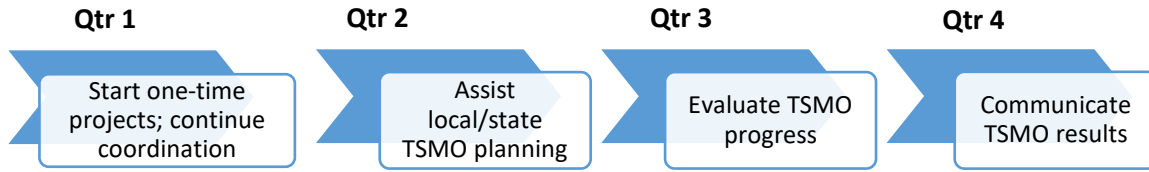
The Transportation System Management and Operations (TSMO) Program provides a demand and system management response to Regional Transportation Plan policies. TSMO involves partnerships to make better use of road and transit investments, promote travel options in real-time, reduce greenhouse gas emissions 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 [FY 2024-25](#) 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. [Metro has been certified to deliver planning projects with Federal Funds and will be using that authority for procurement of these services.](#)

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/ FHWA)	\$ 79,411
TSMO Program Plus Grant (ODOT/ FHWA) Match (Metro)	\$ 9,089
TSMO Accessible Sidewalk Grant (ODOT/ FHWA)	\$ 326,521
TSMO Accessible Sidewalk Grant (ODOT/ FHWA) Match (Metro)	\$ 37,372
TSMO Program Investment Grant (ODOT/ FHWA)	\$ 67,298
TSMO Program Investment Grant (ODOT/ FHWA) 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

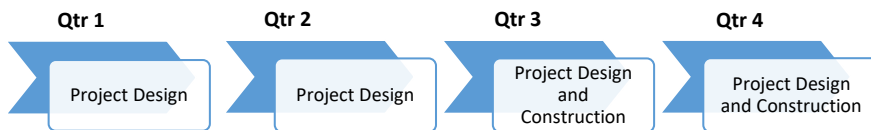
The Better Bus program is a joint Metro and TriMet endeavor that identifies transit priority and access treatments to improve the speed, reliability, and capacity of TriMet bus lines or streetcar lines, building on the previous Enhanced Transit Concepts (ETC) Program. Better Bus treatments are relatively 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, **program activities included:**

- Metro and TriMet selected projects for design **and** began initial project development and design work on the first round of projects.
- **Assessing** 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.
- **Investigating** 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		

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

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TOTAL \$ 883,522

TOTAL \$ 883,522

Connecting First and Last Mile: Accessing Mobility through Transit Study

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

Description

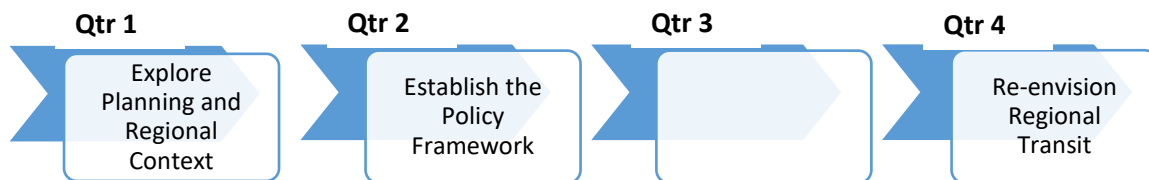
Providing high quality transit service across the region is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding quality transit in our region is also key to meeting our mobility goals, achieving transportation equity and maintaining compliance 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.

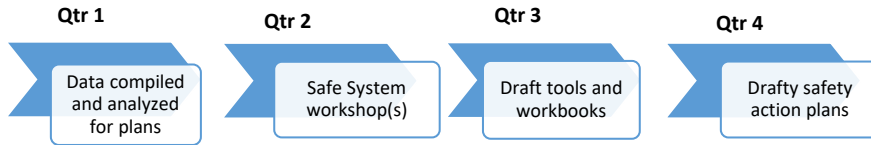
The following notable activities were completed in FY 2023-24:

- 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:		Resources:	
Personal Services	\$ <u>466,881</u>	SS4A (FHWA Grant)	\$ <u>1,409,308</u>
Materials & Services	\$ <u>849,798</u> ¹	SS4A (FHWA Grant)	\$ <u>139,878</u> ²
Indirect Costs	\$ <u>232,507</u>	Match Metro	
TOTAL	\$ <u>1,549,186</u>	TOTAL	\$ <u>1,549,186</u>

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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:

- ~~C~~ompleting a regional GHG inventory
- ~~i~~dentifying GHG reduction actions
- ~~i~~dentifying tools and data needed to analyze the GHG reductions and other co-benefits of each action.

~~T~~his 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.

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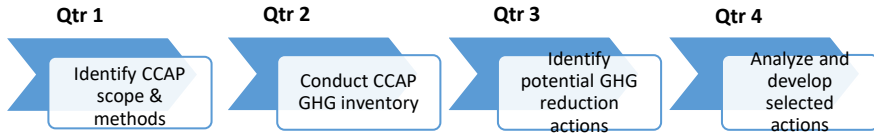
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Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:		
Personnel Services	\$ <u>308,880</u>	CPRG (EPA Grant)	\$ <u>648,702</u>	Deleted: 171,239
Materials & Services	\$ <u>186,000</u> ^{1 2}			Deleted: 439,516
Indirect Costs	\$ <u>153,822</u>			Deleted: 183,000
TOTAL	\$ <u>648,702</u>	TOTAL	\$ <u>648,702</u>	Deleted: 85,277
				Deleted: 439,516
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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 Stud (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 disruption 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.
- The consultant hiring process will be completed.
- The work on the scope will begin 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.

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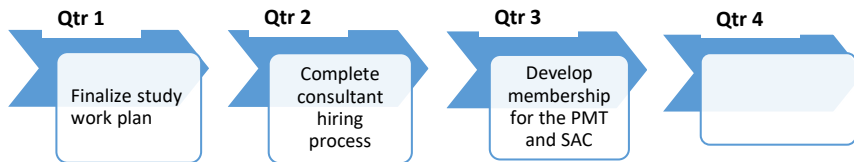
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Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Materials & Services	\$ 150,000 ¹	Metro Direct	\$ 150,000
TOTAL	\$ 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.

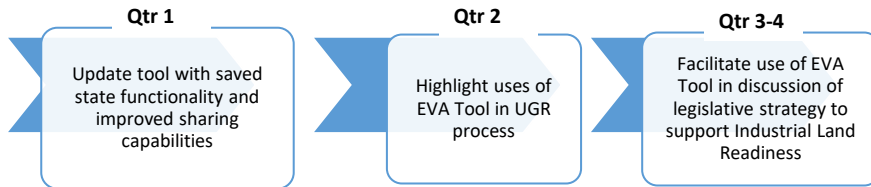
This is an ongoing program. In FY 2019-2020, the EVA tool provided new mapping and discoveries about our regional economic landscape, linked investments to local and regional economic conditions and outcomes and was actively used to inform policy and investment – it provides a foundation for decision-makers 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 [and data benchmarking](#) 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 informed the Emerging Growth Trends report, Regional Transportation Plan \(Economy Policy Guidance\), and Industrial Site Readiness Toolkit in FY 2023-2024, and in FY 2024-2025 will inform Metro’s Urban Growth Report.](#) The tool supports policy decisions on an ongoing basis [and will be improved in this role with new saved state sharing functionality in FY 2024-2025.](#)

Deleted: 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.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services \$ 66,035
 Indirect Costs \$ 32,885

Resources:

STBG \$ 39,392
 STBG Match (Metro) \$ 4,509
 Metro Direct \$ 55,020

TOTAL \$ 98,920

TOTAL \$ 98,920

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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.

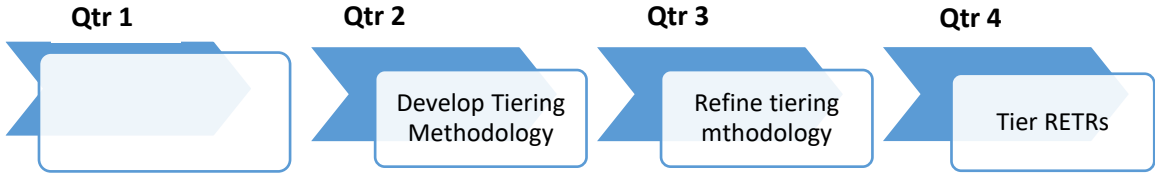
From 2019 - 2021 the RDPO and Metro partnered to complete phase 1 of the project - updating the designated Regional Emergency Transportation Routes (RETRs) for the five-county Portland-Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark 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 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:		Resources:	
Personnel Services	\$ 70,678	STBG	\$ 49,738
Indirect Costs	\$ 35,198	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

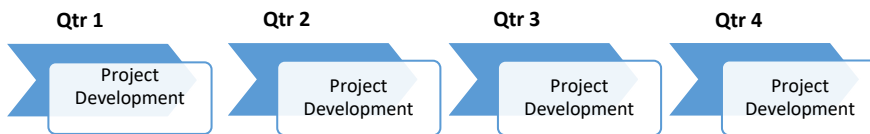
Metro’s Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors to leverage public and private investments that implement the region’s 2040 Growth Concept. Projects include supporting compact, transit-oriented 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	\$ 702,523	STBG	\$ 630,264	Deleted: 745,430
Materials & Services	\$ 456,120 ¹	STBG Match (Metro)	\$ 72,137 530,764	Deleted: 668,715
Indirect Costs	\$ 349,856	TOD IBR (FTA Grant)	\$ 132,691	Deleted: 76,537
		TOD IBR (FTA Grant)	\$	Deleted: 371,224
		Match (Metro)	\$ 142,644	Deleted: 164,067
		Metro Direct	\$	Deleted: 1,572,774
TOTAL	\$ 1,508,499	TOTAL	\$ 1,508,499	Deleted: 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.

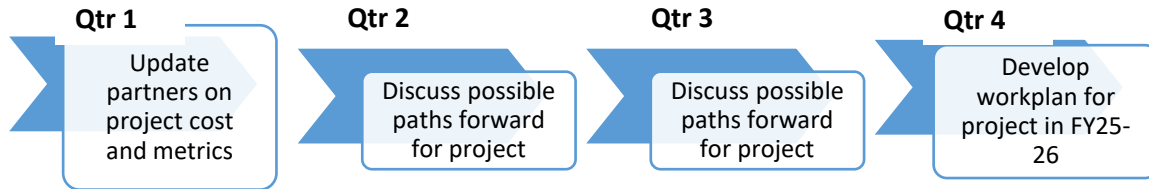
Project partners include TriMet, ODOT, Metro, Washington County, Portland, Tigard, Tualatin and Durham, whose staff have collaborated on project planning and design. Project planning and design (including the steering committee) were put on pause in late 2020 after a regional transportation funding measure 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;
- 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>

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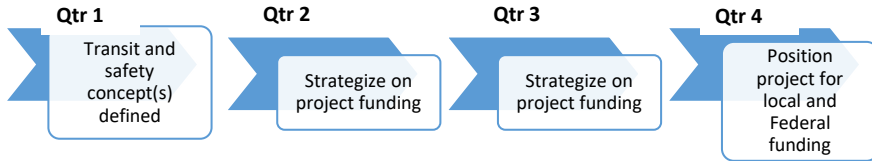
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¹ The latter half of this sentence will be removed in Spring 2024, if Metro is not successful with its Reconnecting Neighborhoods and Communities grant application.

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

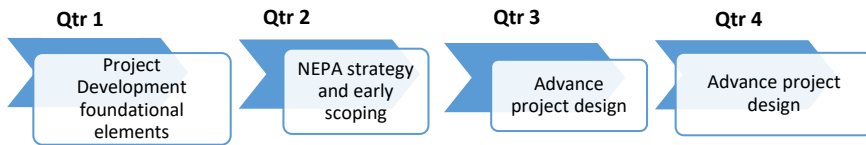
Metro will work to find opportunities to continue advancing this work, including through new Federal funding under the Neighborhood Access and Equity program that could support ongoing operations of ongoing project development of the 82nd Avenue Transit Project and implementation actions by community-based 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	\$ 710,548	82 nd Ave (FTA Grant – Flex Transfer)	\$ 1,057,075	Deleted: 710,550
Materials & Services	\$ 461,532 ^{3 4}	82 nd Ave (FTA Grant – Flex Transfer) Match	\$ 120,987	Deleted: 1,057,078
Indirect Costs	\$ 353,853	(Metro)		Deleted: 353,854
		Metro Direct	\$ 347,871	
TOTAL	\$ 1,525,933	TOTAL	\$ 1,525,933	Deleted: 1,525,936
				Deleted: 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 (~~agreement expired June 30, 2022, renewal date to be determined~~)
- 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 (~~agreement expired March 7, 2023, renewal date to be determined~~)

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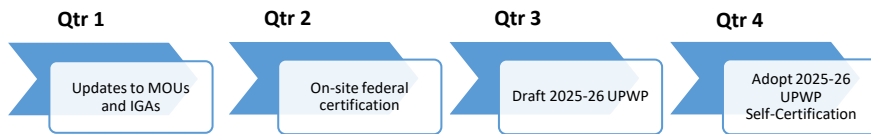
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Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all eight Oregon MPO boards, and Metro staff also collaborates with other MPOs and transit districts in quarterly staff meetings districts convened 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:

- ~~P~~erformed a Civil Rights and equity assessment on the 2024 Regional Transportation Plan
- ~~S~~ubmitted its Title VI annual report to ODOT.

In FY 2024-25, Metro will:

- ~~S~~ubmit its Title VI annual report to ODOT
- ~~U~~ppdate its Title VI Program, including its Limited English Proficiency Plan, and submit to FTA ~~and FHWA~~.

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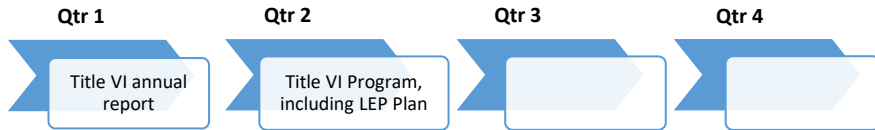
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Key Project Deliverables / Milestones



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
- Modernized the online MetroMap application, making it mobile friendly, multilingual and accessible to more users.
- 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.
- Collected aerial orthophotos, then validated and shared them 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 area
- 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, which 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
- 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.

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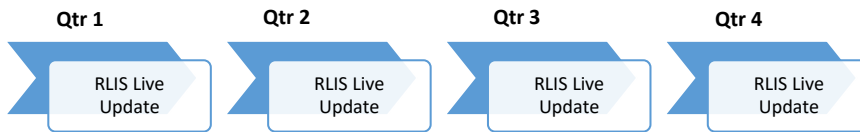
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For additional information about the Data Resource Center’s data management and visualization projects, email cindy.pederson@oregonmetro.gov.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ <u>1,258,684</u>	STBG	\$ <u>363,795</u>
Materials & Services	\$ 399,013 ^{1 2}	STBG Match (Metro)	\$ <u>18,530,231</u>
Indirect Costs	\$ <u>626,825</u>	STBG Match (ODOT)	\$ <u>1,879,089</u>
		Metro Direct	\$
TOTAL	\$ <u>2,284,522</u>	TOTAL	\$ <u>2,284,522</u>

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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:

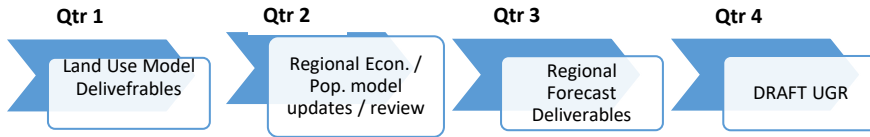
- Developer Supply Processor (DSP) modeling – the DSP model is a land supply redevelopment forecast estimation model structured as a real estate pro forma. The model is consistent with HB 2001, and Oregon law passed in 2019 allowing more housing types in residential areas, and includes:
 - Entitlement 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	\$ 163,182
Materials & Services	\$ 133,350 ¹
Indirect Costs	\$ 81,265

Resources:

5303	\$ 124,967
5303 Match (Metro)	\$ 14,303 <u>124,300</u>
STBG	\$ 14,227
STBG Match (Metro)	\$
Metro Direct	\$ 100,000

TOTAL \$ ~~377,797~~ **TOTAL** \$ 377,797

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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.

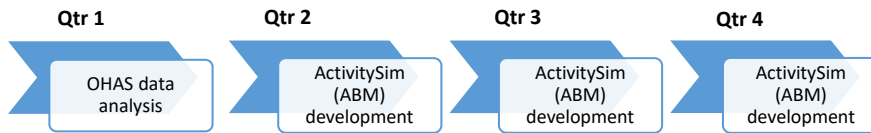
Work completed in FY 2023-24

- 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 Support (TriMet)	\$ 250,000
TOTAL	\$ 1,054,647	TOTAL	\$ 1,054,647

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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:

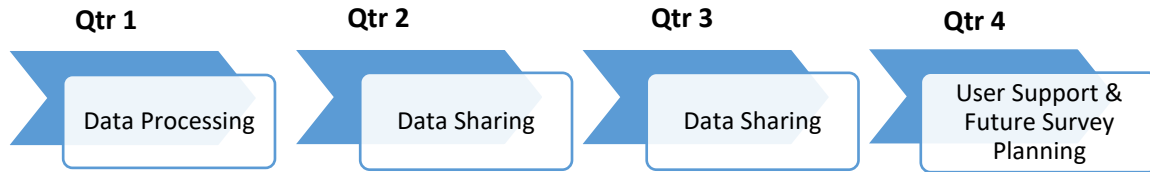
- Sampling strategy adjustments based on Spring 2023 survey pilot
- Received and reviewed two additional technical memos on survey collection recommendations and implementation plans
- Partner engagement with major universities and transit agencies
- Surveyed roughly 16,000 Oregon households during Fall 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

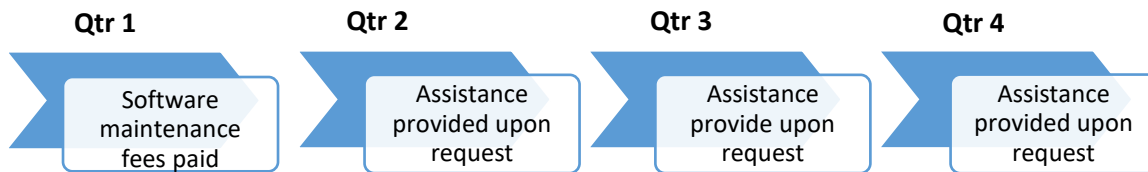
Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

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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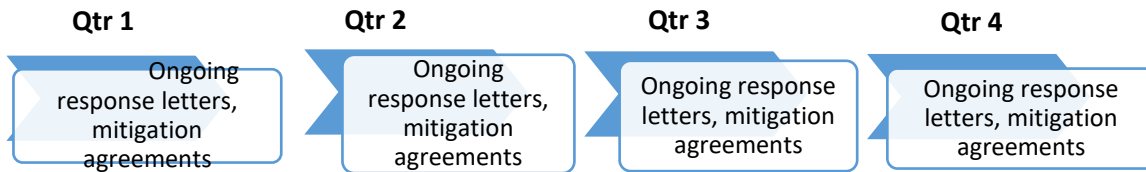
ODOT Development Review

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

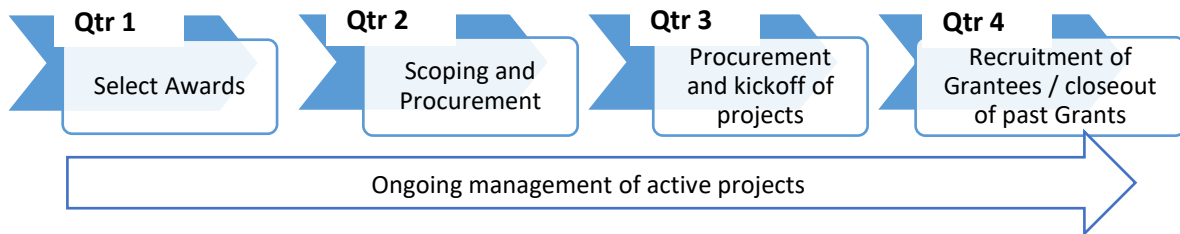
Description

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

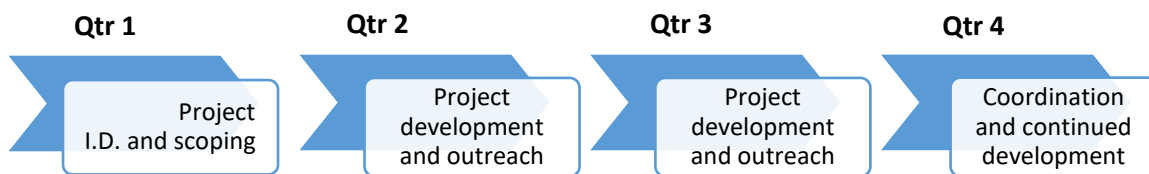
Description

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 ODOT’s Blueprint for Urban Design guidance on best practices for enhancing livability on the arterial highway network.

