



Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, April 18, 2024

7:30 AM

Metro Regional Center, Council chamber,
<https://zoom.us/j/91720995437> (Webinar
ID: 917 2099 5437) or 877-853-5257 (Toll
Free)

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

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2. Public Communication on Agenda Items

Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov.

Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Updates From the JPACT Chair (7:40AM)

3.1 JPACT Trip update and themes review

[COM 24-0794](#)

Presenter(s): Catherine Ciarlo & Betsy Emery, Metro

Attachments: [JPACT Worksheet](#)
[Attachment 1](#)

4. Consent Agenda (7:50 AM)

- 4.1 Consideration of the March 21, 2024 JPACT Minutes [COM 24-0793](#)
Attachments: [032124 JPACT Minutes](#)
- 4.2 Resolution No. 24-5409 For the Purpose of Adding Five [COM 24-0799](#)
New Projects to the 2024-27 MTIP to Meet Federal
Transportation Project Delivery Requirements
Attachments: [Draft Resolution 24-5409](#)
[Exhibit A](#)
[Attachment 1](#)
[Staff Report](#)

5. Information/Discussion Items

- 5.1 Unified Planning Work Program (UPWP) (7:55 AM) [COM 24-0788](#)
Presenter(s): John Mermin, Metro
Attachments: [JPACT Worksheet](#)
[Resolution No. 24-5399 for adopting 2024-25 UPWP](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report for Resolution No. 24-5399](#)
- 5.2 Regional Flexible Fund - Program Outcomes Overview & [COM 24-0789](#)
Retrospective (8:15 AM)
Presenter(s): Grace Cho, Metro
Ted Leybold, Metro
Attachments: [JPACT Worksheet](#)
[28-30 RFFA PD Options Memo](#)
[Attachment 1](#)
[Attachment 2](#)

- 5.3 Regional Transportation Priorities and Funding: Regional
Perspective on Transportation Funding Challenges (8:45
AM)

[COM 24-0790](#)

Presenter(s): Jim McCauley, League of Oregon Cities
Mallorie Roberts, Association of Oregon Counties
Brian Worley, Association of Oregon Counties

Attachments: [JPACT Worksheet](#)

6. **Updates from JPACT Members (9:25 AM)**
7. **Adjourn (9:30)**

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់តំបន់អាមេរិកម៉ូណូសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានព័ត៌មានអំពីសេវាសម្រាប់អ្នកដែលមានការរើសអើងសម្រាប់សេវាសម្រាប់ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច្រើនការ) ប្រាំពីរថ្ងៃ ថ្ងៃច្រើនការ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលការសំណើរបស់លោកអ្នក ។

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2024 JPACT Work Program

As of 3/29/24

Items in italics are tentative

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|---|--|
| <p><u>March 21, 2024 (online)</u></p> <ul style="list-style-type: none"> • Resolution No. 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 (consent) • JPACT DC Trip Update (JPACT Chair Update; 5 min) • Regional Transportation Priorities and Funding : ODOT fiscal cliff: (Lindsey Baker, ODOT; 40 min) | <p><u>April 18, 2024 (in person)</u></p> <ul style="list-style-type: none"> • Resolution No. 24-5409 For the Purpose of Adding Five New Projects to the 2024-27 MTIP to Meet Federal Transportation Project Delivery Requirements (consent) • JPACT Trip update and themes review (Catherine Ciarlo & Betsy Emery, Metro; 10 min) • Unified Planning Work Program (UPWP) (John Mermin, Metro; 20 min) • Regional Flexible Fund Allocation Program Direction (Grace Cho, Metro, Ted Leybold, Metro; 30 min) • Regional Transportation Priorities and Funding: Regional perspective on transportation funding challenges (Jim McCauley, League of Oregon Cities; Mallorie Roberts, Brian Worley, Association of Oregon Counties; 50 min) |
| <p><u>May 23, 2024 (online)</u></p> <ul style="list-style-type: none"> • 2027-30 MTIP Revenue Forecast (Comments from JPACT Chair; 5 min) • Unified Planning Work Program (UPWP) (John Mermin, Metro) (consent) • Metropolitan Transportation Improvement Program (MTIP) (consent) • Emergency Transportation Routes, Phase 2 (John Mermin, Metro; 20 min) • Federal Greenhouse Gas Measure and Target: Introduction (Kim Ellis (she/her), Principal Planner, Eliot Rose (he/him), Transportation Planner; 20 min) • Regional Transportation Priorities and Funding: Alternative funding mechanisms (Transportation for America, presenter TBD; OreGo presenter TBD; 40 min) | <p><u>June 20, 2024 (in person)</u></p> <ul style="list-style-type: none"> • Annual Transit Budget Updates (Chair Update) • Regional Flexible Fund Program Direction(s) – Adoption (Grace Cho, Metro, Ted Leybold, Metro; 30 min) (action) • Federal Greenhouse Gas Measure and Target: Review draft target (Kim Ellis (she/her), Principal Planner, Eliot Rose (he/him), Transportation Planner; 35 min) • Regional Transportation Priorities and Funding: HB 2017 Recap (Suzanne Carlson (invited), ODOT; TriMet presenter TBD; 30 min) |
| <p><u>July 18, 2024 (online)</u></p> <ul style="list-style-type: none"> • Resolution No. 24-XXXX For the Purpose of Approving the Federal Greenhouse Gas Measure and Target - Recommendation to Metro Council (action) • TriMet Safety and Security Presentation (JC Vannatta, other presenters TBD; 30 min) | <p><u>August 15, 2024- No meeting</u></p> |

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|---|--|
| <ul style="list-style-type: none"> Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (Anneliese Koehler, Metro; 60 min) | |
| <p><u>September 19, 2024</u></p> <ul style="list-style-type: none"> Westside Multimodal Improvements Study (Stephanie Millar, ODOT, Malu Wilkinson, Metro; 30 min) Cascadia Corridor Ultra-High-Speed Rail (Ally Holmqvist, Metro; 20 min) Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (JPACT Member Discussion) | <p><u>October 17, 2024</u></p> <ul style="list-style-type: none"> Connecting First and Last Mile (Ally Holmqvist, Metro; 30 min) Regional TDM Strategy Kickoff (Noel Mickelberry, Metro, Grace Stainback; 30 min) Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (JPACT Member Discussion) |
| <p><u>November 21, 2024</u></p> <ul style="list-style-type: none"> Regional Transportation Priorities and Funding: Recommendation (Action) 82nd Avenue Transit Project Update (presenters TBD, 30 min) | <p><u>December 19, 2024</u></p> <ul style="list-style-type: none"> Safe Streets for All Update (Lake McTighe (she/they), Metro; 30 min) TV Highway Implementation Strategy (Jess Zdeb, Metro; 30 min) |

Holding Tank:

- I-5 Interstate Bridge Replacement Program Update (IBR): SDEIS
- Better Bus Program update
- Boone Bridge Update (Ally Holmqvist, Metro; 30 min)
- March 2025- Connecting First and Last Mile (Ally Holmqvist, Metro; 30 min)

3.1 JPACT Trip Update and Themes Review (7:40 AM)

Updates from the JPACT Chair

Joint Policy Advisory Committee on Transportation
Thursday, April 18, 2024

JPACT Worksheet

Agenda Item Title: JPACT Trip Update and Themes

Presenters: Catherine Ciarlo + Betsy Emery

Contact for this worksheet/presentation: Betsy Emery, Federal Affairs Advisor

Purpose/Objective

Betsy will provide an overview of the current agenda for the D.C. trip and a high-level overview of the four themes for the packet materials and the preliminary talking points for meetings with delegation members.

Outcome

There is no action / outcome associated with this agenda item. There will be limited time for discussion following the presentation. Instead, JPACT members that are joining the trip will be able to provide edits and suggestions about the materials and talking points directly to Betsy outside of the meeting.

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

Betsy has provided brief updates on the JPACT trip at each of the monthly meetings since January. This agenda item builds on those updates with more concrete information as we move into the final phase of trip planning and material preparation. The draft materials incorporate feedback from government affairs and transportation planners from jurisdictional partners.

What packet material do you plan to include?

- Draft agenda for the JPACT trip
- Draft copy for the packet / leave behind materials

DRAFT COPY FOR JPACT PACKET

Last Updated: 4/8/2024

Packet Cover Page: Joint Policy Advisory Committee on Transportation Federal Policy Agenda

CALL OUT TEXT:

Collectively, jurisdictions in the Greater Portland region have brought home more than \$XX in grant funding from the Bipartisan Infrastructure Law.

MAIN COPY:

Thank you for taking the time to meet with us. JPACT members and our partners are deeply appreciative of the delegation's continued support. Your active involvement in developing federal policies and programs is helping us improve the region's transportation system with community-centered planning and transformational projects.

Funding from the Bipartisan Infrastructure Law is already preserving, maintaining, and fortifying critical transportation infrastructure in the Greater Portland region. Thank you for leading the fight to secure so many critical provisions in this landmark legislation and for your commitment to bringing these dollars home to our communities.

Together, we are working to:

- Revitalize local communities with transit- and equity-oriented investments
- Improve mobility options with increased access to low-carbon, safe, convenient, reliable, and affordable transportation
- Create a safe transportation system that efficiently moves people and goods through the region
- Modernize transportation infrastructure for resilience

Page 2: Revitalize local communities with transit- and equity-oriented investments

VISUAL:

- 82nd Avenue Project Design Drawing / Photo from Buttigieg tour

MAIN COPY:

The backbone of the region's road system are urban arterials – the roadways that provide crucial crosstown connections to where people live, work, and play. In many of Greater Portland's most racially diverse communities, arterial roadways provide access to thriving small businesses, affordable housing, parks, and schools. Urban arterials are often state-owned highways that serve as major car and freight truck routes – creating challenges for safety and sense of community.

Across the region, jurisdictions are developing projects to transform high-crash urban arterials into safer, pedestrian-friendly environments. Transportation planning and project development for **82nd Avenue, Tualatin Valley Highway, and Sunrise Corridor** – roadways the highest ridership bus routes and busiest freight distribution centers in Oregon – is community centered and equity focused. Investments will improve transit speed and reliability, reduce congestion and emissions, promote economic development, and enhance access to housing, education, jobs, and services.

Another example of using transportation investments to revitalize communities is the recent \$478 million federal investment to reconnect the historic heart of Portland's Black community, improve safety, and reduce congestion in the **Rose Quarter** – where three highways converge to create one of Oregon's worst bottlenecks. Improving local streets and capping a portion of I-5 will create new land for community-based redevelopment opportunities.

BOTTOM SECTION:

Taking an Innovative Approach

- *Preventing Displacement through Equity Coalitions*
Metro is convening community-led equity coalitions that directly engage community as active partners in planning transportation and transit projects, and in identifying corridor-specific strategies to prevent displacement of low-income households, local businesses, and people of color.
- *Investing in Transit-Oriented Development*
Regional partners are committed to working with non-profit developers and community organizations to develop affordable housing and mixed-use projects along high

frequency transit corridors that help communities manage new growth while promoting compact land use and walkability.