Education and outreach efforts in coordination with ODOT 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

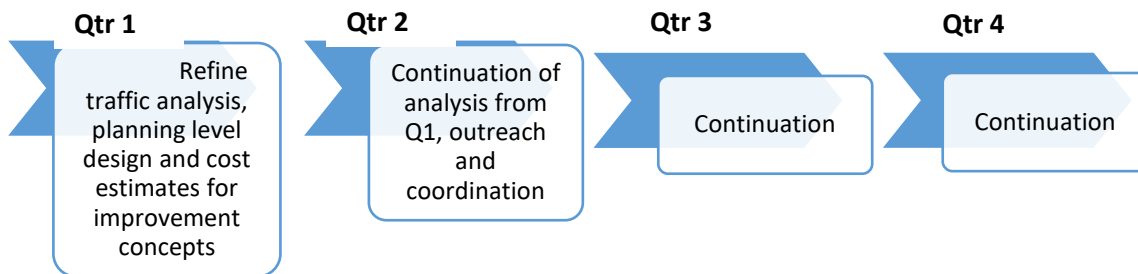
Description

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:

Personnel Services \$ 40,000
 Materials & Services \$ 60,000

TOTAL \$ 100,000

Resources:

Federal grant \$ 89,730
 Local Match \$ 10,270

TOTAL \$ 100,000

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

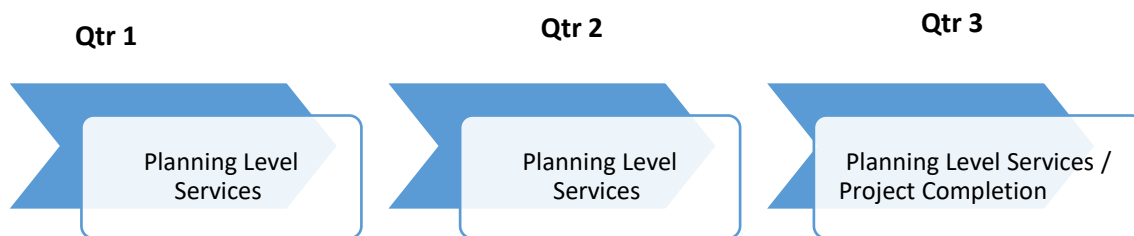
Staff Contact: Mandy Putney, mandy.putney@ODOT.Oregon.Gov

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. [It is funded through the American Rescue Plan Act \(ARPA\)](#). 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
- Actively collaborate and engage with the community
- Develop the vision and evaluation criteria
- Work toward preferred alternative selection
- Develop economic competitiveness report
- Develop anti-displacement strategy
- 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).

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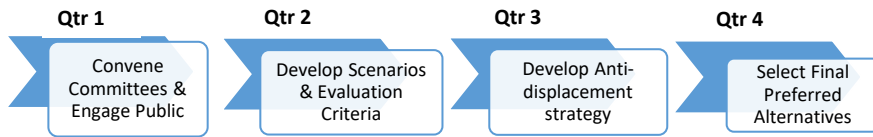
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Key Project Deliverables / Milestones



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 American	\$ 2,800,000
		<u>Rescue Plan Act (via state earmark)</u>	
Materials & Services	\$ 0	Local Match	\$ 200,000
TOTAL	\$ 3,000,000	TOTAL	\$ 3,000,000

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TriMet Comprehensive Service Planning (Forward Together 2.0)

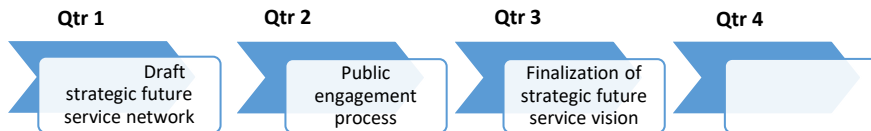
Staff Contact: Kate Lyman, lymank@trimet.org

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	FTA Route Planning Restoration grant	\$ 100,000
TOTAL	\$ 100,000	TOTAL	\$ 100,000

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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
- Community Assets and Gaps Analyses.

Work in FY2024-25 will include:

- Site Access Studies
- Site Master Plan & Massing Studies
- Feasibility Assessments
- 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).

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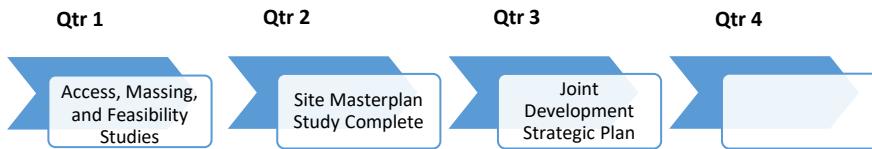
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Key Project Deliverables / Milestones

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	FTA PILOT grant	\$ 210,000
Materials & Services	\$ 210,000	Local Match	\$ 71,416
TOTAL	\$ 281,416	TOTAL	\$ 281,416

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*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 developed project scope and solicited for consultant participation and started 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.

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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 Transportation & Growth Management 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.

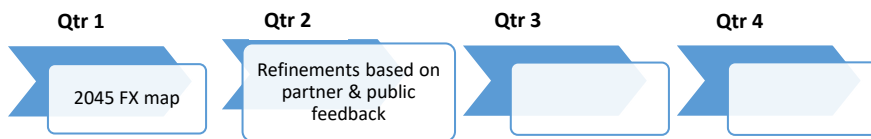
The first component of the FX Plan will be FX guidelines and standards such as amenities at stations and on vehicles; maximum headways between vehicles; boarding and fare payment tools; bus priority lanes; and transit signal priority. Goals of this work include to streamline planning work for future 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	\$ 150,000
		Transportation	
		Improvement Funding	
Materials & Services	\$ 75,000	Local Match	\$ N/A
TOTAL	\$ 150,000	TOTAL	\$ 150,000

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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
- 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/>

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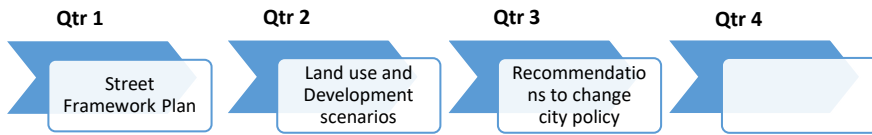
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Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements ¹ :		Resources:	
Personnel Services	\$ 750,000	Federal grant	\$ 800,000
Materials & Services	\$ 250,000	Local Match	\$ 200,000
TOTAL	\$ 1,000,000	TOTAL	\$ 1,000,000

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¹This in an estimate as internal budget negotiations are still underway.

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 [funded through a grant from the federal Railroad Crossing Elimination Program](#) and 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
- 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).

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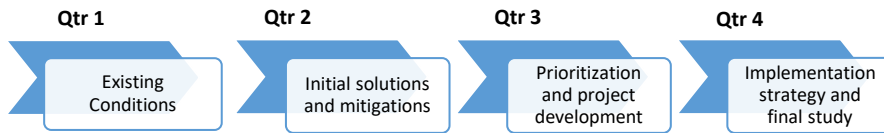
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Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements ¹ :		Resources:	
Personnel Services	\$ 150,000	Federal Railroad	\$ 500,000
		Crossing Elimination Program	
Materials & Services	\$ 500,000	Local Match	\$ 150,000
TOTAL	\$ 650,000	TOTAL	\$ 650,000

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¹This in an estimate as internal budget negotiations are still underway.



Appendices

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METRO

	Requirements	Resources ¹											
		PL	PL Set Aside ²	PL Match (ODOT) 10.27%	5303	5303 Match (Metro) 10.27%	STBG	STBG Match (Metro/ODOT) 10.27%	FTA, FHWA, ODOT, EPA Grants	FTA, FHWA, ODOT, EPA Grants Match (Metro) Match % Varies ³	Metro Direct Contribution	Local Support	Total
METRO-LED REGIONWIDE PLANNING													
1 Transportation Planning	1,988,586	343,623		39,330	123,470	14,132	696,333	79,698		692,001			1,988,586
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						78,362	8,969					185,018
8 Regional Travel Options/Safe Routes to School Program	4,852,103								4,599,570	210,032		42,500	4,852,103
9 Transportation System Management & Operations - Regional Mobility Program	862,123						300,354	34,377	473,229	54,163			862,123
10 Better Bus Program	883,522											883,522	883,522
11 Connecting First and Last Mile: Accessing Mobility through Transit Study	910,290						149,212	17,078				744,000	910,290
13 EPA Climate Pollution Reduction Grant	648,702								648,702	139,878			648,702
14 Industrial Lands Availability and Intermodal Facilities Access Study	150,000											150,000	150,000
16 Regional Emergency Transportation Routes	105,876						39,393	4,509					89,920
16 Regional Emergency Transportation Routes	105,876						49,738	5,693					50,445
Metro-led Regionwide Planning Total:	14,590,889	1,753,374	97,687	200,682	123,470	14,132	1,748,993	200,180	7,130,810	404,073	2,867,043	50,445	14,590,889
METRO-LED CORRIDOR / AREA PLANNING													
1 Investment Areas (Corridor Refinement and Project Development)	1,508,499						630,264	72,137	530,764	132,691		142,644	1,508,499
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	1,525,933								1,057,075	120,987		347,871	1,525,933
Metro-led Corridor / Area Planning Total:	4,123,041	-	-	-	-	-	630,264	72,137	2,499,992	341,178	579,470	-	4,123,041
METRO ADMINISTRATION & SUPPORT													
1 MPO Management and Services	534,048	454,331		52,000								27,717	534,048
2 Data Management and Visualization	2,284,522						363,795	41,638				1,879,089	2,284,522
3 Land Use and Socio-Economic Modeling Program	377,797				124,967	14,303	124,300	14,227				100,000	377,797
4 Travel Model Program	1,054,547				469,494	53,736						281,417	1,054,547
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:	4,449,464	454,331	-	52,000	715,357	81,876	545,269	62,408	-	-	2,288,223	250,000	4,449,465
GRAND TOTAL	23,163,395	2,207,704	97,687	252,682	838,827	96,008	2,924,526	334,725	9,630,803	745,251	5,734,737	300,445	23,163,395

As of 3/18/24

¹Please refer to the Overview section of the UPWP for a Glossary of Resource Funding Types.

²The IJA/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. There is no match requirement for this PL Set Aside.

³The match amounts vary based on the requirements of each individual grant. Summaries of match requirements are provided below. Additional details can be found in the budget footnotes of the project narratives.

Regional Travel Options/Safe Routes to School Program: FTA Grants: 10.27% (some of which is provided by Metro's grantees); ODOT/FHWA Grant: 10.27% (except for the Rideshare portion of the grant's scope which has no match requirement).

Transportation System Management & Operations - Regional Mobility Program: ODOT/FHWA Grants: 10.27%

Safe Streets for All: FHWA Grant: 20% (some of which is provided by Metro's grantees)

EPA Climate Pollution Reduction Grant: No match requirement

Investment Areas (Corridor Refinement and Project Development): FTA Grant: 20%

Southwest Corridor Transit Project: FTA Grant: typically a 20% match rate, however Metro committed to overmatch by \$200k for an effective match rate of 31.43%

TV Highway Transit and Development Project: FTA Grant: 10.27%, however budget assumes match requirement will be met prior to FY25.

82nd Ave Transit Project: FTA Grant: 10.27%

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2024 Metro Transportation Management Area (TMA) Certification Review Table

Corrective Actions, Recommendations & Proposed Actions

Topic Area	Corrective Action / Recommendation	Proposed Action
1. Metropolitan Transportation Plan (MTP)	<p>Corrective Action 1: By December 23, 2023, with the update of the MTP, Metro must create a financial plan that meets the requirements of 23 CFR 450.324(f)(11), including:</p> <ul style="list-style-type: none"> • Document revenue and cost estimates in YOY dollars • In revenue estimation, develop one consistent process for all agencies and separate out ODOT revenues from Federal funding • Define operations and maintenance for highway and transit to use in MTP and TIP financial planning processes. 	<p>Status: Completed as proposed.</p> <p>Metro will change its methodology to account for the effects of inflation on financial constraint and reflection of “year of expenditure dollars” from a discounting of revenues method to an inflation of costs method.</p> <p>Metro participates in the statewide working group led by ODOT to forecast federal and state transportation revenues for long-range plans. This forecast information will serve as the basis for forecasting what portions of those revenues are reasonably expected to be available in the Metro MPO region for the 2023 RTP update. Federal and state revenues will be reported separately. A methodology for how these funds will be applied to OM&P and capital project costs prioritized in the plan update will also ensure federal, state, and local revenues as applied to those costs can be tracked separately.</p> <p>Metro will provide guidance to be followed for the development of local revenue to create consistency in the forecast approach. However, locally generated revenues used for transportation purposes (e.g. system development charges or parking revenues) can be unique, and may continue to utilize forecasting methods appropriate to their locally unique conditions. Any unique methods for</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
		<p>the forecast of local revenues will be vetted at the regional level and documented.</p> <p>Metro will work with agencies to create definitions of operations, maintenance, preservation, and capital projects and programs, and develop cost estimation guidance to consistently apply these definitions to cost categories. These definitions will be consistent with ODOT and the region’s transit agency cost methods. Transit state of good repair, TAM plans and service plans will be used as sources for cost estimates of transit operations and maintenance activities.</p> <p>Local agencies provide cost estimates for their operations, maintenance and preservation, and each agency’s method may differ. For example, one agency may consider asphalt sealant a maintenance activity while another considers it a preservation activity. It may not be possible for agencies to tease apart and re-estimate category costs in strict adherence to a regional guidance document. These slight differences will not impact total cost estimates for these OM&P activities that then allow the region to establish revenues available for capital projects. Nor will they have measurable impacts to performance measures related to OM&P activities on the NHS.</p>
	<p>Recommendation 1: As part of fiscal constraint documentation, Metro should develop cost and revenue estimates for functional categories (e.g., preventive maintenance, operations and management, capital), time periods (e.g., 2020-2030, 2030-2040) and by major travel modes</p>	<p>Metro staff will work with agency staff to develop cost estimates for functional categories. OM&P costs will be attributed to time periods (or cost bands).</p> <p>The current revenue forecast and capital project cost estimating methodologies anticipates that</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
	<p>(e.g., roadways, public transit, bike and pedestrian) to provide more specific detail describing how available revenues can meet projected costs overtime.</p>	<p>revenue forecasts will be developed for time periods within the plan years of 2024 through 2040. Capital projects will be assigned for implementation within time periods in YOE costs, limited to the revenue capacity within those time periods.</p> <p>Capital projects will identify all major travel modes provided or impacted by the project. For projects that provide or impact multiple modes, it may be difficult to attribute costs and apportionment of revenues to singular modal categories.</p>
	<p>Recommendation 2: Metro should develop a single definition for a regionally significance project and use it consistently throughout all documents and processes.</p>	<p>Metro expects to establish a comprehensive definition for the term “regionally significant” as part of the 2023 RTP update.</p>
	<p>Recommendation 3: Metro should look at MTPs of peer MPOs and consider changes to provide a more user-friendly and accessible MTP format.</p>	<p>As part of the 2023 RTP update, Metro is considering options for preparing a simplified version of the plan that is more accessible to the general public. We are contacting peer MPOs for examples.</p> <p>One of the burdens unique to our MPO is that our RTP is also regulated by Oregon’s statewide planning laws, as well as Metro’s own regional planning requirements under a voter-approved charter. As a result, our RTP serves many masters, each with specific requirements for its content and degree of detail.</p> <p>Given these conditions and requirements, we are considering a separate, simplified summary version aimed at the general public and policy makers. The MTC in the Bay Area is a good example of this</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
		approach, though our own work will be subject to budget and capacity availability.
	Recommendation 4: Metro should include the timelines for re-evaluation points, equity milestones, and follow-up actions to ensure accountability and benchmarks for success in the <i>Transportation Equity Evaluation</i> section of the MTP/RTP.	Metro staff will consider incorporating this recommendation as part of updating the regional equity analysis and findings for the 2023 RTP.
2. Transportation Improvement Program	Recommendation 5: Metro should include a breakdown of each federal funding source by amount and by year within the main document of the MTIP.	Metro staff will look to extract from the programming tables and the more detailed appendices of revenue and programming information, a user-friendly table of each federal funding source by amount and year within the main document of the 2024-27 MTIP.
	Recommendation 6: Metro should address ADA Transition Plan implementation in the TIP project prioritization and selection processes.	Metro will request ODOT and transit agencies to document how their prioritized investments and programming address their ADA Transition Plans. Additionally, the MTIP will document how the allocation of U-STBG, TAP and CMAQ funds accounted for ADA Transition Plans.
3. Congestion Management Process	Recommendation 7: Metro should continue to address the following portions of their congestion management process (CMP): <ul style="list-style-type: none"> • Methods to monitor and evaluate the performance of the multimodal transportation system by identifying the underlying causes of recurring and non-recurring congestion; identifying and evaluating alternative strategies; 	As part of the 2023 RTP update Metro is working in partnership with ODOT to update the region’s mobility policy. This work is expected to conclude in mid-2022 and recommendations from the work will be carried forward to be applied and incorporated into the 2023 RTP. The updated policy will also be considered for amendment into the Oregon Highway Plan by the Oregon Transportation Commissions.

Topic Area	Corrective Action / Recommendation	Proposed Action
	<p>providing information supporting the implementation of actions; and evaluating the effectiveness of implemented actions;</p> <ul style="list-style-type: none"> • Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that contribute to the more effective use of and improved safety of existing and future transportation systems based on the established performance measures. • Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. 	<p>As part of the 2023 RTP update, Metro will be revising Chapter 4 (Existing Conditions) and completing our 4-year System Performance Report (as required by federal regulations). In addition, Metro will update a needs assessment to evaluate performance of our multimodal transportation system, and setting investment priorities following the CMP process described in the RTP.</p>
<p>4. Consultation</p>	<p>Corrective Action 2: By June 30, 2022, Metro must document its formal consultation process developing with applicable agencies that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies defined in 23 CFR 450.316(b), (c), and (d), as required in 23 CFR 450.316(e).</p>	<p>Status: Completed as proposed.</p> <p>Metro has created a more formal process for consultation for consulting with other governments and agencies and has incorporated it into the 2023 RTP work plan and 2023 MTIP project plan. MPO staff will extract those elements into a separate consultation document by December 31, 2023 and include additional learnings from the RTP and MTIP processes.</p>
<p>5. Public Participation</p>	<p>Corrective Action 3: By June 30, 2023 Metro must update the PPP to meet all requirements of 23 CFR 450.316, including:</p> <ul style="list-style-type: none"> • Simplifying the PPP document through summaries, visualization, and other techniques to make the document 	<p>Status: Completed as proposed.</p> <p>Metro is in the process of updating the agencies Public Engagement Guide, with the completion goal of meeting the PPP components by June 30, 2023. The current PPP, titled “Get involved</p>

		in Transportation Planning”, will be incorporated into the Public Engagement Guide and revised to include the points requested and required.
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Topic Area	Corrective Action / Recommendation	Proposed Action
	<p>accessible and comprehensible to the widest possible audience</p> <ul style="list-style-type: none"> • Explicit procedures for outreach to be conducted at the identified key decision points. • Specific outreach strategies to engage traditionally underserved populations. • Criteria or process to evaluate the effectiveness of outreach processes. • A minimum public comment period of 45 calendar days shall be provided before the revised participation plan is adopted by the MPO. 	<p>Regarding the recommendation to simplify through summaries, visualizations and other techniques, Metro staff would benefit from additional direction from FHWA, and would welcome the opportunity to review PPP documents from other MPOs that could be used as strong examples.</p>
	<p>Recommendation 8: Metro should use just one document as the MPO’s Public Participation Plan to make it easier for the public participation processes.</p>	<p>Metro plans to update to the “practitioner’s portion” of the Public Engagement Guide and include that as secondary content (appendices and attachments) in the updated Public Engagement Guide, which will serve as the PPP. This Public Engagement Guide update was launched as a process but was cut short in March 2020 due to impacts from the COVID-19 pandemic. The process has resumed in 2023.</p>
	<p>Recommendation 9: Metro should include information in the PPP on how the public can volunteer to serve on committees.</p>	<p>Metro will pursue this recommendation, understanding that multiple departments outside of the MPO function also manage and recruit for committees.</p>
	<p>Recommendation 10: Metro should update the <i>Language Assistance</i> link on its website so it’s stated in the prominent languages in the region, as determined in the LEP Four-Factor Analysis and the Safe Harbor Provision.</p>	<p>Metro is currently developing its next website to comply with technical support and security updates to its Drupal platform. This recommendation has been included in the requirements and project plan for the new website, and the initial version was expected in early 2023 but has been delayed to 2025 due to COVID pandemic-related budget and staffing issues.</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
<p>6. Civil Rights (Title VI, EJ, LEP, ADA)</p>	<p>Corrective Action 4: By December 31, 2022, Metro must complete an ADA self-evaluation of all Metro programs, services, and activities that identifies universal access barriers and describes the methods to remove the barriers, along with specified timelines to come into compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. The self-evaluation and transition plan should include a list of advocacy groups/individuals consulted with as part of the self-evaluation/transition plan process and be posted on Metro’s website for public information and opportunity to provide feedback.</p>	<p>Status: Completed as proposed.</p> <p>Metro has assigned a project manager to create the self-evaluation and action plan for programs, services and activities and including these elements. The project was expected to be completed by December 31, 2022 but Metro asked for and was granted an extension from FHWA for completion December 31, 2023.</p>
	<p>Recommendation 11: It is recommended Metro ensure the ADA Notice can be easily located on its website, and in Metro buildings, and include the basics of ADA requirements of the State or local government, written in easy to understand plain language format, and contact information of the ADA Coordinator.</p>	<p>These recommendations are included in the work of the ADA Coordinator and ADA self-assessment project manager. This information has also been referred to the website update project team, and we expect this notice to be easier to locate on the new site. The current site has been updated to include an “Access” category prominently displayed in the bottom “wrap” (information that transfers across all web pages). This Access category includes plain language categories of “Know your rights” and “Accessibility at Metro,” both of the pages for which include the ADA Notice, requirements and ADA Coordinator contact information.</p>

<p>Recommendation 12: It is recommended Metro work with ODOT’s Title VI staff to:</p> <ul style="list-style-type: none"> • Clarify compliance reporting procedures and timelines; • Ensure that USDOT Standard Assurances associated with FHWA financial assistance are signed and incorporated into Metro’s Title VI Plan; • Confirm ODOT’s expectations related to collection and analysis of Title VI data; • Revise its Title VI complaint procedures to include FHWA’s guidance on processing Title VI complaints; • Remove age and disability from the Title VI Plan, complaint procedures, and any other associated documents and ensure only appropriate groups are included. 	<p>Metro will continue to – and more actively – work with ODOT Title VI staff. Metro intends to update its Title VI Plan this year, incorporating the elements recommended.</p> <p>Metro staff would benefit from more direction from FHWA regarding removing the age and disability from the Title VI Plan. From a program management and public communications perspective, Metro strives to address Civil Rights holistically, while still meeting our responsibilities for Title VI programming and reporting under its MPO functions. Metro has also taken guidance from USDOT practice in its program and communications around Civil Rights, addressing protections and processes beyond the Title VI requirements for race, color and national origin. See: https://www.transportation.gov/civil-rights/complaint-resolution/complaint-process.</p> <p>One potential path is to clarify that Metro’s Civil Rights program has that holistic approach, and reflect that in a “Civil Rights Plan,” inclusive of but in place of a “Title VI Plan,” that meets the regulations and requirements of FHWA for Title VI.</p>
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Topic Area	Corrective Action / Recommendation	Proposed Action
	<p>Recommendation 13: It is recommended Metro use the U.S. Census <i>American Community Survey</i> data as the primary data sources for identifying Limited English Proficiency populations and incorporating a more comprehensive, multiple data-set, approach.</p>	<p>Metro agrees with this recommendation and continues to follow this practice. The ACS remains our primary data source for identifying Limited English Proficiency populations. Oregon Department of Education data is used as a secondary source where ACS data aggregates LEP populations such as “Other Indo-European languages”; “Other African languages”; etc. as the best data to align with ACS data and disaggregate languages which may fall within the Safe Harbor guidance.</p>
<p>7. Transit Representation on MPO Board</p>	<p>Recommendation 14: Metro should work with the JPACT members and regional transit agencies to define how regional transit interests are represented on the committee. The JPACT By-Laws should explicitly and clearly describe the role of the regional transit representation seat, currently held by TriMet. The representation of transit agencies on JPACT could be further supported by interlocal agreements between the transit agencies. It is also recommended Metro consider direct representation of regional transit agencies on technical advisory boards and committees such as the Transportation Policy Alternative Committee (TPAC).</p>	<p>In 2008, JPACT updated the committee bylaws to clarify a formal role for TriMet as representative of all transit service providers, and in turn, TriMet would be expected to coordinate directly with area transit providers, including C-TRAN.</p> <p>More recently, South Metro Area Rapid Transit (SMART) asked JPACT to consider adding a second transit seat to the committee. Metro offered to SMART and TriMet to work with a third-party consultant to convene facilitated meetings between the transit agencies to discuss a mutually beneficial path forward and improve communication between agencies. At this time, TriMet continues to serve as the representative at JPACT with the expectation that they represent all transit providers at JPACT.</p> <p>TPAC has somewhat different representation than JPACT, and its bylaws already include two transit representatives. TriMet holds a voting position on TPAC and C-TRAN has a non-voting position on the committee.</p>

2024 Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet the requirements of federal planning rules as defined in Title 23 of U.S. Code Part 450 Subpart C and Title 49 of U.S. Code Part 613 Subpart A, the Oregon Transportation Planning Rule, which implements Statewide Planning Goal 12, and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with and supports the region's land use plans and meets federal and state planning requirements.

Metro is governed by an elected regional council, in accordance with a charter approved by the voters in 1979. The Metro Council is comprised of representatives from six districts and a Council President elected regionwide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro, including MPO administration.

2. Geographic Scope

The Metropolitan Planning Area (MPA) boundary establishes the area in which the Metropolitan Planning Organization conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan, the Metropolitan Transportation Improvement Program for capital improvements identified for a four-year construction period, a Unified Planning Work Program, a congestion management process, and conformity to the state implementation plan for air quality for transportation related emissions.

The MPA is established by the governor and individual Metropolitan Planning Organizations within the state, in accordance with federal metropolitan planning regulations, and updated following each federal census. The MPA boundary must encompass the existing urbanized area and the contiguous areas expected to be urbanized within a 20-year forecast period. Other factors may also be considered to bring adjacent territory into the MPA boundary. The boundary may be expanded to encompass the entire metropolitan statistical area or combined as defined by the federal Office of Management and Budget.

The current MPA boundary was updated and approved by the Governor of Oregon in July 2015 following the 2010 census and release of the new urbanized area definitions by the Census Bureau. The MPA boundary is currently under review in response to the 2020 Census and will be adjusted based upon a final determination by the Governor to extend into Marion County along the Interstate-5/Highway 99E Corridor to the communities of Aurora and Hubbard. Metro has coordinated this expansion with the Oregon Department of Transportation (ODOT) and the affected local jurisdictions, and made a final recommendation to the Governor on the new boundary as part of adopting the 2023 Regional Transportation Plan (RTP) in November, 2023. The Governor's determination is expected in Spring 2024.

3. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

While MPAC serves in a policy advisory role to the Council under Metro's charter, JPACT is a full partner with the Council in jointly acting as the MPO policy board. Under this format, agreement of both the Council and JPACT is required when making policy decisions as the MPO.

Joint Policy Advisory Committee on Transportation

JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). Together, JPACT and the Metro Council serve as the MPO board for the region in a partnership that requires joint action on all MPO decisions.

All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration until both bodies have reached agreement on a decision. Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing and coordinating all issues of bi-state significance for transportation and land use.

Metro Policy Advisory Committee

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

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

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

In accordance with these requirements, the Regional Transportation Plan is developed to meet Federal transportation planning guidelines, the Oregon Transportation Planning Rule, and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation, land use, and environmental concerns.

4. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

The Unified Planning Work Program (UPWP) is adopted annually by Metro as the MPO for the Portland metropolitan area. It is a federally required document that serves as a tool for coordinating all federally funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of each planning program or project, including the major transportation planning tasks and milestones and a summary of the amount and source of state and federal funds to be used for planning activities. Some regionally or locally funded planning projects are also included in the UPWP when they related to other, federally-funded work or are of a scale that has regional implications.

The UPWP is developed by Metro with input from local governments, TriMet, ODOT, Port of Portland, FHWA and FTA, including a formal consultation meeting with state and federal agencies. Additionally, Metro conducts its annual self-certification process for demonstrating the region's compliance with applicable federal transportation planning requirements as part of the UPWP adoption process.

b. Regional Transportation Plan (RTP)

The RTP must be prepared and updated every 5 years and cover a minimum 20-year planning horizon from the date of adoption. The RTP is the primary tool for implementing federal, state and regional policy and identifies transportation projects that are eligible for federal funding.

Scope of the planning process

The metropolitan planning process shall provide for consideration of projects and strategies that will:

- a. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- b. increase the safety of the transportation system for motorized and non-motorized users;
- c. increase the security of the transportation system for motorized and non-motorized users;
- d. increase the accessibility and mobility of people and for freight;
- e. protect and enhance the environment, promote energy conservation, improve the quality of

- life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- f. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - g. promote efficient system management and operation; and
 - h. emphasize the preservation of the existing transportation system.

Metropolitan planning organizations (MPOs) must establish and use a performance-based approach to transportation decision making and development of transportation plans to support the national goal areas:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Elements of the RTP

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A description of the performance measures and performance targets used in assessing the performance of the transportation system and how their development was coordinated with state and public transportation providers
- A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- A financial plan that demonstrates how the adopted transportation plan can be implemented; indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and recommends any additional financing strategies for needed projects and programs.
- Operational and management strategies to improve the performance of existing

transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.

- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities

c. Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing and monitoring progress of the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP programs and monitors funding for all regionally significant projects in the metropolitan area. Additionally, the program administers the allocation of urban Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) and Transportation Alternatives Program (TAP) funding through the regional flexible fund process. Projects are allocated funding based upon technical and policy considerations that weigh the ability of individual projects to implement federal, state, regional and local goals. Funding for projects in the program are constrained by expected revenue as defined in the Financial Plan.

The 2024-27 MTIP was adopted in July 2023 and was incorporated into the 2024-27 STIP. Amendments to the MTIP and development of the 2027-30 MTIP are included as part of the Metropolitan Transportation Improvement Program work program.

The 2024-27 metropolitan TIP includes the following required elements:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrates how the TIP can be implemented.
- Descriptions of each project in the TIP.
- Programming of funds in year of expenditure dollars.
- Documentation of how the TIP meets other federal requirements such as addressing the federal planning factors and making progress toward adopted transportation system performance targets.
- The MTIP also includes publication of the annual list of obligated projects. The most recent publication was provided in December 2023. All prior year obligation reports are available on the Metro website.

d. Congestion Management Process (CMP)

The 2007 SAFETEA-LU federal transportation legislation updated requirement for a Congestion Management Process (CMP) for metropolitan planning organizations (MPOs) in Transportation Management Areas (TMAs – urban areas with a population exceeding 200,000), placing a greater emphasis on management and operations and enhancing the linkage between the CMP and the long-range regional transportation plan (RTP) through an objective-driven, performance-based approach. MAP-21 and FAST Act retained the CMP requirement while enhancing requirements for congestion and reliability monitoring and reporting. The most recent federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), retained the CMP requirement set forth in MAP-21.

A CMP is a systematic approach for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The region’s CMP will continue to advance the goals of the 2023 RTP and strengthen the connection between the RTP and the Metropolitan Transportation Improvement Program (MTIP).

Regional Congestion Management Process	Associated RTP/MTIP Activities
Develop congestion management objectives and policies	RTP Goals and Objectives (Chapter 2), RTP Policies (Chapter 3)
Define geographic area and network of interest	RTP (Appendix L – Figures 3 and 4)
Establish multimodal performance measures	RTP Performance Measures and Targets (Chapter 2), RTP Federal Performance Measures and Targets (Appendix L)
Collect data and monitor system performance	RTP Existing Conditions (Chapter 4), ODOT Traffic Performance Report (2020), ¹ Mobility Corridor Atlas (2015), Metro and ODOT Federal Performance Monitoring Reports (Baseline, 2-year and 4-year reports)
Analyze congestion problems and needs	RTP Existing Conditions (Chapter 4), ODOT Traffic Performance Report (2020), RTC CMP Monitoring Report (2022), RTP Performance Evaluation (Chapter 7)
Identify and evaluate effectiveness of strategies	RTP (Chapter 6), RTP (Chapter 7), RTP (Appendix F – Environmental Analysis and Potential Mitigation Strategies), RTP (Appendix J – Climate Smart Strategy Implementation and Monitoring), RTP (Chapter 8 refinement planning), area studies, local transportation system plans, ODOT facility plans
Implement selected strategies and manage transportation system	MTIP, Metro, local jurisdictions, ODOT, TriMet, SMART, TransPort, Regional Transportation Functional Plan, RTP (Chapter 8)

¹ ODOT, “Portland Region 2020 Traffic Performance Report.” (December 2021). Available on-line at <https://www.oregon.gov/odot/Projects/Project%20Documents/TPR-2020.pdf>

Regional Congestion Management Process	Associated RTP/MTIP Activities
Monitor strategy effectiveness²	Scheduled RTP updates, CMAQ Performance Plan, RTP (Appendix J – Climate Smart Strategy Implementation and Monitoring), RTC CMP Monitoring Report (2022), Metro and ODOT Federal Performance Monitoring Reports (Baseline, 2-year and 4-year reports)

A goal of the CMP is to provide for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. As part of federal transportation performance and congestion management monitoring and reporting, Metro continues to address federal MAP-21 and IIJA transportation performance monitoring and management requirements that were adopted as part of the 2023 Regional Transportation Plan (RTP). The performance targets are for federal monitoring and reporting purposes and are coordinated with the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART) and C-TRAN. The regional targets support the region’s Congestion Management Process, the 2023 policy guidance on safety, congestion and air quality, and complements other performance measures and targets contained in Chapter 2 of the 2023 RTP.

The table below summarizes key elements of Metro’s CMP. For more detail, please refer to 2023 RTP Appendix L- Federal Performance-Based Planning and Congestion Management Processes.

Key Elements of the Region’s Congestion Management Process (CMP)

e. Air Quality

The Air Quality Program ensures the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) for the Portland metropolitan area address state and federal regulations and coordinates with other air quality initiatives in the region.

While the region is no longer an active Maintenance Area for Ozone precursors or Carbon Monoxide (CO) and therefore is not required to complete air quality conformity analysis and findings for those pollutants for each RTP and MTIP update, the region is still required to comply with the State Implementation Plan (SIP) requirements that were developed and adopted in response to previously being out of compliance for those pollutants. The SIP requirements still in effect include the Transportation Control Measures (TCMs) adopted within the Ozone and CO SIPs.

Most immediately relevant of the TCMs is the requirement to annually monitor the region’s motor vehicle miles traveled (VMT) per capita and if the rate increases significantly, implement spending and planning requirements. Specifically, if the rate increases by 5% in a year, planning requirements are instigated to investigate the cause and propose remedies to reduce the VMT

² USDOT, “Guidebook on the Congestion Management Process in Metropolitan Transportation Planning.” Pg. 1-1 (April 2011). Available on-line at https://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/cmpguidebk.pdf

per capita rate. If the rate increases again in the second year by 5% or more, mandatory spending increases on programs that help reduce VMT would be instituted, potentially redirecting funds from other projects.

Metro also has an agreement with the Oregon Department of Environmental Quality to cooperate on monitoring and analyzing emissions for all of the federal criteria pollutants and for other emissions known to impact human health as a part of the transportation planning and programming process. To do so, Metro keeps its transportation emissions model current to federal guidelines.

5. Planning Factors

Current requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, eleven factors defined in federal legislation:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improving transportation system resiliency and reliability and Reduce (or mitigate) the storm water impacts of surface transportation; and
10. Enhancing travel and tourism.

Factor	System Planning (RTP)
1. Support Economic Vitality	<ul style="list-style-type: none"> • All projects subject to consistency with RTP policies on economic development and promotion of “primary” land use element of 2040 development such as centers, industrial areas and intermodal facilities. • The Regional Flexible Fund Allocation (RFFA) process of awarding STBG/CMAQ funding evaluates and rates all project applications relative to performance in implementing economic vitality goals. • The MTIP process includes coordination with ODOT and transit agencies that has those agencies articulate how their funding allocation decisions considered the five RTP investment priority goals, including economic vitality. • Special category for freight improvements in Metro allocation process calls out the unique importance for these projects. • Coordinate with ODOT allocations to support their Transportation Plan Goal 3 of Economic Vitality for all investments, and includes a specific project funding program, the Immediate Opportunity Fund, that supports local development projects which demonstrate job growth. • 2018 Regional Transit Strategy and 2023 High Capacity Transit Strategy are designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements identified in the 2023 High Capacity Transit Strategy for major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.
2. Increase Safety	<ul style="list-style-type: none"> • The 2023 RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified in the RTP and in the 2018 Regional Safety Strategy as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region’s 2040-growth management strategy). • The Regional Flexible Fund Allocation (RFFA) process of awarding STBG/CMAQ funding evaluates and rates all project applications relative to performance in implementing safety goals. • The MTIP process includes coordination with ODOT and transit agencies that has those agencies articulate how their funding allocation decisions considered the five RTP investment priority goals, including safety. • All Metro allocation-funded projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel. • Coordinate with ODOT All Roads Transportation Safety funding program select projects with proven safety elements to address high crash sites/corridors. • Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.
3. Increase Security	<ul style="list-style-type: none"> • The 2023 RTP calls for implementing investments to increase system monitoring for operations, management, and security of the regional mobility corridor system. • Coordinate with ODOT on implementation of their Transportation Plan Goal 5 of Safety and Security.

Factor	System Planning (RTP)
	<ul style="list-style-type: none"> • Looking to incorporate recommendations from the current Metro area Emergency Transportation Routes technical study and any follow-up studies into funding programs. • TriMet has updated its approach and investments in public safety and security utilizing recommendations from its Transit Public Safety Advisory Committee to address racial justice issues. • System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.
4. Increase Accessibility	<ul style="list-style-type: none"> • The 2023 RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. • Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes to improve multi-modal accessibility in the region. • The MTIP also reports on how each agency expending federal transportation funds is progressing on their ADA Implementation Plans with the programmed funds, and is programming a large portion of ODOT’s revenues into ADA curb ramp and pedestrian signal actuation retrofit work. • The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.
5. Protect Environment and Quality of Life	<ul style="list-style-type: none"> • The 2023 RTP is constructed as a transportation strategy for implementing the region’s 2040-growth concept. The growth concept is a long-term vision for retaining the region’s livability through managed growth. • The 2023 RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The 2023 RTP conforms to the Clean Air Act. • The MTIP implements the Transportation Control Measures (TCMs) of the air quality SIP for CO and Ozone related emissions. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP and other regional sources to enhance endangered salmon and steelhead passage. • Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region’s most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Factor	System Planning (RTP)
5. Protect Environment and Quality of Life (continued)	<ul style="list-style-type: none"> • Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • 2023 RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues.
6. System Integration/ Connectivity	<ul style="list-style-type: none"> • The 2023 RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The 2023 RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The 2023 RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The 2023 RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the region. • Projects funded through the MTIP must be consistent with regional street design guidelines and the RTP that has resolved system integration and connectivity issues. • Freight improvements are evaluated according to resolving potential conflicts with other modes. • Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations. • The regional Transportation System Management and Operations (TSMO) program coordinates planning and operational agreements between agencies for TSMO activities across the region, consistent with the TSMO Strategic Plan and the region’s adopted ITS Architecture plan. • The Regional Travel Options (RTO) program plans for and supports delivery of transportation demand management services from a system user trip perspective across multiple modes and jurisdictions.

Factor	System Planning (RTP)
7. Efficient Management & Operations	<ul style="list-style-type: none"> • The 2023 RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed 2018 RTP projects include many system management improvements along regional corridors. • The 2023 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. • The regional travel options (RTO) and TSMO programs are funded through Metro allocations. • TDM/TSMO is encouraged to be included in the scope of capital projects to reduce SOV pressure on congested corridors. • ODOT also provides funding support to TDM and TSMO programs. • TriMet and SMART both operate TDM and Employer commute reduction programs. • Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.
8. System Preservation	<ul style="list-style-type: none"> • Proposed 2023 RTP projects include major roadway preservation projects. • The 2023 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. • Reconstruction projects that provide long-term maintenance are identified as a funding priority. • The ODOT Fix-It program and TriMet and SMART Preventive Maintenance programs that fund system preservation are two of the largest investment areas in the MTIP. • The 2023 RTP financial plan includes the 30-year costs of HCT maintenance and operation for planned HCT systems.
9. Resilience, Reliability and Stormwater Mitigation	<ul style="list-style-type: none"> • The 2023 RTP policy chapter includes specific system resilience and reliability policies aimed at promoting predictable system management and operation needed to meet broader RTP outcomes, such as economic vitality and transportation equity. • The 2023 RTP policy chapter includes specific stormwater management policies that shaped the projects and programs in the plan. • Street design best practices for implementing the 2023 RTP stormwater policies were published in the 2019 Designing Livable Streets guidelines. • Projects funded through the MTIP must be adopted as part of the 2023 RTP and thereby found to be consistent with RTP policies for resiliency and reliability through systems analysis of proposed RTP investments. • MTIP coordination with ODOT’s efforts to incorporate resilience into the Fix-It funding program including the effects of climate change on asset management approach to their maintenance projects. • HCT projects defined in the 2023 RTP are part of a regional reliability strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments. • Projects funded through the MTIP must be consistent with regional street design policy for stormwater management in the 2023 RTP and the 2019 Livable Streets guidelines that implement the policy.