- *Creating Jobs and Workforce Benefits*

Transportation projects are extraordinary workforce opportunities that create thousands of well-paying construction job hours and benefit local woman- and minority-owned businesses via equity-centered procurement policies and Metro's Construction Careers Pathways Program.

SIDE BARS:

Challenges:

- There are not enough federal planning dollars, especially to support robust community engagement that ensures future transportation investments minimize displacement and maintain housing affordability.



Page 3: Improve mobility options with increased access to low-carbon, safe, convenient, reliable, and affordable transportation.

VISUAL:



Caption: Improved stations on TriMet’s new Division FX line provide safer access for cyclists, pedestrians, and transit users.

CALL OUT TEXT:

- The Greater Portland region has delivered more than \$4 billion in transit projects over the past 40 years. Our new High-Capacity Transit Strategy envisions the next generation of low-carbon transportation investments to improve mobility and connect communities.

MAIN COPY:

We have an ambitious vision for mobility and low-carbon transportation that connects our region’s communities. The recently adopted HCT Strategy and Regional Mobility Policy reflect how the region has grown and provides an updated blueprint to connect racially diverse and low-income communities to jobs, services, and other key destinations like colleges, hospitals, and parks.

Transit and multi-modal investments in **82nd Avenue, Tualatin Valley Highway, Montgomery Park Streetcar Expansion, and Interstate Bridge Replacement** will provide frequent service in heavily traveled urban arterials with high concentrations of housing and jobs. They are also critical components of the region’s Climate Smart Strategy and goal to reduce transportation-related greenhouse gas emissions by 20% by 2035.

Expanding access to low-carbon transportation options enhances the viability of using alternative modes of travel, shortens travel time between destinations, and improves the efficiency of the transportation system.

BOTTOM SECTION

Improving Mobility with Climate Friendly Technologies:

- *Reducing Congestion using Transit Signal Priority*
TriMet is reducing transit travel times by outfitting buses with next-generation transit signal priority technology, which transmits signals that either shorten red lights or lengthen green lights based on real-time bus data.
- *Transitioning to Zero Emission Buses*
Transportation is the largest contributor to greenhouse gas emissions in the Greater Portland area. TriMet and SMART are committed to eliminating a significant amount of emissions by transitioning to zero-emission bus fleets. This involves purchasing more than 300 electric buses and building supportive charging infrastructure, like what TriMet has planned at the new Columbia Bus Operations Facility.
- *Closing gaps in the Transit and Active Transportation Network*
Closing gaps in multi-modal and active transportation networks and making bike and pedestrian infrastructure feel safer can shift travel preferences to low-carbon modes by providing people with safe, seamless, and well-connected infrastructure that allows people to walk, bike, and take transit to where they need to go.

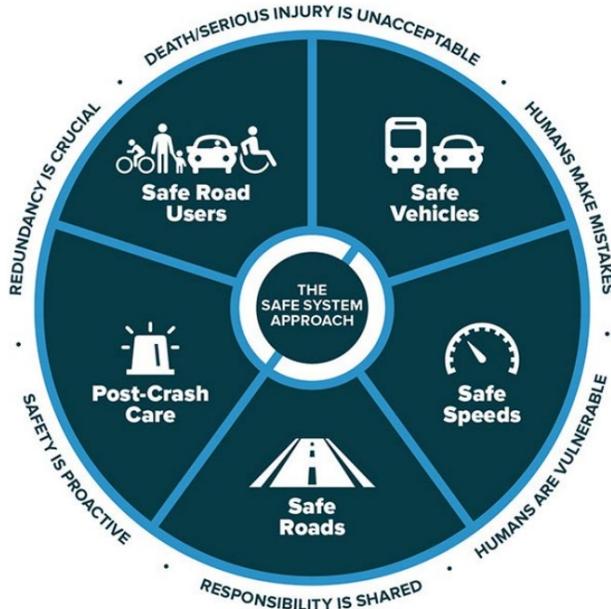
SIDE BARS

Challenges:

- Finding money for HCT investments is the biggest challenge. State statute severely limits the percentage of gas tax dollars that can be used to invest in capital projects for transit.
- ODOT funding challenges and extremely limited local dollars make it difficult to meet match requirements for large-scale federal grants requests for capital transit projects.
- Funding is primarily dedicated for capital construction. Funding for ongoing operations and maintenance is extremely limited.

Page 4: Create a safe transportation system that efficiently moves people and goods through the region.

VISUAL:



CALL OUT TEXT:

We have an ambitious goal of eliminating transportation-related deaths and serious injuries for all road users by 2035, which drives our work at every level of transportation planning and implementation.

MAIN COPY:

As seen across the U.S., the pandemic exacerbated longstanding safety challenges on many of the region’s most dangerous arterials and intersections. While the total number of crashes is decreasing in some areas, the number of traffic-related deaths and serious injuries has increased to unacceptable levels.

The number of pedestrian fatalities is especially concerning and acutely impacting Black, Indigenous, people of color; people with lower incomes; and unsheltered people. Most of these deadly crashes are on arterial roadways, like **82nd Avenue** and **Tualatin Valley Highway**. These projects include safety elements like wider sidewalks, median islands that separate oncoming traffic, and improved street markings, crossings, signals, and signage.

To effectively move people and goods through the region, we need to address the critical traffic bottlenecks that cause substantial congestion and contribute to crashes. The interchange and on- and off-ramp improvements included in the **I-5 Interstate Bridge**

Replacement, I-205 Improvements, Rose Quarter, and Burnside Bridge projects will add capacity to the transportation system and make our freeway corridors safer.

BOTTOM SECTION:

Taking a Public Health Approach to Transportation Safety

Preventing fatal and serious traffic injuries is an intersectional issue that is exacerbated by underlying social injustices and public health issues, including mental health, substance abuse, income inequality, and housing insecurity. Using a Safe System Approach that promotes healthy environments and addresses the root causes of traffic safety disparities is critical to lasting, durable roadway safety.

Emerging Safety Challenges

Despite significant investments in proven roadway design and engineering measures to improve safety, new factors such as intoxicated driving, in-car distractions, high traffic speeds, and larger, heavier vehicles are contributing to fatal traffic crashes.

SIDE BARS:

Challenges:

- Jurisdictions need flexible funding to implement smaller, low-cost, highly effective safety improvements without having to go through onerous federal grant application and compliance processes.

Page 5: Modernize transportation infrastructure for resilience.

PHOTO:

- Burnside Bridge

CALL OUT TEXT:

Much of the critical transportation infrastructure in the region has exceeded its designed life, is unlikely to withstand a major earthquake, and is in critical need of replacement.

MAIN COPY:

Much of the critical transportation infrastructure, including the **I-5 Interstate Bridge**, **Burnside Bridge**, and many **I-205 bridges**, is over 50 years old and continues to age, resulting in costly repairs and creating an increasingly fragile system at risk of catastrophic failure.

Despite being designated as emergency lifeline routes, these three bridges are not seismically safe and unlikely to withstand a magnitude 8 earthquake, which scientists predict there is a 1 in 3 chance of occurring within the next 50 years. In such an event, emergency responders and disaster relief efforts to save lives, reunite families, and begin recovery will be delayed.

In addition to seismic hazards, climate change is creating new challenges for maintaining an operational transportation system. The frequency, duration, and intensity of very hot and very cold days is increasing. Heat domes and ice storms wreak havoc on our transportation system: from asphalt buckling to disabling transit systems due to power outages and frozen tracks.

BOTTOM SECTION:

Long-term Operations and Maintenance Funding Streams are Critical

Rebuilding large-scale transportation infrastructure is only one part of having a resilient transportation system. Long term, reliable funding for operations and maintenance is a critical missing link. Resurfacing roads, filling potholes, repairing transit tracks, and maintaining operational signal systems is critical to ensuring safe, dependable, and accessible transportation. The local, state, and federal gas taxes and existing revenue streams for this work are deeply insufficient, making it difficult to maintain a state of good repair and affecting the long-term resilience of the transportation system.

**4.1 Consideration of the March 21, 2024 JPACT
Minutes (7:50 AM)**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, April 18, 2024



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

March 21, 2024

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Juan Carlos González
Christine Lewis
Ashton Simpson
Paul Savas
Nafisa Fai
Carley Francis
Anne McEnery-Ogle
Ali Mirzakhali
Steve Callaway
Jesse Beason
Mingus Mapps
Joe Buck
Sam Desue
Rian Windsheimer
Travis Stovall

AFFILIATION

Metro Council
Metro Council
Metro Council
Clackamas County
Washington County
Washington State Department of Transportation
City of Vancouver
Oregon Department of Environmental Quality
Cities of Washington County
Multnomah County
City of Portland
Cities of Clackamas County
TriMet
ODOT
City of Gresham

MEMBERS EXCUSED

Curtis Robinhold
Shawn Donaghy

AFFILIATION

Port of Portland
C-Tran

ALTERNATES PRESENT

Scott Patterson
Jef Dalin
JC Vanatta
Brett Sherman
Michael Orman
Scott Langer
Chris Ford

AFFILIATION

C-Tran
Cities of Washington County
TriMet
Cities of Clackamas County
Oregon Department of Environmental Quality
Washington State Department of Transportation
ODOT

OTHERS PRESENT: Sarah Iannarone, COHV, Mike Manson, Gerik Kransky, Dwight Brashear, John Charles, Neelam Dorman, Mandy Putney, Brenda Bartlett, Katherine Kelly, Adriana Antelo, Sara, Ken Lobeck, J Stasny, Doug Allen, Cody Field, Leann Caver, Leah Navarro, Jeff Gudman, Eric Hesse, Cynthia Casto, Matt Ransom, Rebecca Stavenjord, Mark Ottenad, Margi Bradway, Michael Orman, Karen Buehrig, Cindy Pederson, Lakeeyscia Griffin, Derek Bradley, Jean Senechal Biggs, Monica Krueger, Kate Hawkins, Tom Markgraf, Ashley Bryers, Lindsay Baker, Jason Nolin, Eliot Rose, Sarah Paulus, Allison Boyd, Mike Bezner, Tracey Lam, Tara OBrien, Mike McCarthy, Shoshana Cohen, Jess Zdeb, Kate Hawkins

STAFF: Connor Ayers, Georgia Langer, Catherine Ciarlo, Betsy Emery, Michelle Bellia, Malu Wilkinson, Jake Lovell, Eryn Kehe, Ally Holmqvist, Caleb Winter, Kim Ellis, Kelly Betteridge, Victor Sin, Jenna Jones, Lisa Hunrichs, Grace Cho, Ramona Perrault, Lake McTighe, Tom Kloster, Jaye Cromwell, Marielle Bossio

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Juan Carlos Gonzalez (he/him) called the meeting to order at 7:30 am.