Factor	System Planning (RTP)
	<ul style="list-style-type: none"> HCT projects funded through the MTIP must be designed to be consistent with regional street design policy for stormwater management in the 2023 RTP and the 2019 Livable Streets guidelines.
10. Enhanced Travel and Tourism	<ul style="list-style-type: none"> The 2023 RTP policy chapter includes specific system management policies aimed at promoting economic vitality, including travel and tourism as key components of the regional economy. Proposed 2023 RTP projects were evaluated for consistency with regional policies as part of plan adoption. Projects funded through the MTIP must be adopted as part of the 2023 RTP and thereby found to be consistent with RTP policies for promoting economic vitality, including enhancing travel and tourism. HCT projects defined in the 2023 RTP are part of a regional economic vitality strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments.

* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

6. Federal Transportation Performance Management Reporting

Metro produces a **Mid-Period and Final Performance Period 1 Report** that addresses federal transportation performance management (TPM) requirements for:

- Safety
- National Highway System Pavement and Bridge Condition
- National Highway System Performance
- National Freight Movement on the Interstate System
- Transit Asset Management
- Transit Safety Performance
- Green House Gas Reduction

Metro submits these reports to ODOT that contain the results of requirements for our region based on a 2012 federal law called the Moving Ahead for Progress in the 21st Century (MAP-21), which focused on performance-based planning and programming. MAP-21 established a performance-based planning framework intended to improve transparency and hold state transportation departments, transit agencies and metropolitan planning organizations (MPOs) accountable for the effectiveness of their transportation planning and investment choices. The objective was to ensure states and MPOs invest federal resources in projects that collectively make progress toward the achievement of national goals. Fixing America’s Surface Transportation (FAST Act) passed Congress in December 2015, replaced MAP-21, but did not make any major changes to the performance requirements of MAP-21 nor add any new performance measures.

These reports provide useful system performance information to satisfy federal TPM monitoring and reporting requirements and inform the 2023 RTP. The targets were developed in coordination with the

Transportation Policy Alternatives Committee (TPAC), ODOT, TriMet, SMART, Portland Streetcar, Inc., C-TRAN and the SW Washington Regional Transportation Advisory Committee (RTAC). These measures and targets support the region's [Congestion Management Process](#) and are considered a broader set of performance measures and targets.

MAP-21 also requires state DOTs and MPOs to establish performance measures and set performance targets to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. These performance measures and targets provide useful input to the MTIP for determining the types of projects and levels of funding commitment to projects and programs that address these transportation performance management (TPM) requirements.

Metro set regional targets for pavement and bridge conditions within the region's MPO boundary in the 2018 RTP. Since the region's pavement and bridge condition have a much higher usage within the MPO boundary than in the rest of the state, targets are less aggressive than those set for Oregon state-wide. These targets are used by ODOT to determine the level of needed pavement and bridge maintenance in the Metro region.

Transit agencies that provide service in the Portland region reflect their Transit Safety performance and targets in their respective Public Transportation Agency Safety Plans (PTASPs) and provide them to Metro as part of meeting federal TPM requirements. Transit agencies are required to establish their targets and share them with their Metro and ODOT.

7. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include people who have not historically been involved in the planning process, including communities that have been left out of decision-making and disproportionately impacted by decisions, groups involved not only in the transportation sector but also public health, healthcare, housing, food, and education, as well as the business community and other governmental agencies. Effective public involvement will result in meaningful opportunities for the public to participate in the planning process.

Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials and address the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

Metro's public involvement practices follow the agency's Public Engagement Guide (formerly the Public Involvement Policy for Transportation Planning) which reflects changes in the federal transportation authorization act, MAP-21. Metro's public involvement policies establish consistent procedures to ensure all people have reasonable opportunities to be engaged in planning and policy process. Procedures include outreach to communities underserved by transportation projects, public notices and opportunities for comment. The policies also include nondiscrimination standards that Metro, its subcontractors and all local governments must meet when developing or implementing projects that receive funding through Metro. When appropriate, Metro follows specific federal and state direction, such as those associated with the National Environmental Policy

Act and Oregon Department of Land Conservation and Development rules, on engagement and notice and comment practices.

In 2023-24 Metro updated its public engagement guide, including new practices and approaches to inclusive engagement.

Title VI – In April 2022, Metro completed and submitted its Title VI Plan to ODOT. This plan is now being implemented through updates to Metro’s RTP and MTIP, and through corridor planning and other agency activities in the region. It includes both a non-discrimination policy and complaint procedure. In December 2019, Metro submitted its updated Limited English Proficiency Plan as part of an updated Title VI Program to FTA. Metro’s most recent Title VI Plan was submitted to ODOT and FHWA in December 2022. An update is expected to be filed by Oct. 1, 2025. The most recent Title VI Annual Compliance Report for ODOT, covering a 12-month period from July 1, 2022 through June 30, 2023 was accepted by ODOT January 23, 2024. The next annual report will be due Oct. 1, 2024, covering July 1, 2023 to June 30, 2024.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro’s EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes.

Title VI and Environmental Justice in action – The information from and practices for engaging underserved communities were applied to the 2023 Regional Transportation Plan (RTP) update and the 2024-27 Metropolitan Transportation Improvement Program (MTIP), particularly in the civil rights assessment, which sought to better assess the benefits and burdens of regional, programmatic investments for these communities. Using the information from the RFFA process and engaging advocates helped define and determine thresholds for analysis of effects on communities of color, with limited English proficiency and with low-income as well as communities of older and younger adults.

Metro's Diversity, Equity and Inclusion program works to increase access to resources, economic opportunities and decision-making processes for underserved groups. The program works to provide support and tools to Metro staff, Metro Council and community partners to create an equitable region for all. Metro's strategic plan to advance racial equity, diversity and inclusion was adopted by the Metro Council in June 2016 and serves as a policy document that guides DEI efforts across the agency. In 2023, the Planning, Development and Research department hired an Equity Manager to advance the implementation of the agency and department plans to advance racial equity, diversity and inclusion in the department. Metro’s DEI efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention. These efforts aim to go beyond current regulations and guidance for engaging and considering the needs of and effects on communities of color, with limited English proficiency and with low incomes, but work in coordination with Metro’s Title VI and Environmental Justice civil rights program.

8. Disadvantaged Business Enterprise

The Metro Disadvantaged Business Enterprise (DBE) effort seeks to achieve the following:

- Ensure nondiscrimination in the award and administration of assisted contracts;
- Create a level playing field on which DBEs can compete fairly for assisted contracts;
- Ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- Help remove barriers to the participation of DBEs in assisted contracts; and
- Assist the development of firms that can compete successfully in the marketplace outside the DBE program.

Policy Statement

Metro is committed to the participation of Disadvantaged Business Enterprise (DBEs) in Metro contracting opportunities in accordance with 49 Code of Federal Regulations (CFR) Part 26, Effective March 4, 1999.

It is the policy of Metro to practice nondiscrimination on the basis of race, color, sex, and/or national origin in the award and administration of Metro assisted contracts. The intention of Metro is to create a level playing field on which DBEs can compete fairly for contracts and subcontracts relating to Metro planning and professional service activities.

The Metro Council is responsible for establishing the DBE policy for Metro. The Executive Officer is responsible to ensure adherence to this policy. The Deputy Chief Financial Officer and the DBE Outreach Coordinator are responsible for the development, implementation and monitoring of the DBE program for contracts in accordance with the Metro nondiscrimination policy. It is the expectation of the Executive Officer that all Metro personnel shall adhere to the spirit, as well as the provisions and procedures, of the DBE program.

This policy will be circulated to all Metro personnel and to members of the community that perform or are interested in performing work on Metro contracts. The complete DBE Program for contracts goals and the overall annual DBE goals analysis are available for review at the:

Metro
Contracts Division
600 NE Grand Avenue
Portland, Oregon 97232
bidsandproposals@oregonmetro.gov

9. Americans with Disabilities Act

Metro, committed to fostering an environment of inclusion, extends this commitment to its workforce and members of the public stepping into its facilities and accessing its services. It is essential to establish the structures and systems for continually assessing and monitoring Metro's programs, services, and facilities to improve accessibility and advance inclusion at Metro. Disability inclusion and acknowledgment of disability as a part of intersectional justice work is also a part of Metro's broader strategic plan and continued commitment to advancing racial equity, diversity, and inclusion.

Metro is working to make existing processes and procedures more inclusive and strives to exceed the minimum accessibility standards set forth by the Americans with Disabilities Act³ (ADA). Metro has policies and vendor contracts to provide program modifications to accommodate the needs of individuals with disabilities and does not charge additional fees to people requesting program modifications due to their disability.

The ADA Self-Evaluation and Transition Plan (SETP) of the Metropolitan Planning Organization's services, policies, and practices identifies barriers and describes the methods to remove the barriers, along with specified timelines to continue compliance with Section 504 of the Rehabilitation Act⁴ of 1973 and Title II of the ADA of 1990, and other applicable laws. The 2023 SETP establishes a three-year schedule to improve its services, policies, and practices through the calendar year 2026 and to complete architectural barrier removal activities by the end of 2025.

The SETP activities are implemented and monitored on an ongoing basis to ensure compliance with the regulations. Metro's Accessibility Program team ensures that systems are in place for a coordinated approach to accessibility. The program's goals are to eliminate policy and programmatic barriers for people with disabilities. Program staff engage in the following activities to achieve these goals:

- Work with leadership to convene, inform, and engage staff on organizational processes that impact accessibility.
- Conduct self-evaluation and transition plan activities.
- Build organizational understanding and implement accessibility best practices in policy, programs (community engagement, customer service, and communications), and capital planning.
- Create opportunities for staff to build capacity and understanding of Title II policies to ensure compliance with ADA, including training.
- Coordinate and monitor Metro's compliance with state and federal laws, regulations, and guidelines prohibiting discrimination against persons with disabilities.
- Investigate and manage complaints alleging discrimination.

Monitoring and reporting activities include tracking the previous year's activities and efforts annually, including accomplishments and program changes, organizational structure or personnel changes, and accessibility-related goals and objectives for the coming year.

10. Lobbying

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system and will file the Disclosure of Lobbying Activities form pursuant to 31 USC 1352. A Metro employee outside of the Planning & Development Department and MPO staff does provide support to local elected officials who communicate regional priorities for updates to federal transportation policy and project funding to members of Congress (and potentially federal staff in the future). No federal funds are used to support these activities.

³ 28 CFR part 35

⁴ 42 USC 126

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.24-5399, FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2024-25 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: April 5, 2024

Prepared by: John Mermin, john.mermin@oregonmetro.gov

Department: Planning

Meeting Date: May 23, 2024

ISSUE STATEMENT

The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds (and other regionally significant planning efforts).

ACTION REQUESTED

Staff will be seeking Approval of the 2024-2025 UPWP at the May 23 JPACT and Council meetings.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2023 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on five key outcomes:

- Equity
- Safety
- Mobility
- Economy
- Climate

The planning activities within the UPWP are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

POLICY QUESTION(S)

Does the UPWP adequately correlate to the 2023 RTP Policy outcomes (described above) within the UPWP project descriptions?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

None recommended for this action.

STAFF RECOMMENDATIONS

Approve Resolution No. 24-5399 adopting a UPWP for the Fiscal Year 2024-25 and certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

How does this advance Metro's racial equity goals?

The UPWP contains Metro's Title VI and Civil Rights work plan which is basis for the agency's equity work.

How does this advance Metro's climate action goals?

UPWP contains Metro's Climate Smart work program as well as related activities that implement Metro's Climate Smart Strategy.

Community Feedback

Draft versions of the UPWP were made available to the public through Metro's website and through presentations to Metro's advisory committees, including the community representatives at TPAC, the Metro Council and opportunities to participate in the federal and state consultation meeting.

Legal Antecedents

This resolution adopts a UPWP for the Portland Metropolitan area, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 420 and title 49, of the Code of Federal Regulations, Part 13. This resolution also certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.

Anticipated Effects

Approval means that grants can be submitted and contracts executed so work can commence on July 1, 2024 in accordance with established Metro priorities.

Financial Implications

Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

BACKGROUND

What the UPWP Is

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to

be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of the transportation planning activities, the relationships between them, and budget summaries displaying the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, the Oregon Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). It helps ensure efficient use of federal planning funds. The UPWP may be amended periodically as projects change or new projects emerge.

What the UPWP Is not

The UPWP is not a regional policy making document and does not make any funding allocations. Instead, the UPWP reflects decisions already made by JPACT, the Metro Council and/or the state legislature on funding and policy. The UPWP does not include construction, design or preliminary engineering projects. It only includes regionally significant planning projects (primarily those that will be receiving federal funds) for the upcoming fiscal year.

UPWP Adoption process

A link to download the Draft UPWP was sent out to Federal and State reviewers (and TPAC) on January 26. The required Federal and State consultation was held on February 28. Edits were made to reflect input from the consultation and TPAC. At its April 5 meeting, TPAC recommended adoption of the UPWP.

Staff will provide informational briefings in April and then will ask for adoption at the May 18 JPACT and Council meetings. Staff will transmit the adopted UPWP to Federal & State partners as soon as possible following adoption on May 23. This allows time for the IGA to be signed by Metro's COO prior to June 30, allowing for federal funding to continue flowing into the region without delay.

Annual Self-Certification

As an MPO, Metro must annually undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements, as a prerequisite to receiving federal funds. The annual self-certification is processed in tandem with the Unified Planning Work Program (UPWP) and documents that Metro has met those requirements. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Federal Transportation Performance Measurement
- Public Involvement

- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Lobbying

Each of these areas is discussed in Exhibit B to Resolution No. 24-5399

Additionally, every four years, Metro undergoes a quadrennial certification review (with the Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) to ensure compliance with federal transportation planning requirements. The most recent quadrennial certification review occurred in December 2020. Metro has provided a table in the Appendix of the 2024-25 UPWP that describes progress in addressing the Federal Corrective Actions included in the 2020 review.

ATTACHMENTS

None

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

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 29, 2024
To: Transportation Policy Alternatives Committee (TPAC)
From: Eliot Rose, Senior Transportation Planner and Kim Ellis, AICP, Principal Transportation Planner
Subject: Potential approaches to Federal greenhouse gas emissions reduction target setting and performance monitoring

Purpose

As the Portland region's metropolitan planning organization (MPO), Metro is responsible for monitoring how the regional transportation system performs, and for reporting on measures established by regional policymakers, state agencies and federal agencies. In December 2023, the Federal Highway Administration (FHWA) adopted new rules that require states and regions to set four-year targets to reduce greenhouse gas (GHG) emissions from transportation, to monitor and report results, and to update targets regularly, beginning in 2024.

To meet these new requirements, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must adopt an individual target for Metro's metropolitan planning area (MPA) and a joint target for the Portland-Vancouver urbanized area with Southwest Washington Regional Transportation Council (RTC), the MPO for Clark County, by August 8, 2024. This memorandum recommends a draft approach to reporting emissions and setting targets for TPAC's consideration.

Introduction

At the March TPAC meeting, Metro staff shared initial information on the new GHG performance monitoring rule requiring state departments of transportation (DOTs) and MPOs to monitor and report on GHG emissions from transportation, and asked TPAC members what further information they needed in order to prepare to recommend a draft target to the JPACT and Metro Council in June.

Key takeaways from that presentation included:

- **The region needs to determine an FHWA GHG target soon;** by August 8. Given the lack of clear data and methods at the regional scale, many of our peer MPOs are taking a simple approach to setting their initial target and then planning to revisit targets in more detail during the next update in 2026-27.
- **The new FHWA GHG target will be one among many performance targets and data points on climate** that the region tracks. It will not fundamentally change how the region reduces GHG emissions through policies, projects, or collaboration among partner agencies—though it may provide additional data that can inform these decisions.
- **The short-term climate targets established by this rule are very different from the climate targets used in the RTP,** which are set by the state. The two targets have different time periods, apply to different roads and trips within the region, and use different methods and data sources. Aligning the two will take significant work and coordination with ODOT and other state agencies.
- **Oregon and Washington DOTs took different approaches to setting their state-level GHG reduction targets.** The most straightforward path for Metro to comply with FHWA's requirements during this initial performance period is to adopt either the Oregon or the

Washington state target, both jointly for the RTC-Metro urbanized area and individually for each region.

- **The region has an opportunity to learn and iterate.** There are no penalties for not achieving targets during this first round of measurement. ODOT will report on the initial state target and update their target by Oct. 1, 2026 for the next performance cycle (CY 2026 to CY 2029). Metro will have 180 days following the date of ODOT's declaration to update the region's 4-year targets (i.e., by March 30, 2027). That next update presents an opportunity to further coordinate and align our region's state and federal targets as part of the next RTP update that will be underway (due in 2028).
- **FHWA is requiring DOTs and MPOs to monitor and report this measure.** JPACT and the Metro Council can influence how we report it and how we apply the results in planning and decision-making.

In March, TPAC members' questions generally focused on two issues:

- Understanding the rationale behind Oregon and Washington's targets, in particular how these short-term targets relate to longer-term state climate goals.
- Understanding how the technical differences between these short-term targets and the longer-term GHG reduction targets used in the RTP might affect the relationship between the two.

Metro staff have been working to address these questions by:

- Continuing to attend webinars and review guidance and materials from FHWA on the topic. We have learned that **FHWA has not yet provided many details on how MPOs should implement the new GHG performance monitoring rule; more guidance is forthcoming.**
- Meeting with the representatives of the Association of Metropolitan Planning Organizations (AMPO) and peer MPOs to learn about other MPOs' approaches to implementing this rule. We continue to hear that **peer MPOs are taking a "watch and learn" approach to this new requirement**, particularly given the lack of MPO-specific guidance from FHWA.
- Participating in a statewide coordination meeting with ODOT, FHWA, and other Oregon MPOs on March 14. During the meeting **ODOT shared more detail on different metrics and methods that MPOs in Oregon can use to set targets**, and on the data and tools that ODOT can provide to support MPOs in implementing these methods. ODOT staff also shared more information on how Oregon's targets are related to the State's long-term climate goals.

This memorandum summarizes what staff have learned from this work and reviews potential approaches to setting targets and tracking progress based on the information and options presented by ODOT.

Proposed metric and target-setting method

On March 14, ODOT staff shared three potential options for MPOs to use when setting targets and reporting GHG emissions. ODOT staff have requested that MPO staff report which option they are likely to use to the State by May 1, 2024. The options outlined by ODOT are:

Option 1: use federally prescribed state metric, adopt state target. Under this approach, Metro would quantify GHG emissions using the region's share of Oregon's NHS VMT and adopt either Oregon or Washington's target. In order to calculate GHG emissions for the region, Metro would multiply three numbers together:

- Oregon's total NHS VMT (from the Highway Performance Monitoring System, or HPMS, and provided by ODOT)

- The percentage of the Oregon’s NHS VMT that occurs in the Portland region (also from the HPMS and provided by ODOT)
- An emissions factor that reflects the national average carbon intensity of fuels and vehicles (provided by FHWA).

This is the **simplest approach** and **the one that other MPOs and DOTs seem most likely to use in this first performance monitoring period**—DOTs were required to use this metric for national consistency, and most of the peer MPOs that Metro has reached out to also seem likely to use this approach initially. This metric uses readily available data that is already reported and **assumes that the vehicles and fuels used within the greater Portland region produce GHG emissions at similar rates to the vehicles and fuels used across the country.**

Option 2: use custom MOVES-based metric, adopt state target. Under this approach, Metro would quantify GHG emissions using the same VMT data as described under Option 1 but apply a custom emissions factor for the region, and would adopt either Oregon or Washington’s target. This custom emissions factor could be designed to reflect the vehicle fleet, fuel mix, and/or travel speed profiles in the region. During the March meeting with Oregon MPOs, ODOT shared an example of this metric calculated using emissions factors sourced from MOVES outputs¹ that represent the average emission rates for light-duty vehicles traveling at highway speeds (45 miles per hour) in Multnomah County.² Metro may also potentially be able use MOVES to derive different custom emissions factors that reflect different geographies, speeds, or fleet assumptions in an effort to better represent regional emissions, as long as these emissions factors aligned with FHWA’s requirements and with the available VMT data. This is a **more complex approach** because it requires a detailed examination of data on travel and emissions rates and expanded coordination with ODOT and the Oregon Department of Environmental Quality (DEQ) to identify mutually agreed-upon emissions factors. This approach **assumes that drivers in the region use significantly different vehicles and fuels from the average driver in the US**, and therefore produce different amounts of GHG emissions per mile driven.

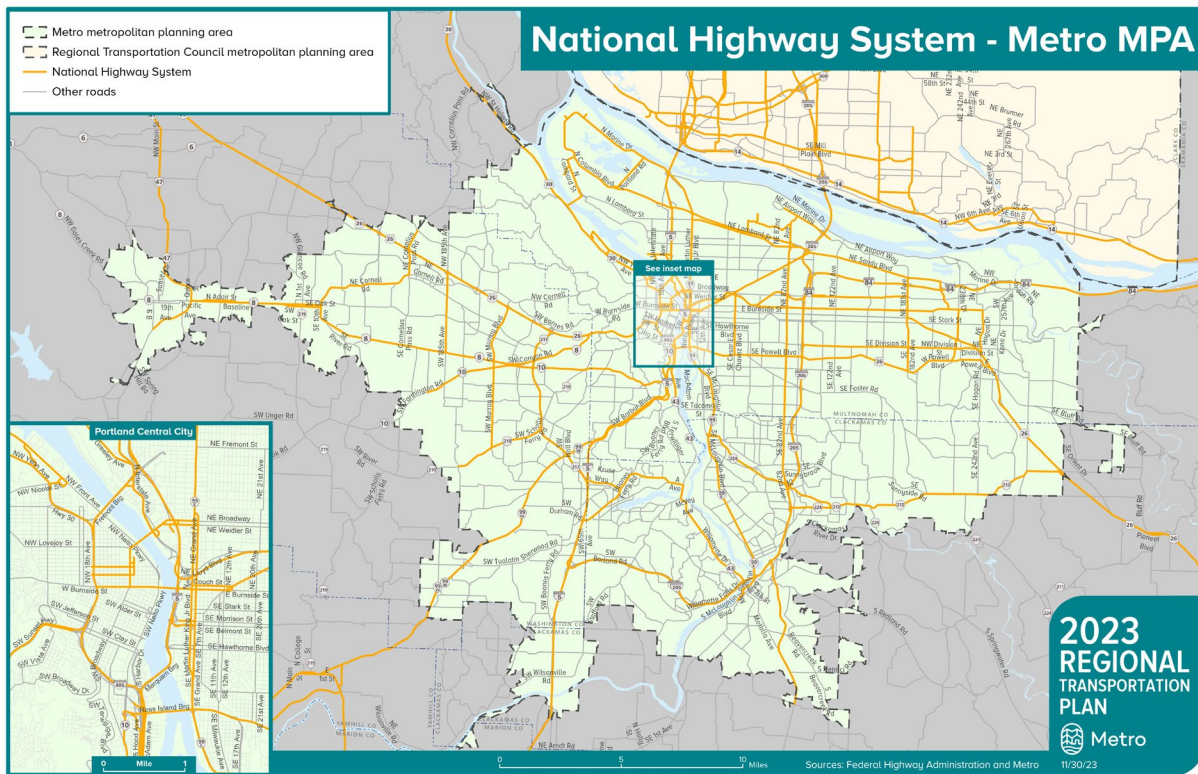
Option 3: use custom metric and adopt custom target. Under this approach, Metro would use a custom metric, as described under Option 2, and also adopt a custom target that is rooted in regional climate goals and that reflects projects assumed in the RTP and the effect of state regulations on regional vehicle fleet, fuel mix, and travel speed profiles. This target would be based on regional travel and emissions forecasts created using Metro’s travel model and MOVES. This is the **most complex approach**, both because of the calculations involved and because Metro and RTC are required to adopt a joint target, which would require reconciling the target-setting methodologies and data used by the two MPOs and state DOTs. This approach **assumes that drivers in the region use significantly different vehicles and fuels from drivers across the US**, and that **neither Oregon nor Washington’s targets are reflective of regional climate goals.**

¹ The Motor Vehicles Emissions Simulator, or MOVES, is a model developed by the US Environmental Protection Agency for use in transportation air quality analyses, and used extensively by Metro and partner agencies in the Regional Transportation Plan and other projects. MOVES3 is the version of the model that was used in the 2023 RTP update. It has since been replaced by MOVES4, which state agencies are currently working to customize for use in Oregon.

² ODOT also shared example baseline GHG emissions estimates for the Metro region under Metric 1 and Metric 2 during the March MPO meeting to illustrate the impact that different metrics had on result. Under Metric 1, the region’s baseline 2022 emissions would be 3.0 million metric tons of carbon dioxide equivalent (MMT CO₂e), versus 2.1 MMT CO₂e under Metric 2, a 9.7% difference.

All these options focus on quantifying emissions generated on the National Highway System (NHS), consistent with FHWA’s requirements. In the greater Portland region, the NHS (shown in Figure 1 below) includes all interstates and most major arterials.

Figure 1: National Highway System within the Metro metropolitan planning area (MPA) (Source: Metro)



Though the NHS represents a small portion of all roadway miles in the region, they are high-volume roads that carry significant share of the vehicle trips in the region and state of Oregon. According to data provided by ODOT approximately 58 percent of the Metro region’s VMT occurs on the NHS.

ODOT also provided the data shown in Table 1 on the share of NHS VMT that occurs within each of Oregon’s federally-designated metropolitan areas, using the Federal Aid Urban Boundary (FAUB) for each region.³

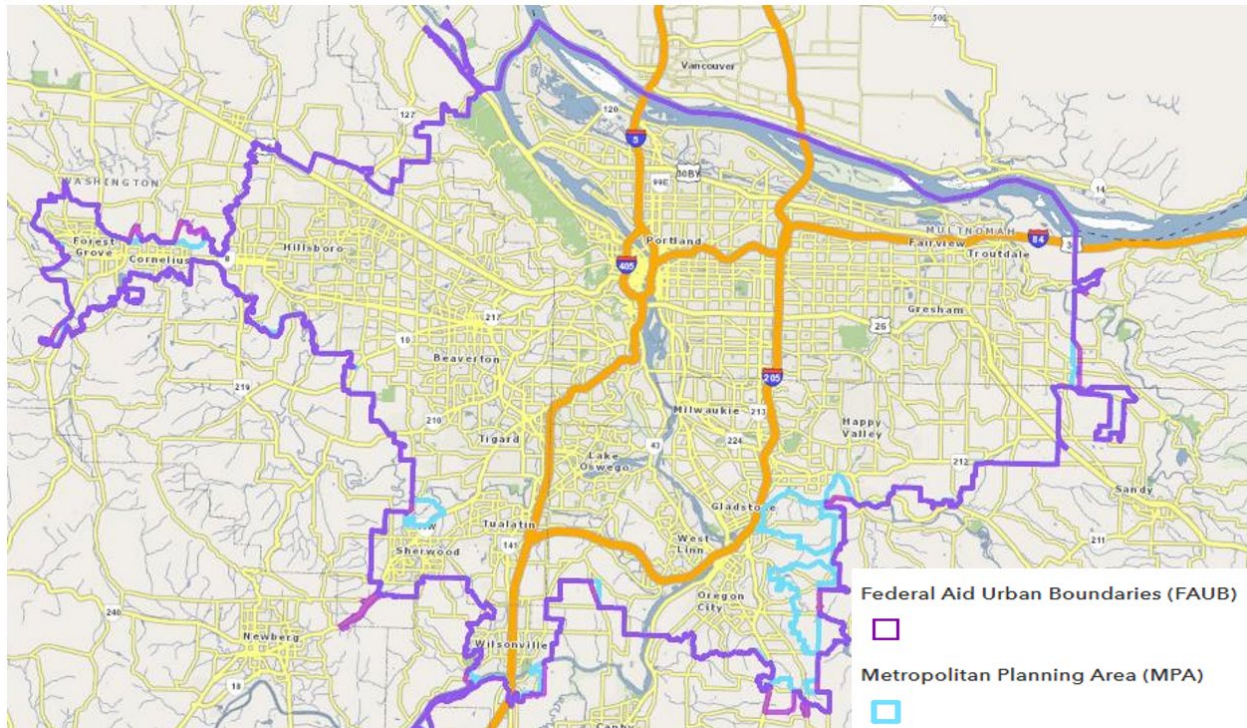
³ The Federal Aid Urban Boundary (FAUB) is primarily used for federal funding purposes and to distinguish between urban and rural areas based on U.S. Census data. More information about the FAUB is available on ODOT’s website at: <https://www.oregon.gov/odot/planning/pages/faub-ffc-update.aspx>.

Table 1: Share of Oregon’s NHS VMT by MPO region (Source: ODOT and Highway Performance Management System)

Oregon MPO region (Federal Aid Urban Boundary)	NHS MPO VMT (% of State NHS VMT)
Portland	29.5%
Salem	5.1%
Eugene	3.9%
Medford	3.2%
Grants Pass	2.1%
Albany	1.5%
Bend	1.4%
Corvallis	0.6%
Walla Walla Valley (Milton Freewater)	0.2%
Longview-Rainier	0.1%
State	100%

This data emphasizes that a **significant portion of Oregon’s travel takes place in the greater Portland region**. The region accounts for roughly 30% of total highway VMT in the state, nearly six times more than the next-largest region in Oregon. It is also important to note that the data in **Table 1** is for the FAUB and not the federally-designated metropolitan planning area (MPA) boundary that federal rules require MPOs to use under this GHG performance rule and in other MPO planning processes. **Figure 2** shows the difference between the FAUB and MPA, which is relatively minor. FHWA has indicated that they will accept FAUB-based data for the initial GHG performance monitoring cycle. Moving forward, Metro staff will continue work with ODOT to use data that is based on the MPA boundary for consistency with FHWA’s requirements and with other MPO planning and reporting processes.

Figure 2: Federal Aid Urban Boundary (FAUB) and metropolitan planning area (MPA) for the greater Portland region (Source: ODOT)



Based on what we have learned to date, **Metro staff recommend the following for TPAC's consideration:**

- Metro should **implement Option 1 above (use federally prescribed state metric, adopt state target) for this initial target setting and first performance monitoring period (CY 2022 to CY 2025)**. Using the simplest possible approach makes sense for these reasons:
 - The region only has four months remaining to set a target by August 8, 2024.
 - This is a new rule and FHWA has not provided detailed MPO-specific guidance on how to implement it.
 - The region will update its target and metric in 2027, creating a potential opportunity to align the updated metric and target with the updated climate analysis and target for the 2028 RTP.
 - It is reasonable to assume, as the recommended metric does, that the region's GHG emissions track the state and nation's emissions. Oregon has adopted California's Advanced Clean Cars II (ACC II) rules, which phase in increases in zero-emission vehicle sales starting in 2026 and are likely to drive down average vehicle emission rates over time. Many other states have also adopted California's rules, and since these states represent such a large share of the vehicle market automakers are expected to meet these rules across the US.
 - Using the same methodology as the states of Oregon and Washington and other peer MPOs will also provide more opportunities for Metro and RTC to learn from the results of the first performance period by comparing our performance to other states and regions.

- Metro should **use the FAUB-based data provided by ODOT for this initial performance reporting period if MPA-based data is not readily available**, and continue to work with ODOT to use MPA-boundary based data for future target setting and reporting periods. RTC has received MPA-boundary based data from WSDOT to support their work.
- **Under Option 1, further discussion and coordination is needed to determine which state target to use—Oregon or Washington’s—to best reflect regional climate policies.**

The next section includes information that can inform these discussions. Given the general alignment between Oregon and Washington’s long-term climate goals—and therefore between both states’ goals and the region’s climate targets, which are based on Oregon’s goals—it seems reasonable to expect that one of the two states’ approaches is well-suited to the Portland region.

Choice of target

The Metro staff recommendation above—to use a state metric and target as a basis for Metro’s targets during this first cycle of GHG performance reporting—still leaves the question of which state target should be adopted —Oregon or Washington’s—unresolved, for both the individual target for the Metro region and the joint target with the RTC. In March, multiple TPAC members requested further information about how the Oregon and Washington targets were set. Metro staff collected relevant information from ODOT and WSDOT to help prepare TPAC members for a more detailed discussion during the April 5 meeting.

The information that follows is summarized from the target documentation that both ODOT and WSDOT submitted to FHWA in February (see **Attachments 1 and 2**), as well as additional information provided by ODOT staff via email (see **Attachment 3**).

ODOT target documentation

Oregon’s GHG target is to reduce GHG emissions from 10.2 million metric tons (MMT) in 2022 to 9.6 MMT in 2025, which represents a 5.8% reduction between 2022 and 2025.

Oregon’s [Statewide Transportation Strategy \(STS\)](#) for reducing greenhouse gas emissions from transportation was accepted by the Oregon Transportation Commission in 2013 and adopted by the Commission in 2018. The STS defines Oregon’s roadmap for meeting the state’s goal of reducing greenhouse gas emissions from transportation by 75% below 1990 emissions levels by 2050. A 2018 STS monitoring report prepared by ODOT assessed Oregon’s progress on that GHG reduction roadmap. The report showed Oregon was off track from meeting the 2050 goal.

In March 2020, former Governor Brown signed [Executive Order 20-04](#), which set updated GHG reduction goals of at least 45 percent below 1990 emissions levels by 2035 and at least 80 percent below 1990 levels by 2050, and asked all of Oregon’s state agencies to work together to improve climate outcomes. A 2022 STS progress assessment captured new vehicle and fuel rules and regulations adopted by DEQ and an increase in electric vehicle (EV) registrations in Oregon.

Oregon’s Federal GHG performance target (for the period between CY22-CY25) was set by ODOT by examining available baseline and forecast data, including:

- DEQ’s annual multi-sector GHG inventory;
- legislative GHG reduction goals;
- ODOT’s revenue forecasts used for gasoline taxes and collection of freight weight-mile taxes;
- ODOT’s STS & progress reports; and

- Association of American State Highway Transportation Officials' GHG target calculator.

The statewide target selected by ODOT is consistent with the most recent 2022 STS progress report that used the VisionEval tool to estimate fuel consumption and related emissions. This target is designed to achieve feasible yet ambitious GHG reductions based on current trends and adopted plans. Specifically, the target reflects the 2025 emissions and fuel consumption forecast under the State's VisionEval 2022 Plans & Trends scenario. This is the latest scenario developed by ODOT to monitor progress implementing the STS, which continues to be ODOT's roadmap for transportation sector GHG emissions reduction in Oregon.

The 2022 Plans & Trends scenario is projected to reduce Oregon statewide ground transportation lifecycle emissions by roughly 60 percent below 1990 levels in 2050, falling short of the 75 percent achieved by the STS, because it more narrowly represents *adopted* plans and programs and current trends. Key assumptions for the period between 2022 and 2025 under the 2022 Plans and Trends scenario include:

- **Pricing:** No tolling; gas taxes and annual vehicle registration fees are held constant at the levels established by the legislature in 2017, and their value effectively declines over time due to inflation. Electric vehicles are assumed to shift from paying gas taxes to paying road user charges.
- **Vehicle and fuels regulations:** DEQ vehicle/fuel regulations approved through 2022 are implemented and supported by existing State-administered EV rebate programs and EV charging programs.
- **Vehicle and fuels market choices:** Passenger vehicle age (i.e., how long people hold onto their vehicles) and weight (i.e., proportion of passenger cars vs. light trucks and sport utility vehicles(SUVs) in the vehicle fleet) are consistent with recent observed values.

The [Oregon Transportation Emissions website](#), and particularly the [page tracking progress](#), contains further information about the STS and about how Oregon is working to reach its goals to reduce transportation GHG emissions. **Attachment 3** is a fact sheet that contains more details on the assumptions underlying the 2022 Plans and Trends scenario.

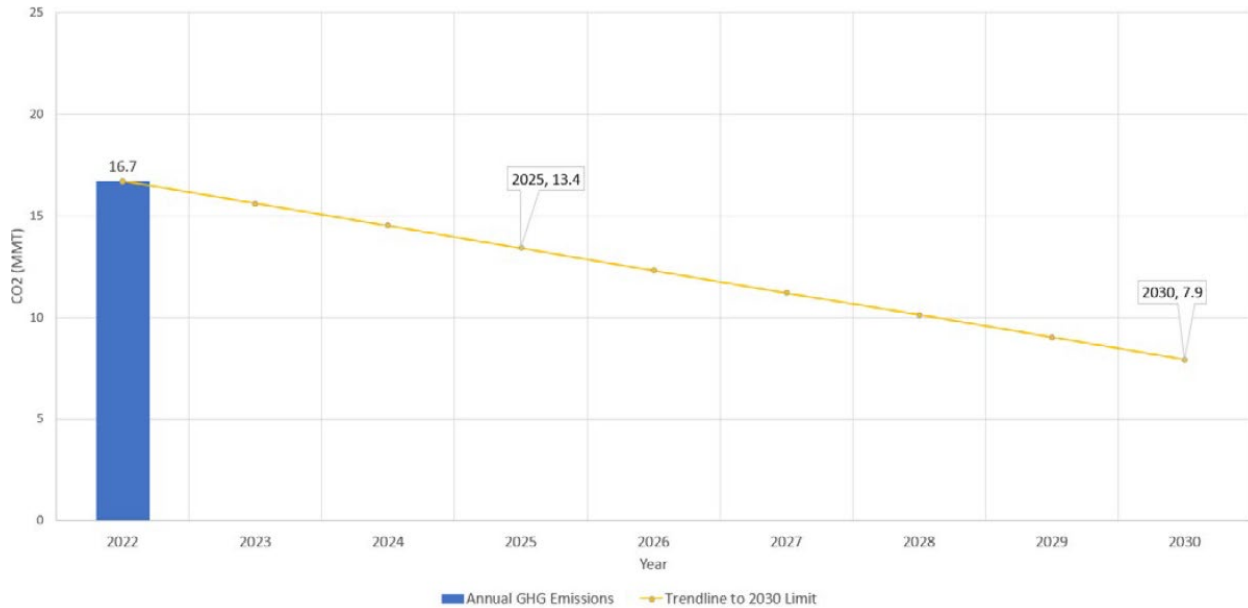
WSDOT target documentation

Washington's GHG target is to reduce emissions from 16.7 MMT in 2022 to 13.3 MMT in 2025, which represents a 19.8% reduction between 2022 and 2025.

In 2020, the Washington Legislature updated statewide greenhouse gas emissions limits. Under the law, the state is required to reduce emissions levels to 1990 levels by 2020, 45% below 1990 levels by 2030, 70% below 1990 levels by 2040, and 95% below 1990 levels and achieve net zero emissions by 2050. WSDOT's 4-year target for the 2022-2025 performance period is based on this law.

In 1990, CO₂ emissions on the NHS in the state of Washington were 14.4 MMT. In accordance with the 2020 greenhouse gas emission limits, the state of Washington aims to reduce emissions on the NHS by 45% below 1990 levels by 2030 (7.9 MMT), so the 2025 target represents the emissions levels needed to achieve the state targets for 2030 that reflect a reduction from current 2022 levels of 16.7 MMT to 13.4 MMT in 2025. The relationship between these values is shown in Figure 3 below.

Figure 3: Reduction from 2022 observed emissions to 2030 state target emissions, with the 2025 WSDOT target (Source: WSDOT)



Example calculations

Metro staff have confirmed that regional baseline GHG emissions can be calculated using the recommended methodology and the data provided by ODOT as discussed above. Under this approach, Metro would multiply the state’s baseline 2022 GHG emissions (10.2 MMT) by the share of Oregon’s NHS VMT that occurs within the Portland region (29.5 percent) to calculate baseline 2022 GHG emissions for the region, resulting in a value of 3.0 MMT. Calculations for the 2025 targets would involve applying the target reduction (either 5.8%, 19.8%, or another value, depending on whether Oregon’s target, Washington’s target, or a custom target are selected) to the baseline value.

Next steps

Metro staff and RTC will continue to work together on a coordinated approach for meeting the new federal requirements. Metro and RTC must submit their individual target and a joint GHG target for the first performance monitoring cycle to ODOT and WSDOT, respectively, by August 8, 2024. Using TPAC’s feedback on April 5, Metro staff will work with RTC to develop a draft individual target and a draft joint target for TPAC review on May 3. TPAC will continue to discuss and develop this recommendation at its May 3 meeting in preparation to recommend a target to JPACT on June 7.

The schedule provided in **Attachment 4** provides more detail on the timeline for developing and submitting a target recommendation by the required deadline.


Discussion questions

- What feedback do TPAC members have on the metric and target-setting methodology recommended by Metro staff?
- What feedback do TPAC members have on whether to use Oregon or Washington’s reduction target or a custom target for this initial target setting?
- What other information do TPAC members need to continue to develop a recommended target for consideration by JPACT?

Attachments

1. WSDOT State Initial GHG Target Report (2/1/24)
2. ODOT State Initial GHG Target Report (2/8/24)
3. ODOT VisionEval Analysis Fact Sheet
4. Coordinated Timeline for Meeting New Federal Greenhouse Gas Performance Measure and Target Setting Requirements (3/2/24)

State Initial GHG Report

State WA 

State DOT Name WSDOT- Washington State

Name of Person Preparing Submittal (for use with any follow up questions): Lindsay Taylor

Email of Person Preparing Submittal: lindsay.taylor@wsdot.wa.go

Phone of Person Preparing Submittal: 206-440-4549

Date Submittal Prepared: 02/01/2024

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) Kelley Dolan and Matthew F

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): -19.8 %
A negative value is required (Examples of acceptable formatting are: -0.1% or -1.0%).

b. Discussion Field

In 2020, the Washington Legislature updated statewide greenhouse gas emission limits. Under the law, the state is required to reduce emissions levels to 1990 levels by 2020, 45% below 1990 levels by 2030, 70% below 1990 levels by 2040, and 95% below 1990 levels and achieve net zero emissions by 2050. The 4-year target for the 2022-2025 Performance Period is based on this law. In 1990, CO2 emissions on the NHS in Washington State were 14.4 MMT. In accordance with the 2020 greenhouse gas emission limits, Washington aims to reduce emissions on the NHS by 45% below 1990 levels by 2030 (7.9 MMT), so our 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.