Chair Gonzalez called the role and declared a quorum.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

Metro staff Connor Ayers read aloud the instructions for providing public testimony.

Sarah Iannarone, The Street Trust, thanked Metro and shared that they can keep moving forward for how they are going to generate revenue.

Chair Gonzalez moved onto the next agenda item.

3. UPDATES FROM THE CHAIR

Chair Gonzalez introduced Catherine Ciarlo, who shared the fatal traffic accidents that have occurred since the last meeting.

Chair Gonzalez introduced Betsy Emery, who shared the agenda for the DC Trip.

JPACT Member Discussion:

Paul Savas asked when they will have an opportunity to determine their joint message.

Betsy Emery responded that they have a robust table of partners that have been involved in the planning work, and they have been collaborating with them on shared messaging. She shared that the key themes are not much different from last year and that they are looking at revitalizing their local economy and communities through transportation planning, and having a transportation system that's safe, mobility, improving mobility options to

increase access to low carbon transit. She added that another goal is maintaining and rebuilding critical transportation infrastructure.

Commissioner Paul Savas asked if they will have an opportunity to look at what they put together to make sure that it is an accurate reflection of what they all want to do. He shared that he wants to make sure that their needs are reflected in a way that they all agree.

Catherine Ciarlo responded that they will brief folks in April, but that the board should not hesitate to reach out and request to be briefed prior to that as well. She added that they will continue to talk about the theme of shared priorities and project priorities as they talk at the state level as well.

4. CONSENT AGENDA

Chair Gonzalez noted that there were two items on the consent agenda, Resolution No. 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 and Consideration of the February 15, 2024, JPACT Meeting Minutes

MOTION: Commissioner Mingus Mapps moved to approve the consent agenda, seconded by Mayor Anne McEnerny-Ogle

ACTION: With all in favor, the consent agenda passed.

Seeing no further discussion, Chair Gonzalez moved onto the next agenda item.

5. INFORMATION/DISCUSSION ITEMS

5.1 Regional Transportation Priorities and Funding: ODOT Presentation on Operations and Maintenance Funding

Chair Gonzalez introduced Catherine Ciarlo, Metro and Lindsay Baker, ODOT to present on the 2027-2030 MTIP Program Direction and Work Presentation

Presentation summary:

Catherine Ciarlo shared the work plan and discussed that they have a series of informational presentations to ground JPACT members to ground them in the current state of transportation affairs.

Presenters shared the 2024 Transportation Priorities and Funding Workplan review.

Lindsay Baker discussed the 2025 Transportation Package Needs. The presenter shared the 2023-25 ODOT legislative budget, state highway fund sources and uses, HB 2017 funding distribution, as well as the structural funding challenges of the State highway fund. They shared ODOT's mission and priority focus, ODOT's core investments, and future needs.

JPACT Member Discussion:

Carly Francis shared that she appreciates the leadership and the work that is being done to take the information out of silos to create more unified efforts towards a shared goal and simplifying the information to make it accessible to a large audience.

Commissioner Paul Savas discussed the STIF and the legislative intent of HB 2017. He noted that in Clackamas County, they have not seen apportionment of those funds into areas where those employees live. Commissioner Savas shared that they were initially very excited about the revenue, but that the barriers may be due to state rules. He stated that he hopes they can tweak that because of the issues that the apportionment brings. Commissioner Savas shared that he would like to agree and see a path towards solving those problems, and that he hopes that the local jurisdictions will have an opportunity to talk about the challenges so that they are in closer alignment than they are today.

Mayor Joe Buck noted that without general obligation bonds, which also compete for the needs of schools, they do not have a lot of funds and there is a great need to meet these comprehensive needs of a complete system. He noted that there is so much money going into HB 2017, but they are not equitably seeing those results playing out, and that they need a path forward to see when and how they will see improvements to the transit system. He asked what the roadmap is to get there. Mayor Buck also asked what the funding gap is for paying per vehicle.

Lindsay Baker responded that the funding gap question is something that they have questioned a lot, and while she doesn't have an answer at this time, they are working on it. Baker added that they may look at a yield calculator, but it would be based off existing mechanisms that are in place today, they would have to accommodate and control for the fact that there are local gas tax fees across the state already, and they would not be considering what future mechanisms would yield.

Mayor Buck responded that no one knows what they are paying in the gas tax, but that these are important numbers. He added that helping people see that they are paying lower gas taxes than in previous years is important and thanked Baker for the information.

Baker shared that in HB 2017, the legislature created the payroll tax, which was less than six dollars a month. She shared that the outcome of that creates increased transit service in people's area.

Chair Gonzalez shared that it is important to be able to give the public the information to be part of this discussion and the solution.

Catherine Ciarlo shared that the RTP pull projects from local transportation system plans, and those in turn are often informed by these regional issue plans or topic plans that Metro puts together. Ciarlo added that Metro is almost done with the micro mobility, or micro transit study, which they expect to be complete within about 18 months. She noted that this will start helping feed the pipeline of projects that will fill in the gaps that Commissioner Savas and Mayor Buck brought up.

Christine Lewis noted that she expected the presentation to share how long they have before they hit the gas tax cliff. She asked how long they have before the gas tax funding will become a critical issue.

Baker responded that they have been in a decline in providing services with maintenance. She shared that they are already seeing a gap, and that they were planning to start on taking the external service facing reductions now. She shared that in the 25-27 biennium, that session will be where if they do not find a way to provide

some level of sustainability and resiliency and structural solvency, they will need to take public facing service cuts, which is why the 2025 session is so important for them. Baker added that if they cannot come to a solution by 2025, the cuts will create an even deeper decline in services.

Councilor Lewis asked if they could share the most updated version of their information on that.

Baker responded that they would make sure people have the most updated version of that soon.

Mayor Jef Dalin noted that one cent of gas tax generates \$22.5 Million of increased income. He noted that gas went up this week, and that there was no panic from residents. Mayor Dalin shared that while they get a lot of pushbacks from the trucking industry, they all need to come together on supporting the legislature with increasing the gas tax. He also noted that they have a thriving economy in Oregon, and that the kicker is huge this year. Mayor Dalin noted that they should get the entire state on board by getting projects that affect the entire state on the list of priorities so that the legislature will support it.

Commissioner Savas thanked Ciarlo for her response. He noted that people are severely underserved in some areas, adding that people are paying for things but do not get anything in return. Commissioner Savas stated that some people overpay, and some underpay, and that there are those who are underserved and those who are overserved. He noted that there are a lot of problems there and stated that it calls into question how they will approach this issue. He asked for more information on administrative costs. Commissioner Savas stated that if the locals were more involved and working hand in hand with the state previously, they may have been in a better place, and that they should involve locals in the future.

Baker agreed with with Commissioner Savas and stated that they have fewer than 1000 vehicles in their road use charge program. She shared that they would have a higher administrative overhead cost but that less than one percent of total revenues are spent on administration. She noted that they are happy to come back to discuss the road use charge program in greater depth.

Chair Gonzalez shared that there is a desire to discuss long term revenue and restructuring solutions.

Ali Mirzakhali stated that they need to keep the outcomes in mind. He noted the fee for EV registration, stating that they need to make sure that the parts of the government are not in conflict with each other. He asked what else they can do and noted that they should not shy away from complicated formula and discussions.

Commissioner Jesse Beason asked who oversees understanding the public needs, doing public-will building, and creating public interest in acting. He also asked if there has been a conversation of charging EVs through charging stations. Commissioner Beason asked what other countries have done in terms of disincentivizing driving. He reiterated Councilor Lewis' point that they should do one big difficult thing once and work together.

Baker shared that the conversation about public-will building is very important and that the question about public will is a reason for why she is here, stating that they need to identify the priority and determine what the broader public campaign is.

Rian Windsheimer stated that sharing the video that was played in the presentation is a step that people can take to create public understanding. He noted that sharing outward and inward is very important.

Chair Gonzalez shared that he wants to build a regional vision and work together with jurisdictions that are also experiencing these issues to create tangible change.

Commissioner Nafisa Fai noted that she has not heard anyone expressing that they do not want to work with ODOT, which is a testament that everyone is in this together to solve this problem. She noted that they need to set priorities and levels of expectations, asking when they will do that and who will oversee it.

Ciarlo responded that Commissioner Fai's question is exactly the type of question that they were hoping would emerge from these conversations. Ciarlo noted that between June and July, JPACT will start to inform some regional principles and priorities, but that ODOT shared the need for a sustainable funding source today. She noted that many local agencies are struggling with maintenance and operations funding, and that those could become priorities. Ciarlo noted that they have a couple of presentations coming up on the HB 2017 projects as well as alternative funding mechanisms. Ciarlo added that there will be trade offs and the region will need to be clear in what they want and support in terms of funding sources.

Commissioner Fai shared that they have hard problems to solve ahead of them, and Washington County looks forward to helping.

Francis asked how they will finish what they have started while looking at the problems that are actively emerging. She asked how they will make the values of maintenance and operations meaningful and clear to the public.

Chair Gonzalez noted that finishing what they started, operations and maintenance are important, as well as all the new projects they would like to begin make things very difficult.

Commissioner Mingus Mapps shared that he agrees that the state transportation system is intertwined with local transportation systems and that they need to move forward together. He noted that operations and maintenance are very important, especially after the ice storm which set them back. Commissioner Mapps noted that there are so many projects they need to get done while also filling potholes. Commissioner Mapps shared that the politics and economics are very difficult, and that failure is not an option. He stated that Portland will be at the table to help the partners figure out how to move forward. Commissioner Mapps added that they should move towards indexing for inflation. He also shared that the pilot project for vehicle miles traveled will be a solution, and that they should stay on track to get there.

Sam Desue shared that he is becoming more aware of the magnitude of the problem that is upon them and noted that the worst potential outcome is that the legislature does not pass a transportation package in 2025. Desue shared that they all need to work collaboratively on this and bring in labor, freight, construction, and other business communities to discuss this so that they can win bipartisan support.

Windsheimer mentioned that while it is important that they talk about this, they need to start the next phase of helping build the level of understanding with the public, talking with partners, and meeting with the legislature. Windsheimer noted that there was a lot of transportation needs in 2017 and they were able to pass their needs in the legislature due to their conversations with the legislators.

Chair Gonzalez shared that they will likely invite the ODOT team back this year and thanked Lindsay Baker for her presentation.

6. UPDATES FROM JPACT MEMBERS

There were no updates provided from the JPACT members.

7. ADJORN

Chair Gonzalez adjourned the meeting at 9:19 AM.

Respectfully Submitted,

Georgia Langer

Georgia Langer,
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 21, 2024

| ITEM | DOCUMENT TYPE | DATE | DOCUMENT DESCRIPTION | DOCUMENT NO. |
|-------------|----------------------|-------------|--|---------------------|
| 3.0 | Presentation | 03/21/2024 | Fatal Crash Slide | 032124-01 |
| 5.1 | Presentation | 03/21/2024 | 2025 Transportation Needs: ODOT Presentation | 032124-02 |

**4.1 Resolution No. 24-5409 For the Purpose of Adding Five New
Projects to the 2024-27 MTIP to Meet Federal Transportation Project
Delivery Requirements (7:50 AM)**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, April 18, 2024

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. 24-5409
)
) 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 24-5409

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. |

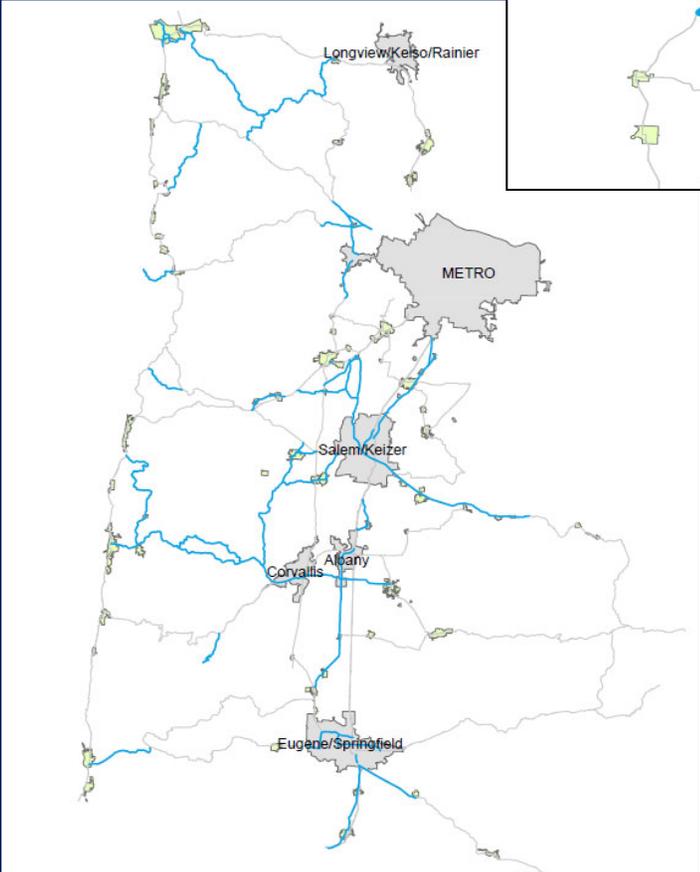
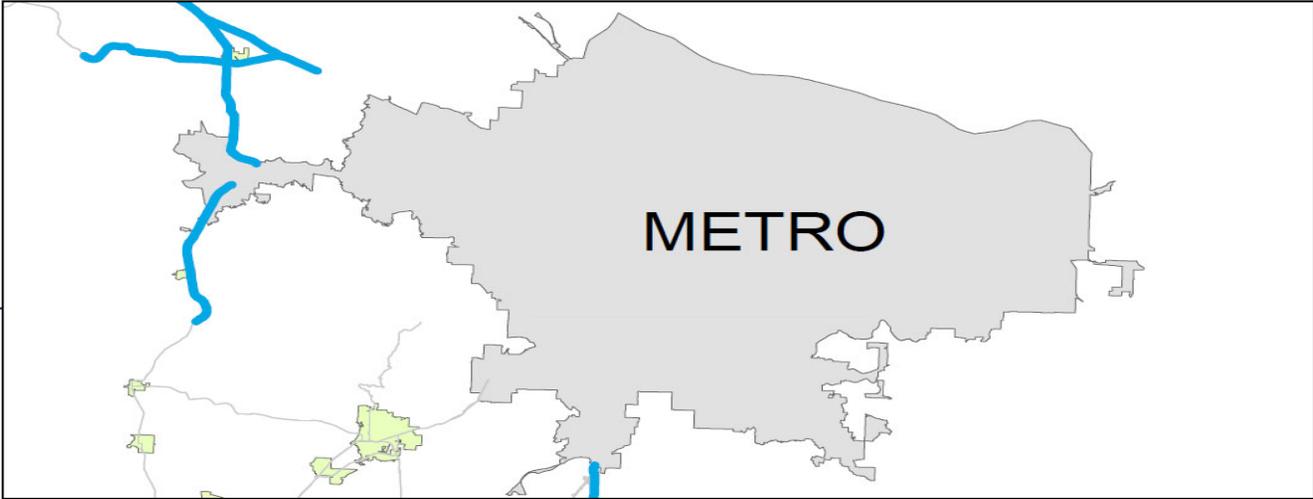
| Public Notification/Opportunity to Comment Consistency Requirement |
|--|
| 1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes. |
| 2. What are the start and end dates for the comment period? Estimated to be April 2, 2024 to May 1, 2024 |
| 3. Was the comment period 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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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 | | | | | | | |
| <i>Provide cost, including match, for eligible components. Use additional sheets for detailed estimate.</i> | | | | | | | |
| 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 | | | | | | 1,338,357.84 | | 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](#) (Schatz)

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

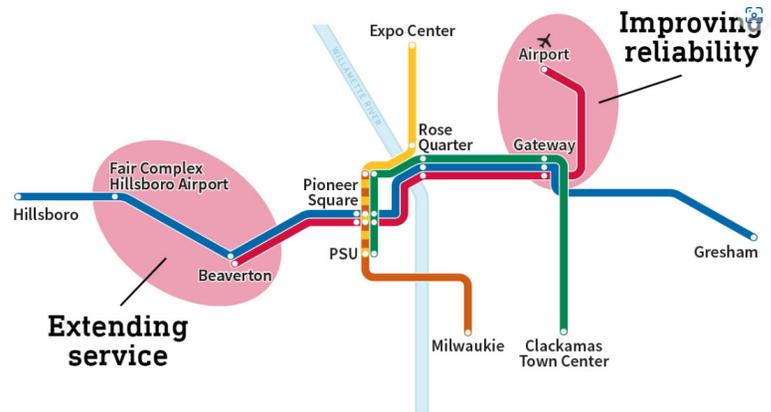
Current Programming

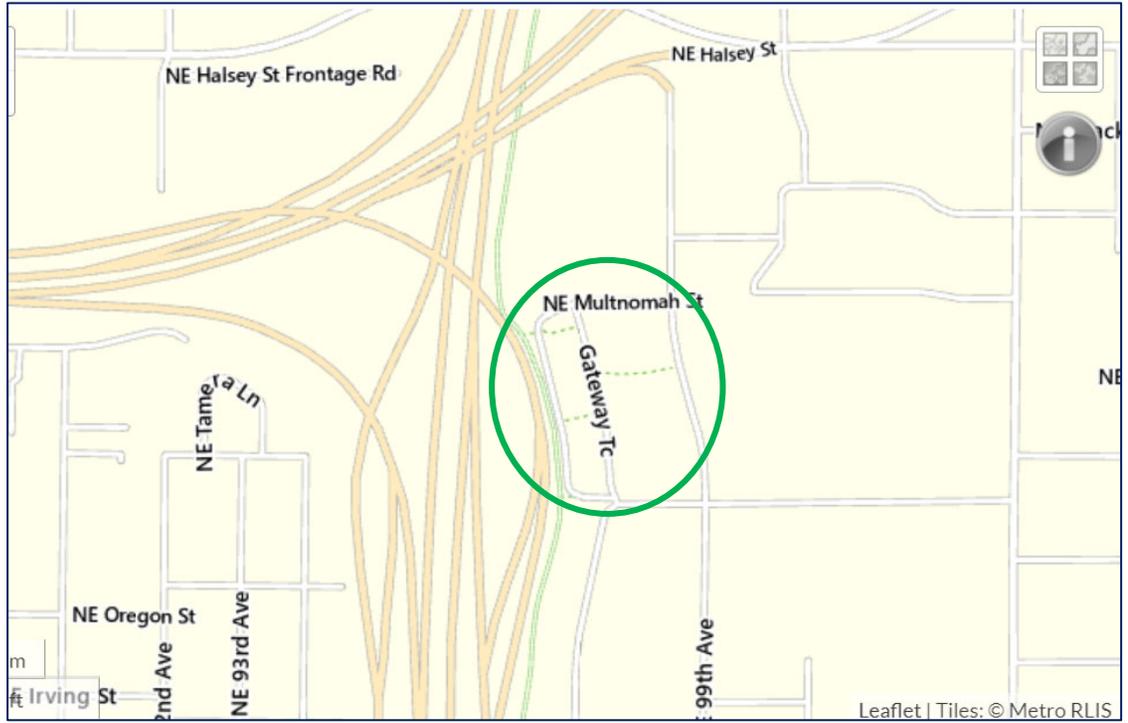
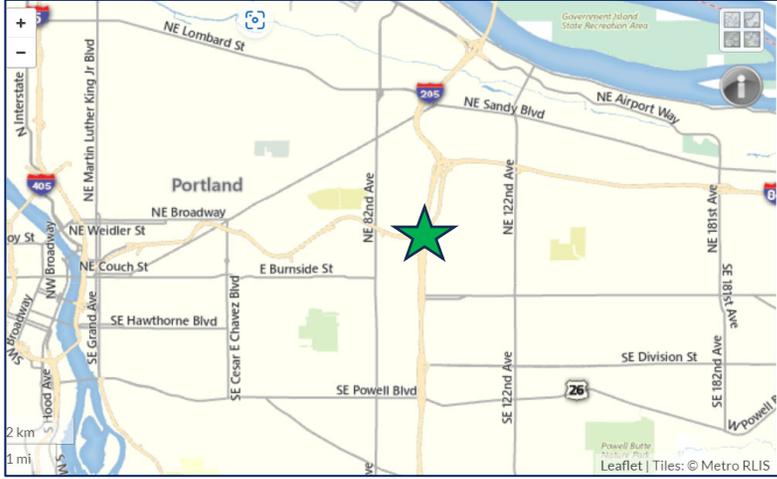
| phase | year | fund type | federal amount | minimum local match | other amount | total | hold from mtip |
|--------------------------------|-------------|---------------|----------------------|---------------------|---------------------|----------------------|--------------------------|
| Preliminary 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 | Noot 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

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.