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. 0.0 %

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)]

The Washington Legislature set a long-term goal to achieve 95% below 1990 levels in 2050. Because the transportation sector produces almost 40% of GHG emissions in the state, decarbonizing the transportation sector is critical to achieving Washington’s emissions limits. There are various plans in Washington that are working together to equitably reduce transportation GHG emissions.

The 2021 State Energy Strategy provides a road map for meeting the state GHG reduction limits across all sectors: buildings, electricity, industry, and transportation. This plan aims to (1) move people and goods more efficiently and

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))	16.71	mmt
a. Fuel Volume Consumed, Gasoline and Gasohol ¹ . The quantity of fuel consumed in CY 2022, rounded to the nearest thousand gallons, and expressed in 1,000 gallons.	2,404,488	
b. Fuel Volume Consumed, Special Fuels ¹ . The quantity of fuel consumed in CY 2022, rounded to the nearest thousand gallons, and expressed in 1,000 gallons.	760,551	
c. CO2 Factor for Gasoline & Gasohol Fuels ² , for CY 2022, as provided by FHWA.	0.00000810	mmt/ (1,000gal)
d. CO2 Factor for Special Fuels ² , for CY 2022, as provided by FHWA.	0.00001019	mmt/ (1,000gal)
e. NHS VMT ³ . 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).	35,901	
f. Total VMT ³ . 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).	58,483	

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	16.71
The metric calculated by your data inputs is	16.71
Do the two values match exactly? If "No", please revisit.	Yes

Adobe Signature Block



State Initial GHG Report

State OR

State DOT Name Oregon Department of Transportation

Name of Person Preparing Submittal (for use with any follow up questions): Phillip Kase

Email of Person Preparing Submittal: Phillip.J.Kase@odot.oregon

Phone of Person Preparing Submittal: 503-910-0288

Date Submittal Prepared: 02/16/2024

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) Bruce Moody (ORDIV)

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): -5.8 %

A negative value is required (Examples of acceptable formatting are: -0.1% or -1.0%).

b. Discussion Field

Oregon has been working to reduce GHG emissions for over a decade. The 'Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction' was published in 2013 (1) and worked toward a goal of 75% below 1990 emission levels by 2050. A 2018 assessment tracked Oregon's progress on that GHG reduction roadmap. It showed Oregon was off track from meeting the 2050 goal. In March 2020, Oregon's Governor Brown signed EO 20-04 which set new GHG reduction goals of at least 45 percent below 1990 emission levels by 2035 and at least 80 percent below 1990 levels by 2050, and asked agencies to work together to improve climate outcomes. The 2022 progress assessment (2) captured the new vehicle and fuel rules and regulations adopted and an uptick in DMV EV registrations.

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. 0.0 %

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)]

The Oregon Transportation Plan (OTP) is the long-range transportation system plan for the state. The 2023 Plan updated and formally adopted many of the policies from the original 2013 Statewide Transportation Strategy (STS), the state's Roadmap for GHG reduction. The OTP vision statement references climate: 'Oregon's transportation system supports all Oregonians by connecting people and goods to places in the most climate-friendly, equitable and safe way.' The climate policies and strategies within the OTP include implementing the 2013 STS, reducing per capita VMT for passenger vehicles in support of short-term GHG reduction. more efficient use of existina capacity across modes

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)) 10.15 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. 1,363,508
- 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. 633,921
- c. CO2 Factor for Gasoline & Gasohol Fuels ², for CY 2022, as provided by FHWA. 0.00000810 mmt/
(1,000gal)
- d. CO2 Factor for Special Fuels ², for CY 2022, as provided by FHWA. 0.00001019 mmt/
(1,000gal)
- 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). 21,209
- 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). 36,576

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	10.15
The metric calculated by your data inputs is	10.15
Do the two values match exactly? If "No", please revisit.	Yes

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Philip J. Kase Digitally signed by Philip J. Kase
Date: 2024.02.17 02:08:31 -08'00'

OREGON TRANSPORTATION EMISSIONS Website

Analysis Factsheet, April 2023

The Model: VisionEval

Oregon Department of Transportation (ODOT) uses a tool called [VisionEval](#) to forecast Oregon greenhouse gas emissions from transportation. VisionEval is a long-range strategic planning tool that forecasts how community development and transportation investment choices could influence planning goals, land use goals, and other community livability outcomes. You can learn more about the VisionEval tool, including national awards ([ODOT Tools webpage](#)), and how it is used in Oregon ([VisionEval factsheet](#)) with these links.

The Process

ODOT leads the VisionEval forecast process and relies on expert review and inputs from partner agencies at the local and state level to produce the best forecasts given future uncertainties.

- Vehicle and fuel assumptions are coordinated with Oregon Departments of Environmental Quality (DEQ) and Energy (DOE), with historic data pulled from Department of Motor Vehicle (DMV) registration data.
- Local policy inputs are coordinated with metropolitan areas, e.g., adopted plans, surveys, travel models.
- Official state and national sources are used for population forecasts and fuel prices.
- VisionEval model functionality is maintained as part of an FHWA-hosted pooled fund partnership.
- Historic years are validated to ODOT statewide miles travelled ([HPMS](#)) and fuel sales ([Highway Statistics](#)).
- 2015 is the last historic year reported, given the complications of pandemic conditions in 2020.

Two Scenarios

ODOT maintains two scenarios in the VisionEval model, which make assumptions about policies and investments within Oregon's eight largest metropolitan planning areas (MPOs) and statewide.

1. **STS Vision** – The preferred set of policies from a two-year stakeholder process to meet statewide GHG reduction goals, published in the 2012 Statewide Transportation Strategy (STS).
2. **Plans & Trends** – The current set of policies reflected in adopted plans and market trends.

Assumptions for the STS Vision scenario are reflected in [Appendix 5 of the Statewide Transportation Strategy](#). The Plans & Trends scenario values are updated over time; 2022 assumptions are noted below. The focus of updates since the [2018 STS Monitoring report](#) were the Vehicle Technology and Fuel Technology action assumptions.

2022 Plans & Trends Assumptions

Actions: Vehicle Technology and Fuel Technology.

- **Vehicle powertrain mix** reflects Oregon's 2021-22 new laws, as shown in **Figs. 1-3**:
 - [Advanced Clean Cars II](#) rule (Dec 2022). Requires an increasing percentage of cars, light trucks, and SUVs sold in Oregon to have zero tailpipe emissions, starting at 35% in model year 2026 rising to 100% by 2035.
 - [Advanced Clean Trucks](#) rule (Nov 2021). Requires an increasing percentage of truck sales in Oregon to have zero tailpipe emissions by model year 2035 – 55% of new Class 2b–3 (pickup trucks and vans); 75% of new Class 4–8 (rigid trucks); and 40% of new Class 7–8 (tractor trucks).

Oregon DMV vehicle registration data are used for historic years' powertrain mix (combustion, gas-hybrid, plug-in electric, battery-electric). Forecasts and historic truck data used 2021 DEQ rulemaking Illustrative Compliance Scenarios assumptions (Scenario 1a) in the [Argonne National Lab's VISION model](#). ODOT made adjustments to accelerate statewide light vehicle sales to 100% ZEV vehicles from 2035 (ACCII), dampened adoption to account for credit trading allowed in the regulations (through 2030), dampening adoption given that some state vehicle miles travelled use vehicles purchased out of state.

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Analysis Factsheet, April 2023

- **Vehicle fuel efficiency (MPG)** comes from Oregon DMV vehicle registration data for historic years. Federal Corporate Average Fuel Economy (CAFÉ) standards from VISION model assumptions (Scenario “All”) from the 2021 DEQ rulemaking Illustrative Compliance Scenarios. See **Fig. 4** for passenger vehicles.
- **Fuel Technology** assumptions reflect Oregon’s 2021-22 new laws, as shown in **Figs. 5-6**:
 - [Clean Fuels Program Expansion](#) (Sept 2022). Requires Oregon fuel providers to almost triple the carbon intensity reductions required through 2035. These changes will continue to drive the transition to lower carbon renewable and alternative fuels, an almost 50% reduction in tailpipe GHG emissions.
 - [Clean Energy Targets](#) (HB2021). Requires reduced electricity emissions for the two largest Oregon electricity utilities, meaning nearly all electricity used in Oregon will be emissions-free by 2040.

Oregon DEQ Clean Fuels reporting is used for historic years’ carbon intensity, reflecting transportation fuels sold and electricity used statewide. Forecasts use VISION model assumptions (Scenario “All”) from the 2021 DEQ rulemaking Illustrative Compliance Scenarios. DEQ combined the forecast fuel quantities by type and vehicle group through 2035 by fuel carbon intensities, adjusting for EV credits.

- **Transit Vehicle and Fuel Technology** is based on [2020 National Transit Database fleet reporting](#), along with [ODOT OPTIS](#) data, and reviews by metropolitan areas for 2018 STS monitoring. Forecasts were updated to reflect purchased EV transit buses in Portland (TriMet) and Eugene ([LTD](#)) in 2020. Assumes both agencies’ commitments to renewable diesel continue (all [Trimet](#) buses and demand response vehicles, all LTD buses).

Actions: Transportation Options and Parking in Metropolitan areas reflect adopted plans. Assumptions on short trip diversion to non-driving modes, funding/participation in Transportation Demand Management programs (TDM), and parking coverage and rates were reviewed by MPOs in the 2018 STS Monitoring report. Updates in 2022 included Portland Metro’s parking and TDM programs for consistency with Portland’s VisionEval model.

Actions: Transit service for the Metropolitan areas used service miles reported to the National Transit Database (NTD). Forecasts are based on historical federal funding and Oregon’s Statewide Transportation Improvement Fund forecasts from payroll taxes. NTD analysis provided assumptions to estimate transit service levels from forecast transit funding, such as share of capital expenditures spent on transit vehicles and cost-per-service-mile.

Actions- System Operations: Historic road lane-miles reflect state and metropolitan area reporting (Highway Performance Monitoring System data, 1990-2015) and future changes pull from funding-constrained adopted long range transportation plans in the eight MPOs. Freeway (ramp metering, incident response, active traffic management) and arterial (signal coordination, access management) operations program coverage rely on data from ODOT System Operations & ITS unit and city public works departments.

Actions: Land use – ODOT and Department of Land Conservation and Development (DLCD) evaluated the growth in Urban Growth Boundaries (UGB) across all MPOs for 1990-2015 and found overall growth of land within the eight Metropolitan areas tracked with the STS Vision assumption of UGB growing at 15% of population growth.

Actions – Pricing: Gas taxes and annual vehicle registration fees reflect historic rates held constant after Legislative changes allowed in 2017 and decline with inflation over time. Electric vehicles are assumed to shift to OReGO road user fee. No congestion fees assumed. Low levels of pay-as-you-drive auto insurance.

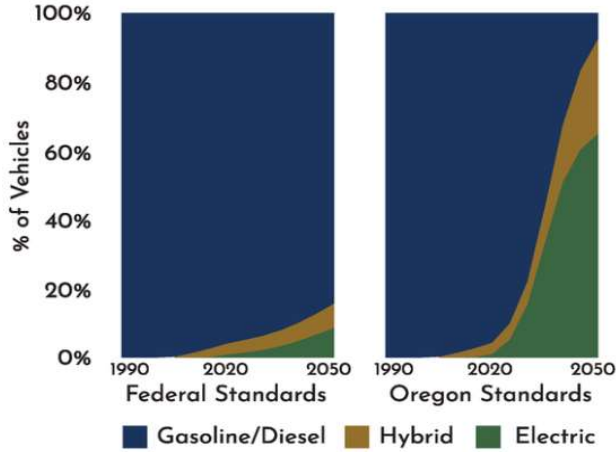
Energy Prices: Oregon historic fuel and electricity prices are indexed to forecasts from the US Energy Information Administration’s Annual Energy Outlook (2021 for fuel, 2015 for electricity). Estimates of fuel price impacts of the Oregon Clean Fuels program were added per DEQ [historic](#) impacts and [obligation forecasts](#).

Demographics: Official state and urban growth boundary population forecasts come from Portland State University’s (PSU) Population Resource Center (January 2022), and Portland Metro forecast (February 2022). Household size assumptions come from US Census (February 2022 ACS 5-year and Decennial tables). ODOT statewide per capita income growth is assumed to be roughly 1% per year 2015-2050.

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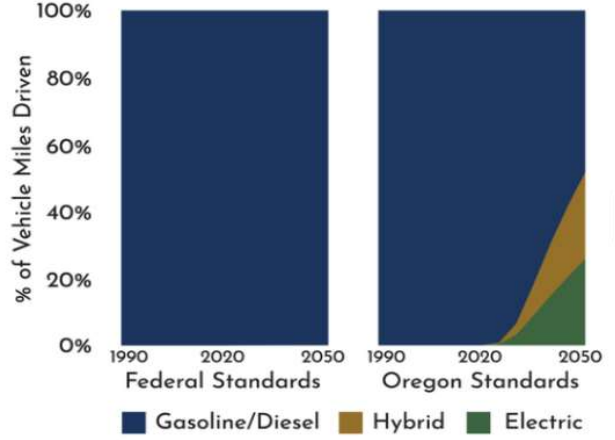
Analysis Factsheet, April 2023

1) Passenger Vehicle Powertrains



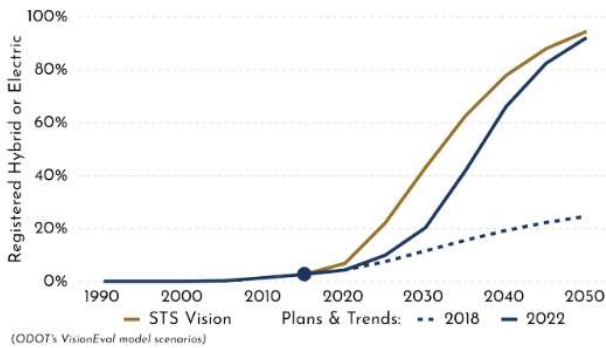
Source: Federal numbers from 2021 Annual Energy Outlook Reference Scenario. Oregon numbers are adjustments to 2021 Oregon VISION Scenarios. Forecasts are subject to uncertainty.

2) Heavy Duty Vehicle Powertrains



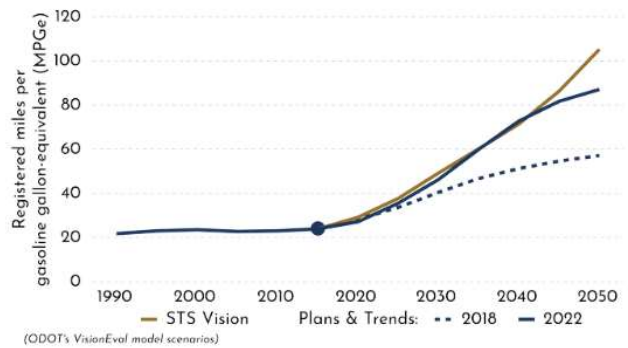
Source: Federal numbers from 2021 Annual Energy Outlook Reference Scenario. Oregon numbers are adjustments to 2021 Oregon VISION Scenarios. Forecasts are subject to uncertainty.

3) Passenger Vehicle Powertrain



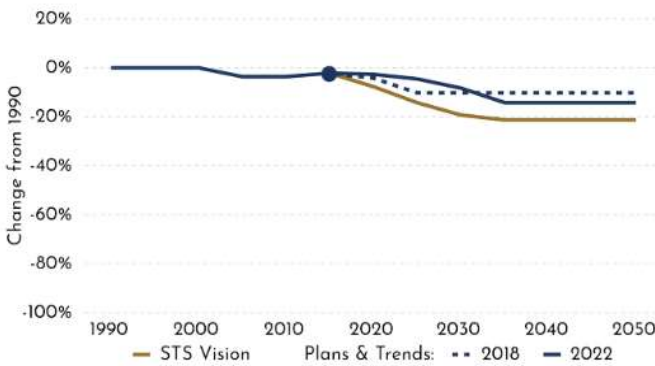
(ODOT's VisionEval model scenarios)

4) Passenger Vehicle Efficiency



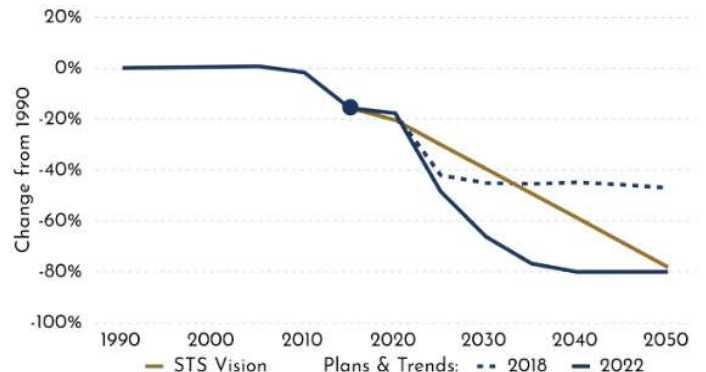
(ODOT's VisionEval model scenarios)

5) Passenger Fuel Carbon Intensity



Includes non-electric on-road transportation energy sources. (ODOT's VisionEval model scenarios)

6) Electricity Carbon Intensity



Statewide population-weighted values. May not show full impacts of Oregon HB2021. (ODOT's VisionEval model scenarios)

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.



Memo

Date: Friday, March 29, 2024
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Senior Transportation Planner, Metro
Ted Leybold, Resource Development Manager, Metro
Subject: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Program Direction Options for Step 1 and Step 2

Purpose

To provide TPAC an overview of the options for consideration for the 2028-2030 Regional Flexible Fund 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. Allocation of these federal funds are part of Metro's requirements as a federally designated MPO to carry out the metropolitan planning process.¹ Every three years, Metro undertakes an 18-20 month process to allocate the region's allotment of federal funds – known as the Regional Flexible Funds allocation (RFFA). 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).²

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 are 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.

Throughout February and March 2024, Metro staff has briefed TPAC, JPACT, and county coordinating committees (by request), on the 2028-2030 Regional Flexible Fund Allocation. As part of the briefings Metro staff provided an overview of the existing Regional Flexible Fund Allocation program direction, estimated amounts available for the 2028-2030 RFFA cycle, and solicited input related to the program direction. Input received for the program direction has varied from process and procedural considerations to the Step 2 competitive capital grant allocation to broader comments about leveraging Regional Flexible Funds to make greater impact towards the Regional Transportation Plan goals and objectives. To date, the input received has been summarized in Attachment 1.

Requests for additional information were made during the initial engagement activities for the development of the 2028-2030 RFFA Program Direction. Specifically, a comparison of allocations from the previous RFFA cycle to proposed allocations to region-wide programs and planning

¹ Additional background on MPO requirements can be found at <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-mpo>

² Federal fiscal years begin October 1 of the previous year (e.g. FFY 2028 covers 10/1/27 to 9/30/28)

activities and for the history of bond commitments and payment amounts was requested. This information is provided in Attachment 2.

Program Direction Options

Presentations with regional and coordinating committees, briefings with Metro Councilors, and individual conversations with interested parties are the sources of input received to inform the different options for consideration for the 2028-2030 RFFA program direction. The current 2025-27 RFFA Program Direction will be carried forward, other than as modified by decisions on the following program direction options, unless additional modifications are identified and acted on during the remaining input, recommendation, and adoption process.

The following options are organized by where they would be most applicable in the RFFA program direction. *The different options presented do not reflect a proposal or recommendation.* These options are for the purpose of discussion, gathering input, and understanding which options are preferred by TPAC, JPACT, and Metro Council to shape a recommendation by late spring for consideration.

Program Direction Option – Step 1A – New Project Bond

As illustrated through the 2028-2030 RFFA overview briefings, past decisions on the Regional Flexible Fund Allocation committed future Regional Flexible Fund dollars to project bond repayment in effort to advance financial resources to delivery larger capital projects earlier and capitalize on federal funding opportunities. Primarily used for the building the region’s high capacity transit system, project bonds have also been used for project development on active transportation, the Better Bus program, and limited project development for throughway traffic congestion bottleneck projects. For the 2028-2030 timeframe, the region’s scheduled bond repayments are a little under \$52 million in total. This is a decrease from the 2025-2027 RFFA timeframe where the total scheduled bond repayments are a little over \$65 million. The net different between the two RFFA cycles is \$13.5 million unencumbered towards project bond repayments. (See Table 1.)

Table 1. Bond repayment obligations from 2025-2027 vs. 2028-2030 RFFA cycles

RFFA Cycle (3 years)	Total
2025-2027	\$65.28
2028-2030	\$51.78

Regional partners recognized early the increase of discretionary Regional Flexible Funds as a result of the project bond repayment schedule and provided feedback with interest to discuss what happens to those funds and what opportunities are available. Additionally, input received on the 2028-2030 RFFA program direction includes:

- Make a significant progress toward meeting the five Regional Transportation Plan goals.
- Strategically use the Regional Flexible Funds in a manner that positions the region to leverage other funding opportunities.
- Recognize financing earlier delivery of transportation projects is a wise funding strategy when financing costs are expected to be lower than loss of purchasing power to inflation. .

Based on interest and input, the increased discretionary funding capacity presented by the project bond repayment decreasing starting in 2028 opens the *option to consider a new bond commitment of Regional Flexible Funds to implement the input and desired direction heard from some members of TPAC, JPACT, and Metro Council for the 2028-2030 RFFA.*

A new Regional Flexible Fund project bond would serve a number of purposes, but the main purposes would be:

- A method to utilize regional revenues on regional scale impact projects.
- Advance the ability to construct projects earlier than would otherwise be possible.
- Leverage significant discretionary federal revenue that will otherwise be allocated to other metropolitan areas.
- Continuing the past practice to use bonded RFFA revenues to advance transportation projects that improve equitable access to jobs and services, reduce climate impacts, and improve safe travel on the transportation system.

To understand the different implications a new project bond would have on the overall 2028-2030 RFFA, Table 2 outlines different bonding scenarios to help illustrate a *potential* project bond for the purposes of discussion.

Table 2. Step 1 A – Bond Option Scenarios

Bond Size (\$)	Bond Proceeds Amount (\$)	Existing 28-30 Funding Payment	New 28-30 Funding Payment	Step 2 Implication – Growth Revenue Forecast	Step 2 Implication – Flat Revenue Forecast	Step 2 Implication – Reduced Revenue Forecast
No bond*	\$0	\$52M	\$0	28-30: \$67.9M 31-33: \$75.2M 34-36: \$117M 37-39: \$142M	28-30: \$57.8M 31-33: \$54.2M 34-36: \$84.5M 37-39: \$97.2M	28-30: \$43.9M 31-33: \$49.5M 34-36: \$89.6M 37-39: \$112M
Limited	\$55M	\$52M	\$10M	28-30: \$58.3M 31-33: \$63.0M 34-36: \$82.9M 37-39: \$122.9M	28-30: \$48.2M 31-33: \$42.1M 34-36: \$50.4M 37-39: \$78.1M	28-30: \$34.3M 31-33: \$37.4M 34-36: \$55.5M 37-39: \$93.7M
Significant	\$105M	\$52M	\$10.6M	28-30: \$57.3M 31-33: \$61.7M 34-36: \$69.0M 37-39: \$57.5M	28-30: \$47.1M 31-33: \$40.7M 34-36: \$36.5M 37-39: \$31.9M	28-30: \$33.2M 31-33: \$36.0M 34-36: \$41.6M 37-39: \$47.5M

*Indicates if no action is taken the discretionary capacity created by the Step 1A project bond repayment schedule would default to the Step 1B region-wide programs and the Step 2 competitive capital projects allocation. The current bond agreement commits bond payment funding through 2034. These new bond scenarios would commit additional funds through 2039 as illustrative examples of what could be proposed. Step 2 allocation in 2025-27 was \$47.44M.

The scenarios presented attempt to convey the general impact of a new project bond on the 2028-2030 RFFA, but also potential future cycles of the Regional Flexible Fund. The exact impact the new project bond repayment would have on the amount available for Step 2 cannot be specifically determined because of the unknown circumstances of federal transportation funding. The upcoming Regional Flexible Fund Allocation cycle is the first beyond the Bipartisan Infrastructure Law (BIL), which increased the formula allocation of federal dollars into the Surface Transportation

Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) formula programs to levels greater than any previous transportation authorization. Knowing that BIL relied on general funds to bridge the gap in the federal Highway Trust Fund to support those funding increases, maintaining BIL levels of transportation funding are in question. The current revenue estimate at approximately \$153 million is based on revenue assumptions projecting from the final year of BIL, but without any annual growth, which is a reasonable estimate between assuming continued growth to existing authorization levels and cuts to existing authorization levels. .

The typical revenue estimation for the Regional Flexible Fund Allocation cycle attempts to balance between conservative and aggressive starting points and growth assumptions for the next transportation authorization. The RFFA revenue forecast is informed by historical trends and data from previous transportation authorizations. BIL significantly changed the historical trend and since the 2028-2030 cycle is the first beyond BIL, it becomes more difficult in predicting a likely level of federal revenues the region will receive. The risk of over allocating funds in Step 2 based on a forecast that is too large and would necessitate revisiting the allocation decision and delay or cancel awarded projects.

Principles for a New Project Bond

Despite these revenue estimate risks, there remains good reason to consider a new project bond. As noted, the purposes of a new project bond would be to advance regional funds to construct projects earlier and make regional-scale impacts on the transportation system. Nonetheless, a new project bond also means binding Regional Flexible Funds with less funding available to support future opportunities.

At this time, projects to receive the proceeds have not been identified. However, in balancing the different considerations and impacts a new project bond would have on the upcoming and future Regional Flexible Fund Allocations, the selection of projects to receive bond proceeds and amounts allocated – if a new project bond is pursued – should be expected to meet the following objectives as responsible fund administration practices and to be responsive to input received to date on the RFFA program direction:

- The allocation is made in consideration of other transportation spending in the region by other agencies and of the Metro allocation of Carbon Reduction Program funds.
- The new project bond size and scale are to be a reasonable balance between the overall objectives of the Regional Flexible Fund, which includes:
 - Contribute toward regional-scale projects of high impact on priority regional outcomes
 - On-going support for programmatic regional transportation investments
 - Support for smaller capital projects that are impactful on regional outcomes
- Attempts to maintain prior funding levels of Existing Step 1 programmatic allocations and Step 2 capital project funding (with the previously established 3% annual growth rate) for forecasted revenues in 2028-30.
- Keeps a debt payment to forecasted revenue ratio at a level that minimizes the risks of severe reductions to other Step 1 programs and Step 2 capital projects in the case of revenues being less than forecasted in all future years.
- Is a reasonable trade-off between the advantages of funding priority projects earlier than would otherwise be possible with the reduction in purchasing authority for future allocation cycles.

- Is made available for public comment during the 2028-2030 RFFA cycle comment and decision period.
- Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Improvement Grant projects.
- Attempts to contain extension of bond commitment beyond the next four RFFA cycles (through the year 2039) to preserve the ability of future JPACT and Metro Council bodies the ability to direct spending to priority projects and to minimize risk to the agency guaranteeing the bonding of these revenues.

Program Direction Option – Step 2 – Technical Evaluation Criteria – RTP Goals & Evaluation Criteria

With the adoption of the 2023 RTP, the technical evaluation of Regional Flexible Fund Step 2 applications will need an update to align to the 2023 RTP goal areas. In review of the 2023 RTP goals and the criteria used as part of the 2025-2027 RFFA Step 2 technical evaluation, the main area in need of updating includes the addition of Thriving Economy as a new goal area and associated evaluation criteria. Feedback received on the criteria for Thriving Economy included suggested performance measures, such as access to jobs and talent as well as reviewing previous evaluation measures looking at economic prosperity. Based on feedback and a review of the 2023 RTP goal description and objectives for Thriving Economy, some initial options are identified in Table 3.

For the other four RTP goal areas, the option is to continue with the existing criteria with minor refinements to better align with the updated RTP descriptions for these goals. Input heard in regard to incorporating resiliency as part of the Step 2 criteria and some initial options for incorporating resiliency are identified in Table 3. Additionally, modifications to the criteria associated with the goals areas for Equitable Transportation and Mobility Option are also presented in efforts to align with updates to the goal areas identified in the 2023 RTP.

Table 3. Options for 2028-2030 RFFA Step 2 Technical Evaluation Criteria
(**Bold** indicates new or revised criteria)

RTP Goal Area*	25-27 RFFA Criteria	28-30 RFFA Criteria – Options
<p>Equitable Transportation – Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people who speak limited English, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.</p>	<ul style="list-style-type: none"> • Increased accessibility • Increased access to affordable travel options 	<ul style="list-style-type: none"> • Same as previous cycle • Meets a transportation need identified by the community

<p>Safe System – Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.</p>	<ul style="list-style-type: none"> • Reduced fatal and serious injury crashes for all modes of travel 	<ul style="list-style-type: none"> • Same as previous cycle
<p>Climate Action and Resilience – People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.</p>	<ul style="list-style-type: none"> • Reduced emissions from vehicles • Reduced drive alone trips 	<ul style="list-style-type: none"> • Same as previous cycle • Reduces impacts/mitigates for weather events (e.g. flood, heat) • Increases stability of existing critical transportation infrastructure
<p>Mobility Options[^] – People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming</p>	<ul style="list-style-type: none"> • Increased reliability • Increased travel efficiency • Increased travel options • Reduced drive alone trips 	<ul style="list-style-type: none"> • Increased reliability • Increased travel and land use efficiency • Increased travel options • Reduced drive alone trips[#]
<p>Thriving Economy – Centers, ports, industrial areas, employment areas, and other regional destinations are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.</p>	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • Increased access to jobs • Increased access to centers • Increased access to industrial and transport facilities

*Reflects updated definitions of 2023 RTP goals.

[^]Updated to align to the Regional Mobility Policy.

[#]Incorporated as part of Increased travel and land use efficiency.

Program Direction Option – Step 2 – Technical Evaluation Criteria – Design as a Stand Alone Evaluation Criteria

One additional option for consideration is to have an element of the technical evaluation specifically focused on the proposed design elements for the projects. Currently, design considerations are primarily embedded within the criteria of certain RTP goal areas. But knowing that the proposed design often implicates advancing multiple outcomes, having design criteria stand alone would provide a cleaner evaluation. The separation from the RTP goal area outcomes evaluation would allow the evaluation to look more closely at features proposed in consideration of the existing built environment context and the future context of the proposed project. This option is in effort to respond to feedback heard regarding challenges in evaluating proposed projects accommodating for future development needs rather than addressing an existing deficiency or gap in the transportation network. Additionally, this would also allow for those project proposals only seeking project development or planning funding to be excluded from evaluation under the design criteria.

Table 4. Sample Criteria for Design

Design Criteria	Sample/Potential Performance Measure
Increases the livability of streets and trails throughout the region	<ul style="list-style-type: none"> • Proposed elements are appropriate to the designated regional street design or regional trail classification • Project design represents the best possible improvement in project area, based on functional and design classification and contextual constraints.
Enhances and reinforces the regional modal classification for the street or roadway (as applicable by mode) to better function for travel by that mode on that facility	<ul style="list-style-type: none"> • Number of design features (consistent with the designated regional street design or trail classification) added by the proposed project
Supports future population and employment growth demands	<ul style="list-style-type: none"> • Consistent with and implements local comprehensive plan designation for growth • Identified as a center in the 2040 growth concept • Urban reserve designation
Increases travel efficiency of the existing transportation network in a context sensitive manner	<ul style="list-style-type: none"> • Identified deficiency in a local transportation system plan or regional modal or topical plan

Program Direction Option – Step 2 – RFFA Cycle Objectives

Input was provided regarding the strong desire to see the region make progress towards the five RTP goals in the near-term. In efforts to foster greater impact towards the five RTP goal areas in the near-term through the Step 2 competitive allocation, encouraging larger project proposals is an option. To do so, for consideration are the following options:

- Increase the minimum funding request for project development work from \$500,000 to \$1 million
- Increase the minimum funding request for capital projects from \$3 million to \$4 million
- Reduce the limit on the number of Step 2 applications from 42 to 34
 - Sub-region application limits would be reduced by 2 in each sub-region

Metro staff also heard from some jurisdictional partners more efforts are needed to ensure the outcome of the Step 2 allocation reaches across the region. In efforts to maintain a regional focus on

the Step 2 allocation while supporting new projects and new opportunities to compete in the Step 2 allocation, for consideration are the following options:

- Projects which received funding for construction in the 2025-2027 RFFA cycle are ineligible for applying for the upcoming cycle.
 - Projects which received project development funding in the 2025-2027 RFFA cycle would remain eligible.
- Provide technical assistance to small jurisdictions for developing applications.
 - The technical assistance is pending approval of funding.
 - Funding is to be identified and requested prior to the end of the fiscal year.
- Institute a pre-application window and notice of intent to apply letter prior to the opening of the Step 2 application window to identify which jurisdictions are applying and if needed, help identify support activities to undertake during the application window.

Feedback and Input to Inform a Future Staff Recommendation

The intention of the presentation on the 2028-2030 RFFA program direction is to present a set of option for consideration, input, and feedback. The options presented for Step 1A or Step 2 thus far are not recommendations or formalized. Rather, they present a starting point for initiating discussions. Input regarding preferences for the different options will get summarized and return to the May TPAC meeting for further discussion in anticipation for developing a Metro staff proposal for TPAC action on a recommendation at the June meeting.

Question for TPAC

- 1) Are there options not reflected for consideration and discussion?
- 2) What feedback does TPAC have regarding the options presented?

Next Steps/Upcoming Activities

The following table outlines 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
Discussion of options for RFFA program direction	April 5	TPAC meeting
Project delivery training series – continued	April 10	TPAC workshop
Overview of region-wide programs and regional planning activities funded as part of Step 1B	April 10	TPAC workshop
Summary of input received to date, discussion of refinements and options for consideration for the RFFA program direction	April 18	JPACT
Further discussion of options with refinements for the RFFA program direction	May	TPAC meeting
Summary of input received, discussion of refinements and options for consideration for RFFA program direction	May 7	Metro Council work session
Coordinating committee briefings	On-going	By request
Briefings with interested parties	On-going	By request



Memo

Date: Friday, March 23, 2024
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Senior Transportation Planner
Subject: Attachment 1 – Summary of Input Received on the 2028-2030 Regional Flexible Fund Allocation (RFFA) Program Direction

Purpose: To provide a summary overview of the feedback and input received to date regarding the program direction for the 2028-2030 Regional Flexible Fund Allocation. The items summarized here do not necessarily represent a consensus of the persons providing input, however, Metro staff will attempt to be responsive to this input when presenting future materials for consideration in updating the 2028-30 RFFA Program Direction. The feedback received are organized by themes.

RTP goals and priorities

- 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.
- Consider new regional investments for Step 1
 - Gather understanding of community and regional support if considering any new Step 1 investments

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
- Ensure Step 2 remains a viable source for local capital projects with impacts on regional outcomes

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.
 - More specifically, provide a comparison of allocations from previous Regional Flexible Fund cycles for the region-wide programs and planning activities.

Attachment 2
Supplemental RFFA Program Information – Response to Step 1 Questions

Step 1B – Region-wide Programs and Planning Activities Funding Levels

Three region-wide programs and two regional planning activities have been identified through previous RTP cycles which comprise Step 1B. Defined over time by regional policy objectives, regional scope for implementation, necessity in meeting state and federal mandates, and efficiencies in program administration, the region has elected to provide a consistent allocation of regional flexible funds to support these 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.

Feedback received to date on the Step 1B region-wide programs and planning activities have focused on gathering clarity on the historical allocations from the previous Regional Flexible Fund Allocation cycles for these different programs and understanding the method for developing the allocation to the programs and planning activities for the next cycle. Table 3 provides an outline of the allocation to the Step 1B from the previous cycle and the default allocation for the 28-30 RFFA cycle. The allocation amounts identified operate under the existing program direction the region will at a minimum continue to support the region-wide programs and planning activities at existing service levels.¹

Table 1. Step 1 Region-wide programs and planning activities – allocation amounts by cycle

	25-27 Allocation	28-30 Allocation	Difference
Project bond repayment	\$65,280,000	\$51,780,000	-\$13,500,000
Transit-Oriented Development	\$11,806,111	\$12,900,856	\$1,094,745
Transportation System Management & Operations*	\$6,943,432	\$7,586,487	\$643,055
Regional Travel Options (includes Safe Routes to Schools)	\$11,102,372	\$12,131,862	\$1,029,490
Corridor & Systems Planning (includes freight & economic planning)*	\$5,037,483	\$2,763,321	-\$2,274,162
MPO In-lieu-of-dues	\$4,730,789	\$5,169,460	\$438,671
Application support for federal discretionary grants*	\$500,000	\$0	-\$500,000
Total	\$105,400,187	\$92,331,986	-\$12,568,201

*Indicates the Step 1B activity received a supplemental allocation adopted by the region after the passage of the Bipartisan Infrastructure Law (BIL)

Step 1A - RFFA Bonding and Payment Commitments

Requests were made during initial outreach on the 2028-30 RFFA Program Direction update to better understand the prior bonding of RFFA revenues and the payment commitments to those bonding activities. The following table summarizes the history of bonding of RFFA revenues, the projects that received bond proceeds, and the associated payment commitments.

¹ Existing program direction is to provide region-wide programs and planning activities a 3% per year growth rate in efforts to maintain purchasing power for program/planning activities.

Table 2. RFFA Bonding and Payment Schedule

	Res 96-2442	Res 99-2804A	Res 03-3290	Res 04-3468	Res 08-3942	Res 10-4133	Res 17-4800	Res 17-4848	Total
Year	South/North (Interstate MAX \$41.5 M, South \$24 M)		South Corridor (\$15 M), Commuter Rail (\$10 M), N Macadam Streetcar (\$10 M)	I-205/Mall LRT (\$9.5 M for total of \$48.5 M)	Milwaukie LRT (\$72.5 M), Commuter Rail (\$13.3 M)	Milwaukie LRT (\$27.4 M), Lake Oswego Streetcar (\$6 M), SW Corridor (\$6 M)	SW Corridor (\$60 M), Division Transit (\$25 M), Arterial/Hwy (\$10 M), ATPD (\$2 M), Enhanced Transit (\$5 M)		
1999	\$1.50								\$1.50
2000	\$6.00								\$6.00
2001	\$6.00								\$6.00
2002	\$6.00								\$6.00
2003	\$6.00								\$6.00
2004	\$6.00								\$6.00
2005	\$5.00	\$1.00							\$6.00
2006	\$5.00	\$1.00	\$2.00						\$8.00
2007	\$5.00	\$1.00	\$2.00						\$8.00
2008	\$5.00	\$1.00	\$2.00	\$1.30					\$9.30
2009	\$3.50	\$2.50	\$2.00	\$1.30					\$9.30
2010		\$6.00	\$2.00	\$1.30					\$9.30
2011			\$8.00	\$1.30					\$9.30
2012			\$8.00	\$1.30	\$3.70				\$13.00
2013			\$8.00	\$1.30	\$3.70				\$13.00
2014			\$8.00	\$1.30	\$3.70	\$2.00			\$15.00
2015			\$8.00	\$1.30	\$3.70	\$2.00			\$15.00
2016					\$13.00	\$3.00			\$16.00
2017					\$13.00	\$3.00			\$16.00
2018					\$13.00	\$3.00			\$16.00
2019					\$13.00	\$3.00	\$3.25	\$1.13	\$20.38
2020					\$13.00	\$3.00	\$3.25	\$2.14	\$21.39
2021					\$13.00	\$3.00	\$3.25	\$2.14	\$21.39
2022					\$13.00	\$3.00	\$3.50	\$2.34	\$21.84
2023					\$13.00	\$3.00	\$3.50	\$2.33	\$21.83
2024					\$13.00	\$3.00	\$3.50	\$2.30	\$21.80
2025					\$13.00	\$3.00	\$3.50	\$2.28	\$21.78
2026						\$16.00	\$3.50	\$2.26	\$21.76
2027						\$16.00	\$3.50	\$2.24	\$21.74
2028							\$12.10	\$5.18	\$17.28
2029							\$12.10	\$5.16	\$17.26
2030							\$12.10	\$5.14	\$17.24
2031							\$12.10	\$5.12	\$17.22
2032								\$17.19	\$17.19
2033								\$17.17	\$17.17
2034								\$17.15	\$17.15

Materials following this page were distributed at the meeting.

March traffic deaths in Clackamas, Multnomah and Washington counties*

Peter Pellegrin, 74, scooter, SW Boones Ferry Rd/SW 19Th Ave., Portland, Multnomah, 2/7

Philip Wayne Whitebuffalo, 58, walking, 13900 Blk Holcomb Blvd., Oregon City, Clackamas, 2/9

Krishan Patel, 36, walking, 99E, Clackamas, 3/9

James Joseph Jedneak, 72, walking, SW Davies Rd/SW Scholls Ferry Rd, Beaverton, Washington, 3/11

Johnathan Vernon Henderson, 39, bicycling, SW 3rd Ave/SW Alder St, Portland, Multnomah, 3/12

Kingston R. Coston, 4, driving, N Fessenden St/N Mohawk Ave, Portland, Multnomah, 3/20

Raymond Wenger, Jr., 24, and Luis Hernandez-Zamorano, 42, driving, SW Roy Rogers Rd/Potomac Rd, Tigard, Washington, 3/30

Geethanjali Kamatham, 32, and Anika Kamatham, 5, driving, Hwy 211 Woodburn-Estacada Hwy, Clackamas, 3/30

Unidentified, walking, I-5 off-ramp to N Broadway/Moda Center, Portland, Multnomah, 4/2

**Traffic fatalities as of last month's report, from ODOT initial fatal crash report as of 4/4/24, news and police reports – information is preliminary and subject to change*



Continually committing to systemic change to prevent future traffic deaths

Safe Streets: Redesign our most dangerous streets represented by the High Injury Corridors

Safe Speeds: Slow down travel speeds, using a variety of tools to do so

Safe People: Create a culture of shared responsibility through education, direct engagement, and safety campaigns

As well as **Safe Vehicle** size and technology and **Post-Crash Care** and response.