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 |



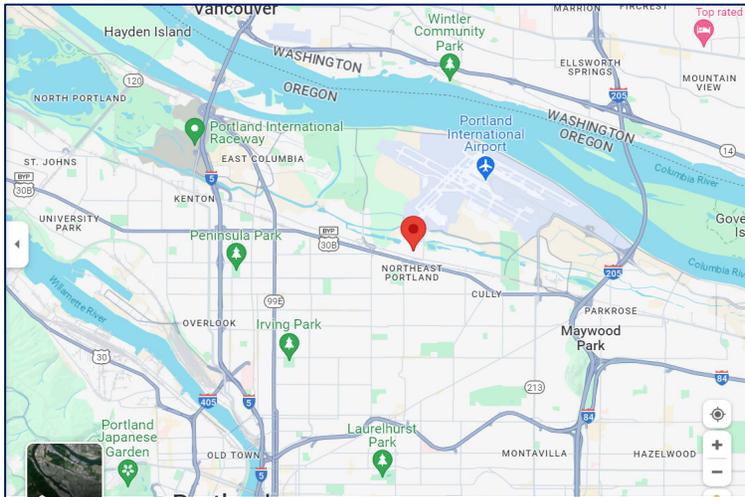
FOR IMMEDIATE RELEASE
March 3, 2024

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

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

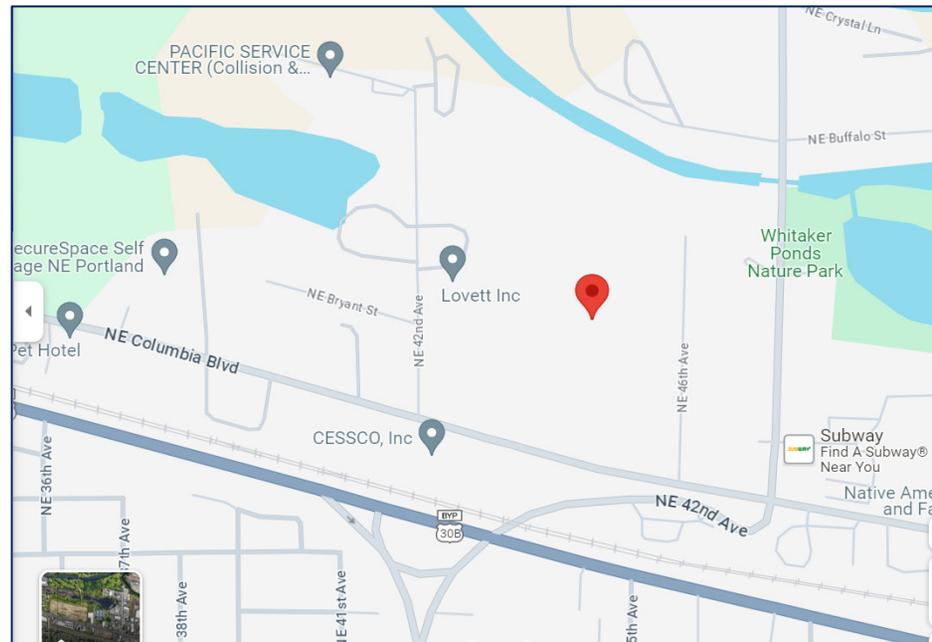
Bus facilities

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)



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

| 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

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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 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 |
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Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: April 5, 2024
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: April FFY 2024 MTIP Formal Amendment & Resolution 24-5409 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.

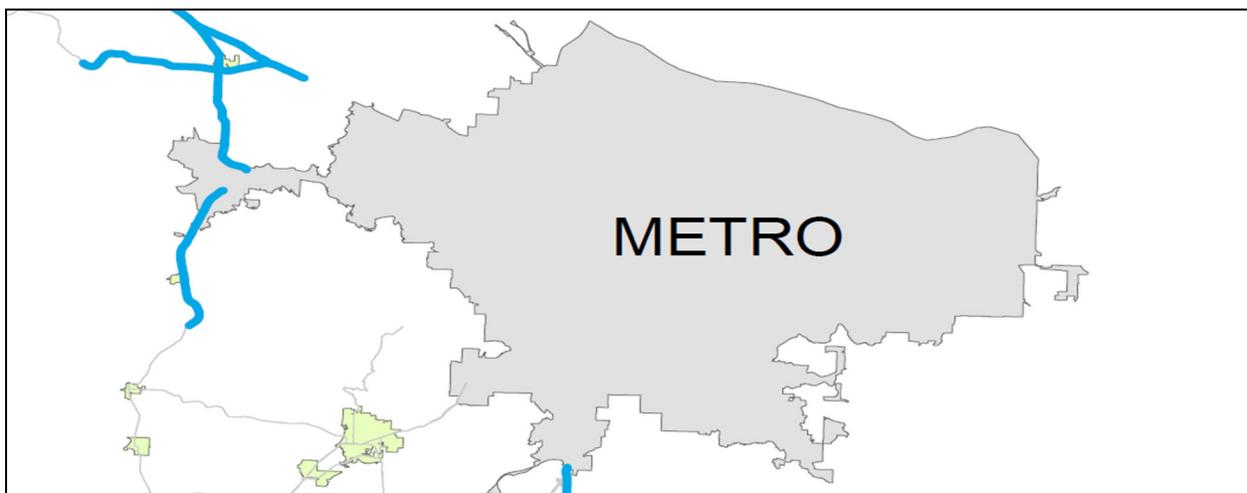
What is the requested action?

TPAC received their official notification on April 5, 2024 for the April 2024 MTIP Formal Amendment and provided their approval recommendation for JPACT to approve Resolution 24-5409 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 23630 - 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.

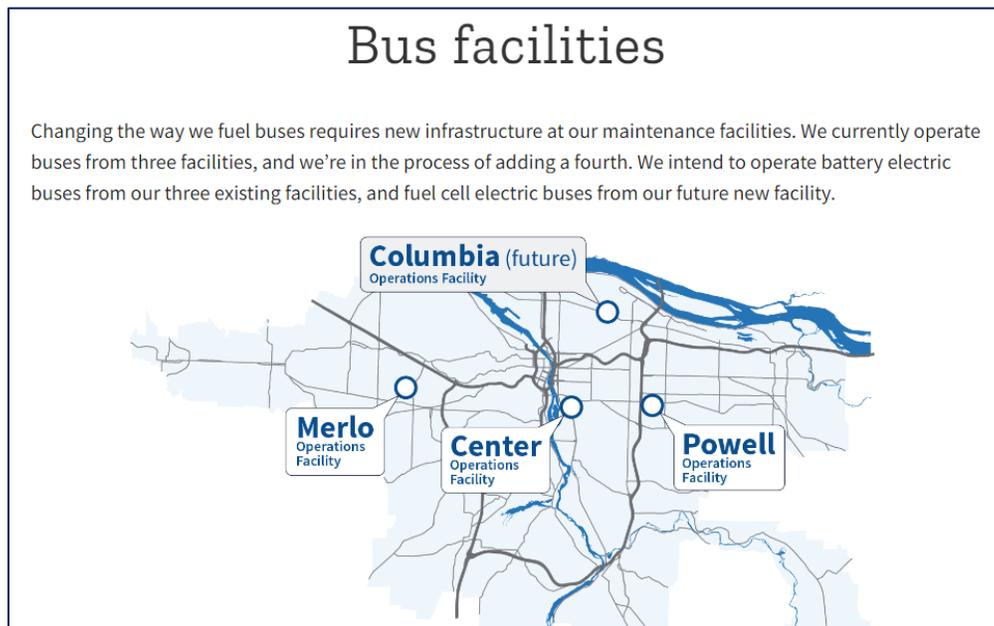


- **Key NEW TBD - Gateway Transit Center Upgrades - TriMet**
 - Lead Agency: TriMet
 - Description: The project provides supplemental funding supporting the design and construction upgrades to Gateway Transit Center to add turnaround and layover space needed for service growth, accommodate new articulated, 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 creates a separate project from the current upgrades as part of the Better Red MAX Line Extension project, plus supports and expands the needed upgrades to the Gateway Transit Center.



- **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.



TPAC April 5, 2024 Meeting Summary:

TPAC met on April 5, 2024 and received their official notification of the April 2024 MTIP Formal Amendment. Ken Lobeck, Metro Funding Programs Lead present an overview of the formal amendment. He provided a brief summary of the five projects being added to the MTIP and STIP. Tara O'Brien, TriMet, provide add clarity that the new CDS award for Gateway is a separate project from the current Better Red MAX Line Extension project and funds the next needed upgrades to the Gateway Transit Center. The Staff report has been updated to reflect the new CDS award being separate from the Better Red MAX Line Extension Project. With no further discussion, TPAC unanimously provided an approval recommendation to approve the five new projects to be added to the MTIP and STIP.

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:

TPAC received their official notification on April 5, 2024 for the April 2024 MTIP Formal Amendment and provided their approval recommendation for JPACT to approve Resolution 24-5409 to add the five new projects to the 2024-27 MTIP.

One Attachment: K22728 Curve Warning Locations Inventory - Region 1

5.1 Unified Planning Work Program (UPWP) (7:55 AM)

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, April 18, 2024

JPACT Worksheet

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

Presenters: John Mermin, Metro

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

Purpose/Objective

Share draft FY 2024-25 Draft Unified Planning Work Program (UPWP) with JPACT

Outcome

JPACT learns what's in FY2024-25 UPWP in advance of taking action to approve the UPWP in May

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

JPACT last considered this when adopting the FY2023-24 UPWP in May 2023. Since that time a new UPWP has been developed with input and review from local, regional, state and federal partners and was recommended for adoption by TPAC on April 5.

What packet material do you plan to include?

- UPWP legislation
 - o Resolution 24-5399
 - o Exhibit A (UPWP document)
 - o Exhibit B (Annual Self-Certification demonstrating Metro's compliance with federal planning regulations)
 - o Staff Report

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 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

April 2024

oregonmetro.gov

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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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Federal Certification Review Table113

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.