Monthly highlights

Some of the actions regional partners are taking for safer streets

- **Rest on Red, City of Portland:** pilot technology to help stop excessive speeding during late night and early morning hours when large roads are wide open
- **2024 Oregon Active Transportation Summit, The Street Trust and partners:** grounding advocates, organizers, professionals, and decision-makers in the shared belief that a better future is possible
- **Clackamas County Traffic Safety Videos:** community members meeting monthly to promote traffic safety county wide and safety





TPAC Agenda Item

April 2024 Formal MTIP Amendment

Resolution 24-XXXX

Amendment # AP24-07-APR

Applies to the 2024-27 MTIP

Agenda Support Materials:

- Draft Resolution 24-XXXX
- Exhibit A to Resolution 24-XXXX (MTIP Worksheet)
- Staff Narrative with 1 attachment

April 5, 2024

Metropolitan Transportation
Improvement Program

Ken Lobeck
Metro Funding Programs Lead

April 2024 Formal MTIP Amendment

Overview

- Adding 5 new projects:
 - 2 New ODOT Safety Project Grouping Buckets (PGB)
 - 3 New TriMet projects
- Cover briefly and open for discussion
- Seek approval recommendation to JPACT for Resolution 24-XXXX
- Staff Recommendation:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 24-XXXX to add the five new projects to the 2024-27 MTIP.

April 2024 Formal MTIP Amendment

Adding a New Project Grouping Bucket (PGB)

CFR = Code of Federal Regulations

- Add two types eligible PGBs:
 - “Hard” PGB comprised of specific projects/site locations and deemed eligible under 40 CFR 126, Table 2, or 40 CFR 127, Table 3.
 - “Regional - not finalized” eligible PGB:
 - Revenues committed to future specific eligible project types or site locations
 - Specific projects/site locations not yet finalized
 - Example: TSMO funding buckets – Specific projects are split off from the bucket once approved.

April 2024 Formal MTIP Amendment

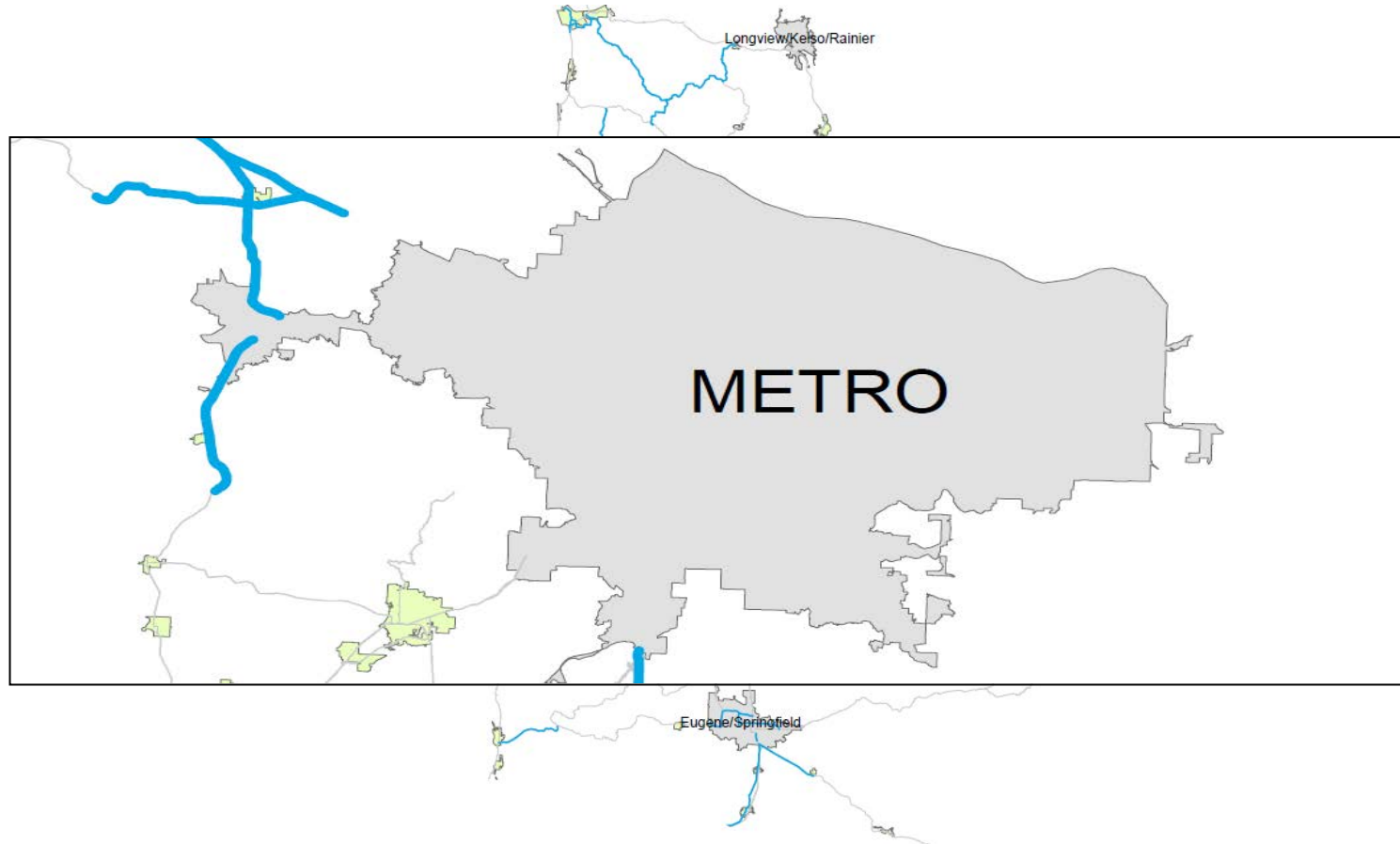
ODOT New NW Oregon Curve Warning Upgrades

HSIP = Federal Highway Safety Improvement Program funds
 STBG = Federal Surface Transportation Block Grant funds

Key	Name & Description	Action	Net Changes
22728	<p>Lead Agency: ODOT Name: Northwest Oregon Curve Warning Upgrades (2027):</p> <p>Description: The project will complete design to install warning signs at curves on various highway segments to aid in reducing vehicle collisions</p>	<p><u>ADD NEW PROJECT:</u> Add the new project (Preliminary Engineering phase only) to the MTIP.</p> <p>Note: The PGB is statewide with only a small portion in Region 1</p>	<p>Add \$1,351,310 of ODOT STBG and HSIP federal funds</p> <p>Total PE phase programming amount is \$1,351,310. Funds are 100% federal. No match required.</p>

April 2024 Formal MTIP Amendment

ODOT New NW Oregon Curve Warning Upgrades



April 2024 Formal MTIP Amendment

ODOT New NW Oregon Curve Warning Upgrades

ODOT Curve Warning Scoping Inventory List

Attachment 1: Curve Warning Scoping List

Scoping Number	District/ Area	Route Number	Mainline Highway ID	Mainline or Connection or Frontage Rd	Notes and/or Connection or Frontage Rd Highway ID	BEGIN MP	END MP
2427_00198	1	OR-47	Hwy 29 - Tualatin Valley Hwy	Mainline	None	19.30	25.72
2427_00198	1	OR-6	Hwy 37 - Wilson River Hwy	Mainline	None	42.30	51.68
2427_00198	1	N/A	Hwy 37 - Wilson River Hwy - OCEAN PLACE CONN.	Connection	037AA	0.22	0.26
2427_00198	1	N/A	Hwy 37 - Wilson River Hwy - NEHALEM HWY. CONN. NO. 1	Connection	037AB	49.10	49.23
2427_00198	1	N/A	Hwy 37 - Wilson River Hwy - NEHALEM HWY. CONN. NO. 2	Connection	037AC	49.10	49.23
2427_00187	1	OR-53	Hwy 46 - Necanicum Hwy	Mainline	cut from	0.04	19.03
2427_00198	1	US-26	Hwy 47 - Sunset Hwy	Mainline	None	45.41	55.19
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - COAST HWY CONN.	Connection	047AA	0.11	0.19
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - SUNSET S.R.A. CONN.	Connection	047AB	28.63	29.09
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - WILSON RIVER HWY CONN.	Connection	047AC	53.21	53.34
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 1	Connection	047AE	55.01	55.22
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 2	Connection	047AF	55.10	55.30
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 3	Connection	047AG	55.19	55.43
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 4	Connection	047AH	55.38	55.60
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 5	Connection	047AI	54.68	54.93
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - TILLAMOOK JCT. FRONTAGE RD.	Frontage Rd	047AD	53.62	53.98
2427_00187	1	OR-47	Hwy 102 - Nehalem Hwy	Mainline	cut from	0.00	46.14
2427_00198	1	OR-47	Hwy 102 - Nehalem Hwy	Mainline	None	80.83	90.16
2427_00198	1	N/A	Hwy 102 - Nehalem Hwy - WARRENTON-ASTORIA HWY CONN.	Connection	102AA	1.43	1.52

April 2024 Formal MTIP Amendment

ODOT New Portland Metro Area 2024-27 ADA Curb Ramps, Phase 1

Key	Name & Description	Action	Net Changes
23612	<p>Lead Agency: ODOT Name: Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 1</p> <p>Description: The project will construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards</p>	<p><u>ADD NEW PROJECT:</u> Add the new project (Utility Relocation and Construction phases) to the MTIP.</p> <p>Note: PE is being completed through Key 22978 (prior programming in the 21-24 MTIP and STIP</p>	<p>Add \$11,375,116 of 100% federal Advance Construction funds with the anticipated conversion to be GARVEE Bond funds.</p>

April 2024 Formal MTIP Amendment

ODOT New Portland Metro Area 2024-27 ADA Curb Ramps, Phase 1

OBJECTID *	SHAPE *	ODOT Highway Name	ODOT Highway Number	Highway Number Suffix	Roadway ID	Mileage Type	Overlap Mileage Code	Roadway Type	Begin Milepoint	End Milepoint	Linear Reference System Key	Linear Reference Method Key	GIS Process Date	Effective Date	SHAPE_Length
2902	Polyline M	PACIFIC	1	0	2	0	0	reg	282.34	282.66	000100200S00	00100I00	12/27/2023	2023	53.503453
1755	Polyline M	PACIFIC	1	0	1	0	0	reg	282.65	282.86	000100100S00	00100D00	12/27/2023	2023	1023.533974
1263	Polyline M	PACIFIC	1	0	2	0	0	reg	282.66	282.91	000100200S00	00100I00	12/27/2023	2023	1021.928771
1833	Polyline M	PACIFIC	1	0	1	0	0	reg	282.86	283.54	000100100S00	00100D00	12/27/2023	2023	3698.112554
780	Polyline M	PACIFIC	1	0	2	0	0	reg	282.91	283.01	000100200S00	00100I00	12/27/2023	2023	529.293279
2409	Polyline M	PACIFIC	1	0	2	0	0	reg	283.01	283.67	000100200S00	00100I00	12/27/2023	2023	3798.099476
214	Polyline M	PACIFIC	1	0	1	0	0	reg	283.54	284.05	000100100S00	00100D00	12/27/2023	2023	2890.682336
1828	Polyline M	PACIFIC	1	0	2	0	0	reg	283.67	284.15	000100200S00	00100I00	12/27/2023	2023	2532.054001
717	Polyline M	PACIFIC	1	0	1	0	0	reg	284.05	285.82	000100100S00	00100D00	12/27/2023	2023	9106.608742
3249	Polyline M	PACIFIC	1	0	2	0	0	reg	284.15	285.87	000100200S00	00100I00	12/27/2023	2023	9073.194034
2377	Polyline M	PACIFIC	1	0	1	0	0	reg	285.82	285.88	000100100S00	00100D00	12/27/2023	2023	285.03757
3636	Polyline M	PACIFIC	1	0	2	0	0	reg	285.87	285.88	000100200S00	00100I00	12/27/2023	2023	53.660316
3835	Polyline M	PACIFIC	1	0	1	0	0	reg	285.88	286.15	000100100S00	00100D00	12/27/2023	2023	1416.510431
741	Polyline M	PACIFIC	1	0	2	0	0	reg	285.88	286.22	000100200S00	00100I00	12/27/2023	2023	1852.392085
1835	Polyline M	PACIFIC	1	0	1	0	0	reg	286.15	286.45	000100100S00	00100D00	12/27/2023	2023	1678.848674
406	Polyline M	PACIFIC	1	0	2	0	0	reg	286.22	286.5	000100200S00	00100I00	12/27/2023	2023	1551.47698
2555	Polyline M	PACIFIC	1	0	1	0	0	reg	286.45	287.93	000100100S00	00100D00	12/27/2023	2023	7563.494161
3292	Polyline M	PACIFIC	1	0	2	0	0	reg	286.5	288.21	000100200S00	00100I00	12/27/2023	2023	8753.729269
3287	Polyline M	PACIFIC	1	0	1	0	0	reg	287.93	288.97	000100100S00	00100D00	12/27/2023	2023	5683.687985
878	Polyline M	PACIFIC	1	0	2	0	0	reg	288.21	289.06	000100200S00	00100I00	12/27/2023	2023	4288.848982
1942	Polyline M	PACIFIC	1	0	1	0	0	reg	288.97	289.27	000100100S00	00100D00	12/27/2023	2023	1605.961225
2365	Polyline M	PACIFIC	1	0	2	0	0	reg	289.06	289.28	000100200S00	00100I00	12/27/2023	2023	1348.812057
3214	Polyline M	PACIFIC	1	0	1	0	0	reg	289.27	289.75	000100100S00	00100D00	12/27/2023	2023	2500.169013

- OTC approval required: Yes
- Possible site locations in Region 1: 3,899
- Funding will support possibly up to 350 site locations

April 2024 Formal MTIP Amendment

TriMet New Battery Electric Bus Purchase

CMAQ = Federal Congestion Mitigation Air Quality improvement funds

Key	Name & Description	Action	Net Changes
<p>23630</p>	<p>Lead Agency: TriMet Name: TriMet Battery Electric Buses Purchase</p> <p>Description: The project will fund one new replacement Battery Electric Bus (BEB) that will be purchased as part of a larger order of 17 vehicles (2026 BEB purchase) which will replace the 2900 series, diesel, 40-ft buses</p>	<p><u>ADD NEW PROJECT:</u> Add the new Department of Environmental Quality (DEQ) CMAQ awarded project to the MTIP.</p>	<p>Add \$262,016 of CMAQ + \$1,076,042 of matching funds for a total of \$1,338,358.</p>



April 2024 Formal MTIP Amendment

TriMet New Gateway Transit Center Upgrades

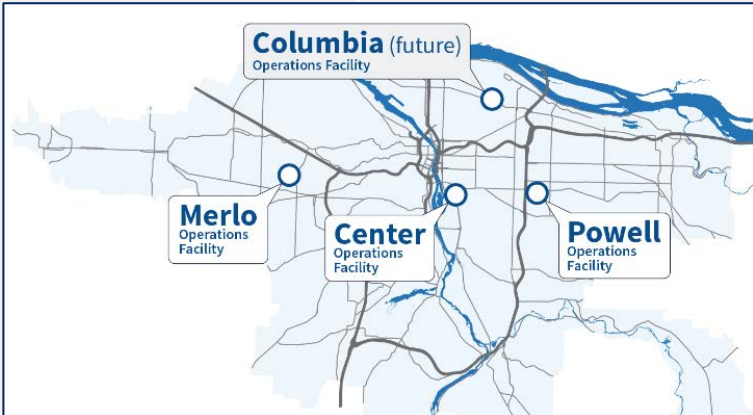
Key	Name & Description	Action	Net Changes
23630	<p>Lead Agency: TriMet Name: Gateway Transit Center Upgrades - TriMet</p> <p>Description: The project provides funding to support the design and construction upgrades to Gateway Transit Center to add turnaround and layover space needed for service growth, accommodate new articulated, zero-emission buses and rehabilitate the operator facilities</p>	<p><u>ADD NEW PROJECT:</u> Add the new FFY 2024 Congressionally approved Congressional Directed Spending (CDS) awarded project to the MTIP.</p>	<p>Add \$1,000,000 of CDS funds + \$850,000 of local matching funds for a total of \$1,850,000.</p>



April 2024 Formal MTIP Amendment

TriMet New Columbia Zero Emissions Bus Operations Facility

Key	Name & Description	Action	Net Changes
<p>New TBD</p>	<p>Lead Agency: TriMet Name: Columbia Zero Emissions Bus Operations Facility - TriMet</p> <p>Description: The Columbia ZEB Ops Facility, TriMet's fourth bus base, will be a hub for powering and maintaining zero emissions buses and training operators plus help fund the design and construction of the facility, which will also serve fuel cell electric buses.</p>	<p><u>ADD NEW PROJECT:</u> Add the new FFY 2024 Congressionally approved Congressional Directed Spending (CDS) awarded project to the MTIP.</p>	<p>Add \$5,000,000 of CDS funds + \$3,210,000 of local matching funds for a total of \$8,210,000.</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

April 2024 Formal Amendment

Proposed Approval Timing

Action	Target Date
Start 30-day Public Notification/Comment Period	April 2, 2024
TPAC Notification and Approval Recommendation	April 5 , 2024
JPACT Approval and Recommendation to Council	April 18, 2024
End 30-day Public Notification/Comment Period	May 1, 2024
Metro Council Approval	May 9, 2024
Final Estimated Approvals	Mid-June 2024

April 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-XXXX to add the five new projects to the 2024-27 MTIP.



Metro

2024-25 Unified Planning Work Program

TPAC, April 5, 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 projects of regional significance, upcoming fiscal year, primarily federal funded

What are we asking you to do?

- Recommend that JPACT adopts Resolution 24-5399 which includes
 - 2024-25 UPWP (Exhibit A)
 - Self-certification findings that demonstrate that Metro meets federal planning regulations (Exhibit B).

Next Steps

- April 5 TPAC Action
- April 18 JPACT Informational
- May 23 JPACT Action
- May 23 Metro Council Action
- May 24 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

April 5, 2024



Metro



Today's purpose

- Background
- Program direction overview
- Program direction options
- 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

Background

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



Metro

Regional Flexible Fund Allocation – Program Direction Overview

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

Overview

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

Overview

RFFA Program Direction – Policy Directives & Structure



Step 1

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

Step 2 (capital projects)

- Advance 2023 RTP Goals
- Topical or geographic focused investments
- Regional scale impact, leverage funding, positioning

2028-30 RFFA Program Direction – Available Funding

Committed:

- Bond repayment - \$52 million
- Regionwide programs & planning - \$41 million

Discretionary – estimated \$60 million

- Defaults to Step 2 capital grants if no new Step 1 initiatives



Red Electric Trail – A previously RFFA awarded project.

Photo Courtesy of PBOT



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Regional Flexible Fund Allocation – Program Direction Options

Program Direction Options

- New Bond allocation
- Step 2 Evaluation Criteria
- Project Design as stand-alone evaluation element
- Step 2 RFFA Cycle Objectives

New Bond Allocation

- Reduction in current bond payment
- Potential benefits of bonding
- Risks
- **Scenarios** with bond amounts and revenue forecasts
- **Principles**



Program Direction Options

New Bond Option - Scenarios

- Forecasted 9 options
 - New Bond Proceed Amounts (\$0, \$55 M, \$105 M)
 - RFFA Revenue Forecast Amounts (Growth, Flat, Reduced) through FFY 2039
- \$55 M option allows modest growth to Step 2, except under Reduced Revenue forecast
- \$105 M option risks reductions to Step 2, except under Growth Revenue forecast

New Bond Option - Principles

- Maintain reasonable risk:
 - maintain funds for Step 1 programs and Step 2 projects
 - balance future allocation authority and benefits of advancing purchasing power
- Advance corridor/regional scale projects and priority policy outcomes
- Leverage significant discretionary revenues
- Make proposal available to public comment

Step 2 Evaluation Criteria

- Equitable Transportation
- Safe System
- Mobility Options
- Climate Action & Resilience
- Thriving Economy



Step 2 Evaluation Criteria – Climate Action & Resilience

- Same as previous cycle, plus:
- Reduces impacts/mitigates for weather events
- Increases stability of existing transportation infrastructure

Step 2 Evaluation Criteria – **Thriving Economy (new)**

- Increased access to jobs
- Increased access to centers
- Increased access to industrial areas and transport facilities



Step 2 Project Design Evaluation

- Currently embedded in RTP Goal areas
- Would potentially allow:
 - multiple RTP Goal benefits of design elements to be recognized and rated
 - context of existing/future land use to be better considered
 - simplified rating of project development only applications

Program Direction Options

Step 2 RFFA Cycle Objectives

- Input received on objectives: Make progress toward the 5 RTP goal areas by encouraging larger project proposals
- Response:
 - Increase minimum project development application cost from \$500K to \$1 million
 - Increase minimum project development application cost from \$3 million to \$4 million
 - Reduce limit on number of applications from each sub-region by 2 (to a regional total of 34)

Step 2 RFFA Cycle Objectives (continued)

- Input received on objectives: Support Step 2 projects reaching across the region
- Proposed Response:
 - Projects receiving 2025-27 Construction funding not eligible
 - Provide technical assistance for application to small jurisdictions
 - Create pre-application process to identify technical assistance needs



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Next steps

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 - July 2024

- Council adoption of JPACT-approved program direction

Today's discussion questions:

- Any additional options for consideration?
- Any feedback on the options?

Thanks!

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