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

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

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

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

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

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

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

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

UPWP Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Organization of UPWP

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

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

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

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

Development of UPWP

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

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

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

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

Metro Overview

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

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

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

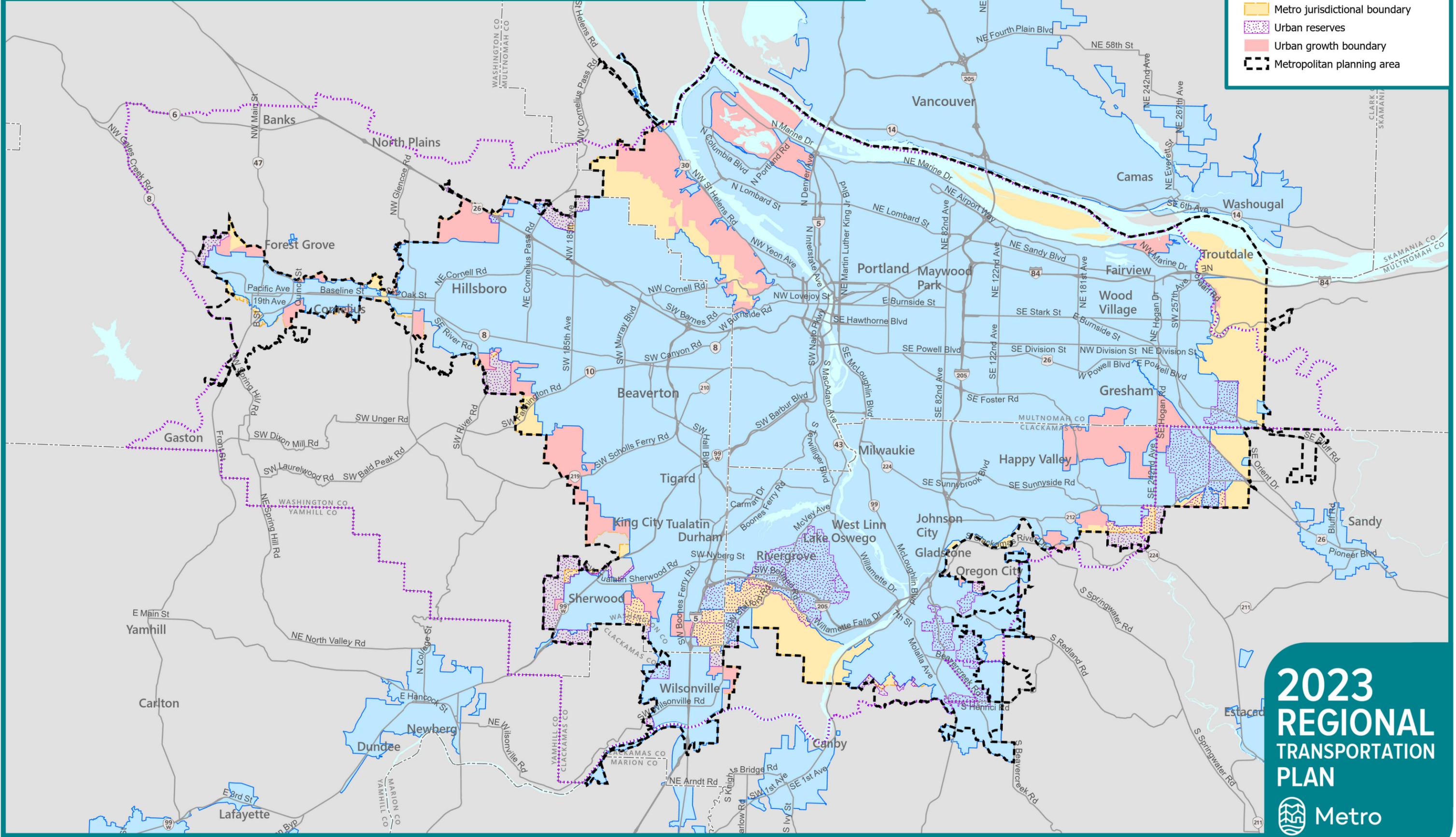
First, Metro’s jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. This boundary represents the Metro district as established by the voters in the region.

Second, under Oregon law, each city or metropolitan area in the state has an urban growth boundary that separates urban land from rural land. Metro is responsible for managing the Portland metropolitan region urban growth boundary that encompasses 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).”

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

- 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 that base regulatory and investment decisions on

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.

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:

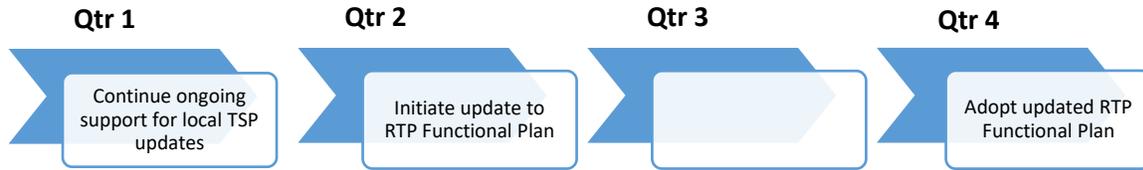
- Policy and technical planning support for the Metro Council
- Administration of Metro's regional framework and functional plans
- Ongoing compliance with Statewide planning goals and greenhouse gas emission targets
- Policy and technical support for periodic urban growth report support
- Coordination 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.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

| | |
|----------------------|------------------------|
| Personnel Services | \$ 1,283,502 |
| Materials & Services | \$ 65,900 ¹ |
| Indirect Costs | \$ 639,184 |

Resources:

| | |
|--------------------|-------------------|
| PL | \$ 343,623 |
| PL Match (ODOT) | \$ 39,330 |
| 5303 | \$ 123,470 14,132 |
| 5303 Match (Metro) | \$ 696,333 79,698 |
| STBG | \$ 692,001 |
| STBG Match (Metro) | \$ |
| Metro Direct | \$ |

TOTAL \$ 1,988,586

TOTAL \$ 1,988,586

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:

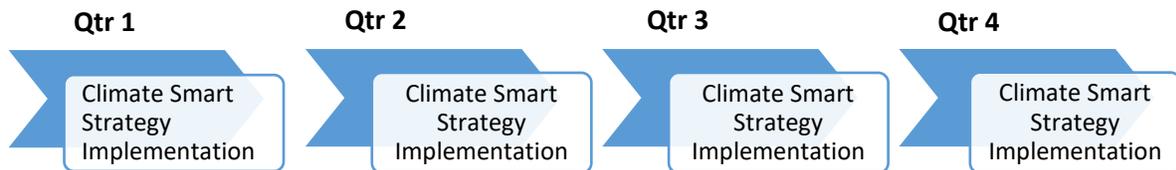
- Coordination with Metro Research Center, State of Oregon and other partners to improve regional climate data and climate analysis tools and capabilities to inform policy and investment decisions that have climate impacts.
- Ongoing and expanded communication and engagement with local partners on Climate 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.

- 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:

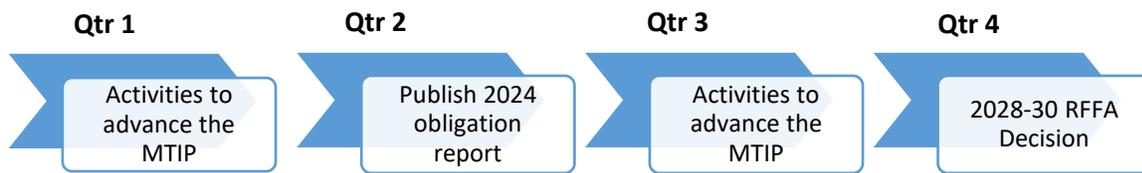
- *Completion of the 2028-30 RFFA process.* Metro is scheduled to complete the allocation of federal fiscal year revenues for 2028-30 by the end of FY 2024-25. allocation process will include a call for projects, project evaluation, public comment period and MPO decision process. These RFFA process elements 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)

- *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.

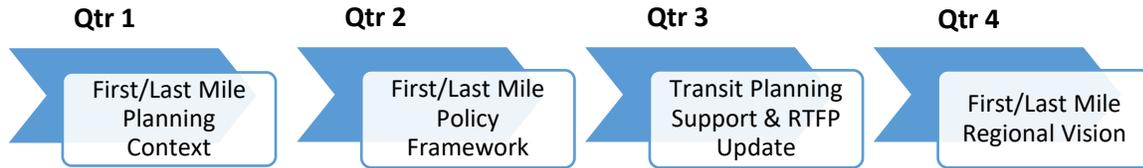
During FY 2023-24, the program supported:

- 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.

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 |

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.

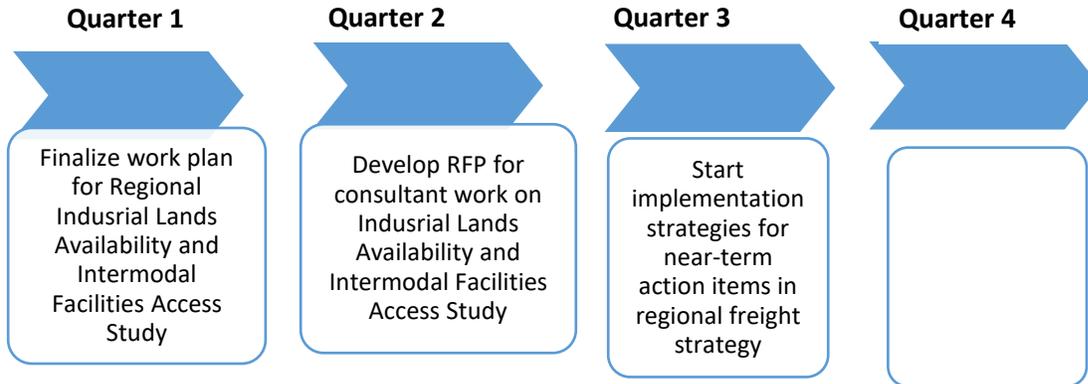
Metro's freight planning program also coordinates with the updates for the statewide Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects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

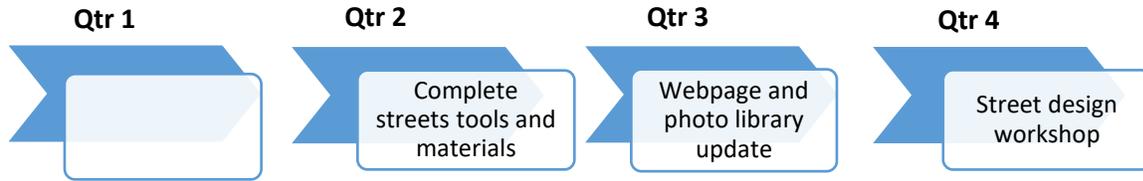
The following notable activities were completed in FY 2023-24:

- 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 Set Aside 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 IIJA/BIL § 11206 (Increasing Safe and Accessible Transportation Options) requires MPOs to expend not less than 2.5 percent of PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The Complete Streets Program meets these requirements. There is no match requirement for this PL Set Aside.

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.

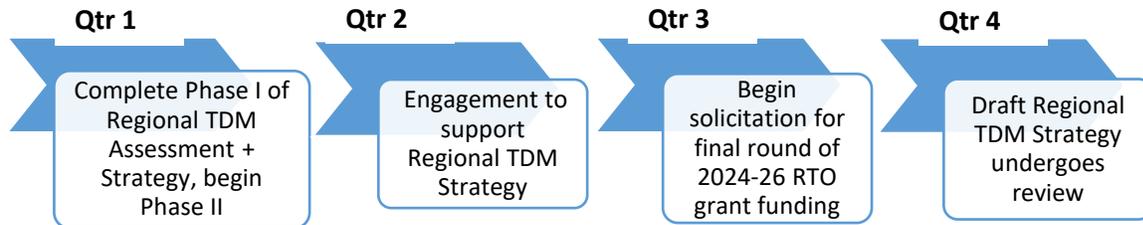
Highlights of anticipated work in FY2024-25:

- 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 | |

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

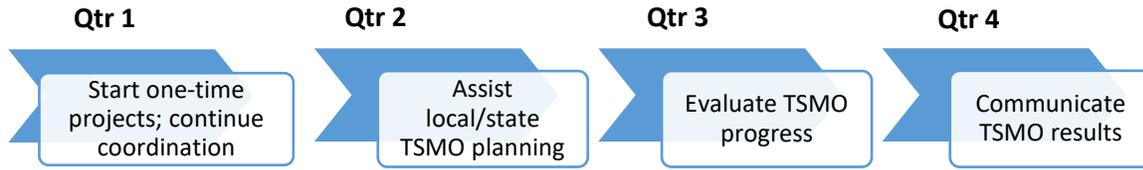
The Transportation System Management and Operations (TSMO) Program provides a demand and system management response to Regional Transportation Plan policies. TSMO involves partnerships to make better use of road and transit investments, promote travel options in real-time, reduce greenhouse gas emissions 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

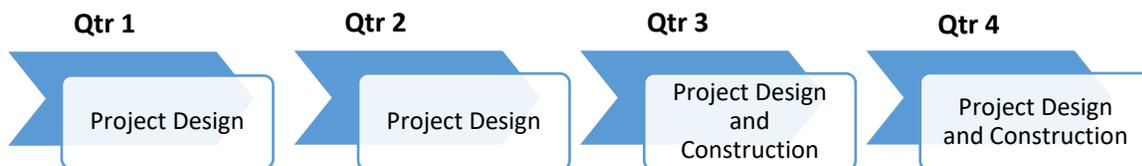
The Better Bus program is a joint Metro and TriMet endeavor that identifies transit priority and access treatments to improve the speed, reliability, and capacity of TriMet bus lines or streetcar lines, building on the previous Enhanced Transit Concepts (ETC) Program. Better Bus treatments are relatively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

| | |
|----------------------|-------------------------|
| Personnel Services | \$ 256,023 |
| Materials & Services | \$ 500,000 ¹ |
| Indirect Costs | \$ 127,499 |

Resources:

| | |
|--------------|------------|
| Metro Direct | \$ 883,522 |
|--------------|------------|

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

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

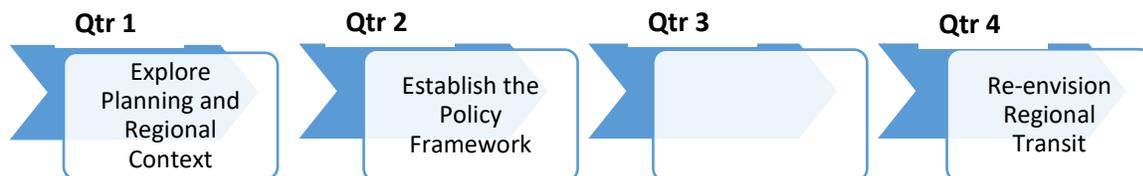
Providing high quality transit service across the region is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding quality transit in our region is also key to meeting our mobility goals, achieving transportation equity and maintaining compliance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

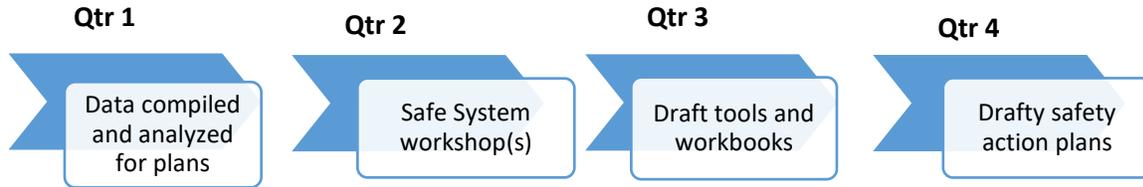
The following notable activities were completed in FY 2023-24:

- 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:

| | |
|----------------------|-------------------------|
| Personal Services | \$ 466,881 |
| Materials & Services | \$ 849,798 ¹ |
| Indirect Costs | \$ 232,507 |

Resources:

| | |
|-------------------|-------------------------|
| SS4A (FHWA Grant) | \$ 1,409,308 |
| SS4A (FHWA Grant) | \$ 139,878 ² |
| Match Metro | |

TOTAL \$ 1,549,186

TOTAL \$ 1,549,186

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

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

Regional EPA Climate Pollution Reduction Grant

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

Description

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

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

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

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

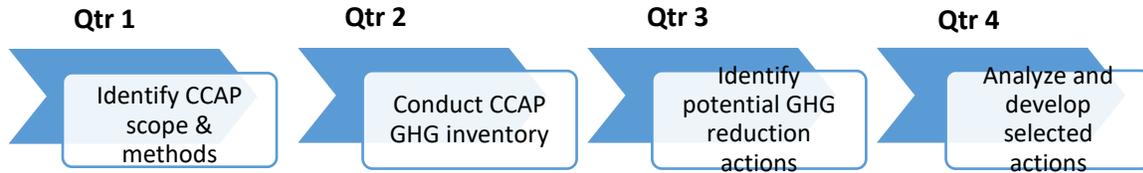
During FY 2023-24, Metro was awarded the CPRG grant in the amount of \$1,000,000. Initial work included entering into an agreement with EPA and a contract with a consultant to support this work. Metro then completed the PCAP, the first major deliverable in the plan, and supported partner agencies in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

During FY 2024-25, Metro will complete the majority of work to develop the CCAP, including:

- Completing a regional GHG inventory
- Identifying GHG reduction actions
- Identifying tools and data needed to analyze the GHG reductions and other co-benefits of each action.

This work will support agencies across the Metro region (and beyond) in identifying and funding strategies to reduce GHG emissions, which will in turn help to meet the Climate goals and targets in the Regional Transportation Plan.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

| | |
|----------------------|---------------------------|
| Personnel Services | \$ 308,880 |
| Materials & Services | \$ 186,000 ^{1 2} |
| Indirect Costs | \$ 153,822 |

Resources:

| | |
|------------------|------------|
| CPRG (EPA Grant) | \$ 648,702 |
|------------------|------------|

TOTAL \$ 648,702

TOTAL \$ 648,702

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

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

Regional Industrial Lands Availability and Intermodal Facilities Access Study

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

Study Description

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

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

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

Work completed in FY 2023-24:

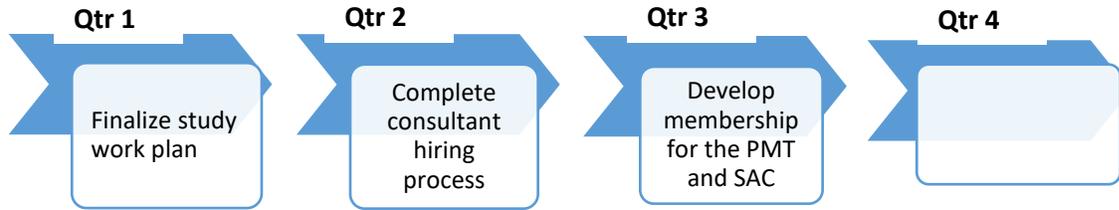
- A draft scope of work for this study was completed in the 3rd and 4th quarter of FY 2023-24.

Work to be completed in FY 2024-25:

- The scope or study work plan will be available for review in early FY 2024-25.
- 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.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Materials & Services \$ 150,000¹

TOTAL \$ 150,000

Resources:

Metro Direct \$ 150,000

TOTAL \$ 150,000

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

Economic Value Atlas (EVA) Implementation

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

Description

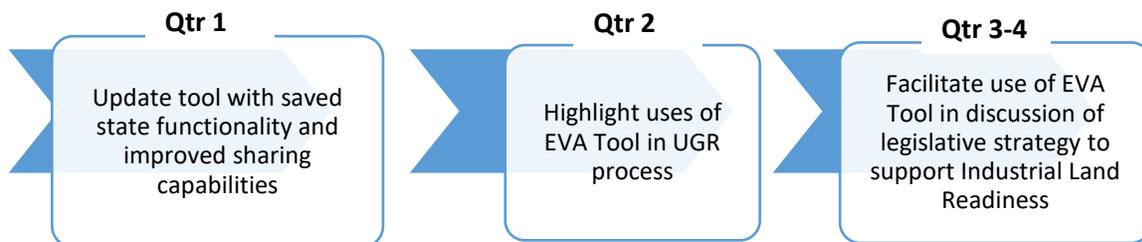
Metro’s Economic Value Atlas (EVA) established tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy. The EVA entered an implementation phase in FY 2019-2020 that included test applications among partner organizations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

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

In FY 2020-2021, there were final tool refinements and the data platform was actively used to help visualize equitable development conditions for the SW Corridor High Capacity Transit project and elsewhere in the region. These aligned with agency-wide data and planning projects, including the Columbia Connects and Planning for Our Future Economy projects. In FY 2020-2021, Metro participated in a group of peer regions organized by The Brookings Institution for other regions to benefit from the EVA as a model for their applications and to share best practices. The EVA has informed the conditions assessment 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.

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

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.

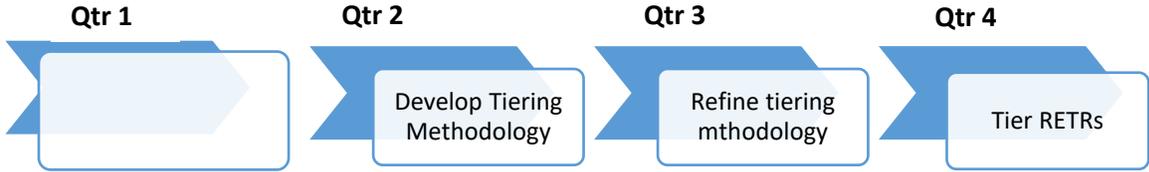
From 2019 - 2021 the RDPO and Metro partnered to complete phase 1 of the project - updating the designated Regional Emergency Transportation Routes (RETRs) for the five-county Portland-Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark 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:

Personnel Services \$ 70,678
 Indirect Costs \$ 35,198

Resources:

STBG \$ 49,738
 STBG Match (Metro) \$ 5,693
 RDPO Grant \$ 50,445

TOTAL \$ 105,876

TOTAL \$ 105,876



Metro-Led Corridor/Area Planning

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Investment Areas (Corridor Refinement and Project Development)

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

Description

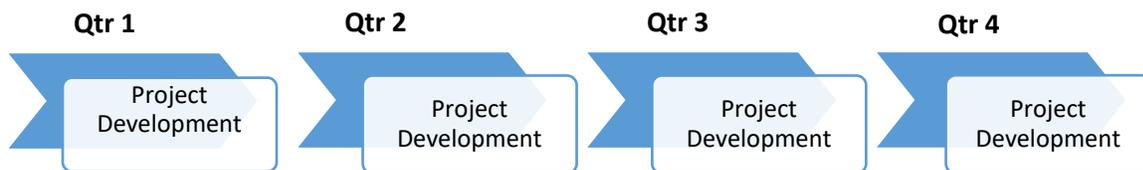
Metro’s Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors to leverage public and private investments that implement the region’s 2040 Growth Concept. Projects include supporting compact, transit-oriented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

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

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

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

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Resources:

| | | | |
|---------------------------|-------------------------|---------------------------|-------------------|
| Personnel Services | \$ 702,523 | STBG | \$ 630,264 |
| Materials & Services | \$ 456,120 ¹ | STBG Match (Metro) | \$ 72,137 530,764 |
| Indirect Costs | \$ 349,856 | TOD IBR (FTA Grant) | \$ 132,691 |
| | | TOD IBR (FTA Grant) | \$ |
| | | Match (Metro) | 142,644 |
| | | Metro Direct | \$ |
| TOTAL \$ 1,508,499 | | TOTAL \$ 1,508,499 | |

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.

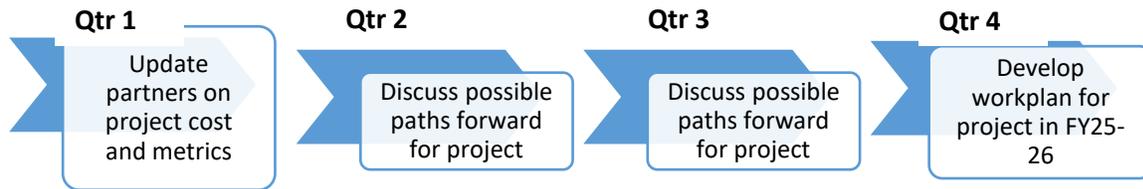
Project partners include TriMet, ODOT, Metro, Washington County, Portland, Tigard, Tualatin and Durham, whose staff have collaborated on project planning and design. Project planning and design (including the steering committee) were put on pause in late 2020 after a regional transportation funding measure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

TOTAL \$ 526,455

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

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.

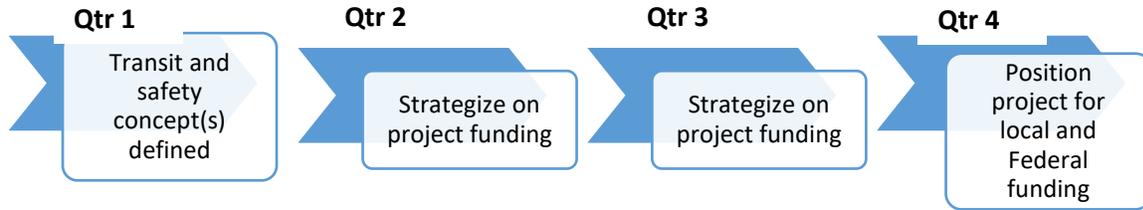
This project supports the 2023 Regional Transportation Plan policy guidance on equity, safety, climate, mobility and economy. Typical project activities include:

- 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>

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

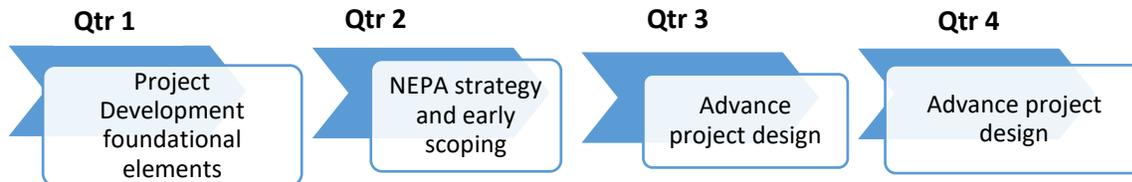
Metro will work to find opportunities to continue advancing this work, including through new Federal funding under the Neighborhood Access and Equity program that could support ongoing operations of ongoing project development of the 82nd Avenue Transit Project and implementation actions by community-based 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 |
| Materials & Services | \$ 461,532 ^{3 4} | 82 nd Ave (FTA Grant – Flex Transfer) Match (Metro) | \$ 120,987 |
| Indirect Costs | \$ 353,853 | Metro Direct | \$ 347,871 |
| TOTAL \$ 1,525,933 | | TOTAL \$ 1,525,933 | |

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:

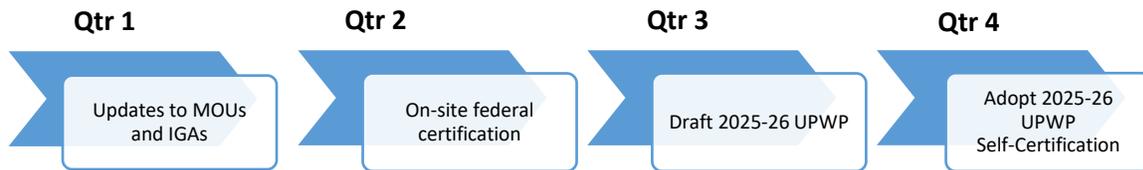
- ODOT/Metro Local Agency Master Certification IGA and Quality Program Plan (*agreement expired June 30, 2022, renewal date to be determined*)
- 4-Way Planning IGA with ODOT, TriMet and SMART (*effective through June 31, 2024*)
- SW Regional Transportation Council (RTC) MOU (*effective through June 30,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

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

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

Key Project Deliverables / Milestones

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



FY 2024-25 Cost and Funding Sources

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

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

Civil Rights and Environmental Justice

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

Description

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

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

This is an ongoing program. Typical activities include

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

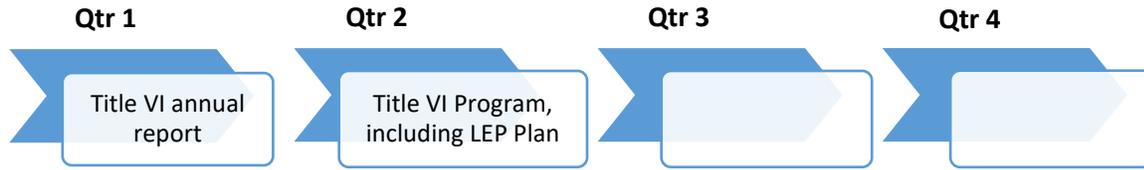
In FY 2023-24, Metro:

- Performed a Civil Rights and equity assessment on the 2024 Regional Transportation Plan
- Submitted its Title VI annual report to ODOT.

In FY 2024-25, Metro will:

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

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:

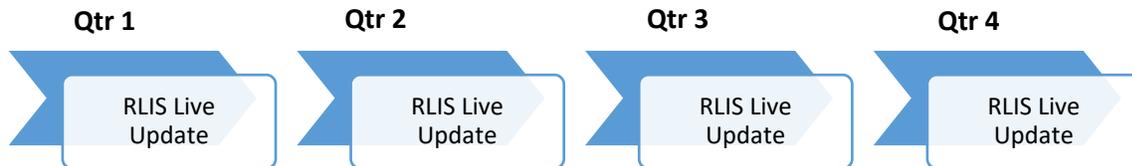
- Offered trainings to prepare Geographic Information System (GIS) users across the agency for the transition from ArcMap to ArcGIS Pro
- Introduced a wide audience to ArcGIS Online and completed the necessary system upgrades to support the entire geospatial technology platform
- Modernized the online 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.

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

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

| Requirements: | | Resources: | |
|----------------------|---------------------------|--------------------|---------------------|
| Personnel Services | \$ 1,258,684 | STBG | \$ 363,795 |
| Materials & Services | \$ 399,013 ^{1 2} | STBG Match (Metro) | \$ 18,530,231,08 |
| Indirect Costs | \$ 626,825 | STBG Match (ODOT) | \$ 1,879,089 |
| | | Metro Direct | \$ |
| TOTAL | \$ 2,284,522 | TOTAL | \$ 2,284,522 |

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:

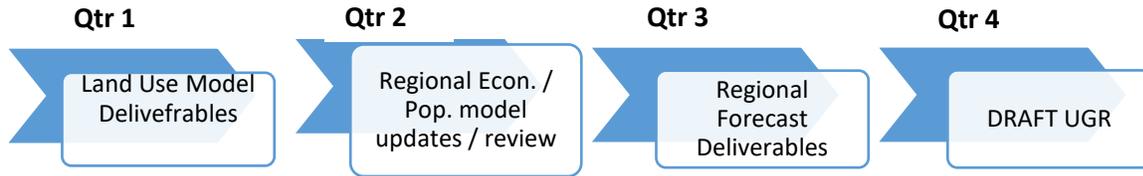
- Developer Supply Processor (DSP) modeling – the DSP model is a land supply redevelopment forecast estimation model structured as a real estate pro forma. The model is consistent with HB 2001, and Oregon law passed in 2019 allowing more housing types in residential areas, and includes:
 - Entitlement 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) | \$ 14,303 124,300 |
| STBG | \$ 14,227 |
| STBG Match (Metro) | \$ |
| Metro Direct | \$ 100,000 |

TOTAL \$ 377,797

TOTAL \$ 377,797

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.

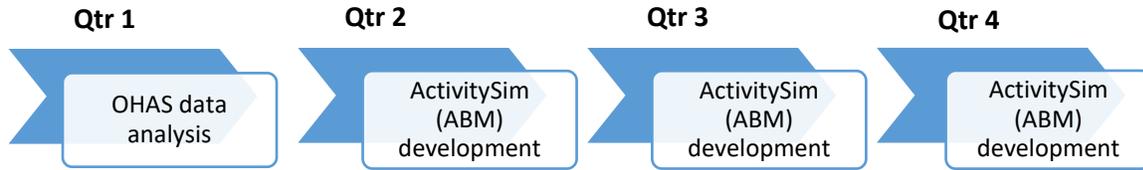
Work completed in FY 2023-24

- 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 |

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

Oregon Household Travel and Activity Survey Program

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

Description

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

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

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

- Phase I – Scoping (October 2021 – December 2021)
- Phase II – Survey Design (January 2022 – Sep 2022)
- Phase III – Survey Implementation (Data Collection to begin Spring 2023, FY 2022-2023, and continue through Spring 2024, FY 2023-2024)
- Post-Phase III – Data Sharing and Future Survey Planning (FY 2024-2025)

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

Work completed in FY 2023-24:

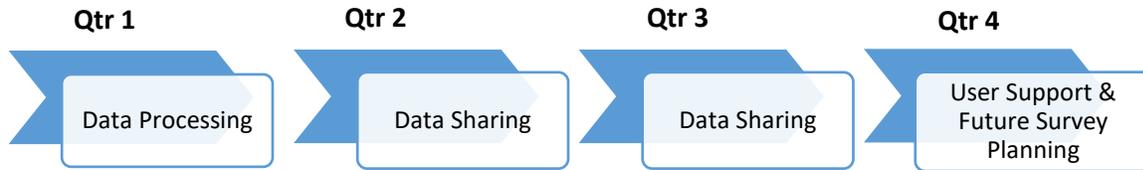
- Sampling strategy adjustments based on Spring 2023 survey pilot
- Received and reviewed two additional technical memos on survey collection recommendations and implementation plans
- Partner engagement with major universities and transit agencies
- Surveyed roughly 16,000 Oregon households during Fall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

Work in FY 2024-25:

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

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

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

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

Technical Assistance Program

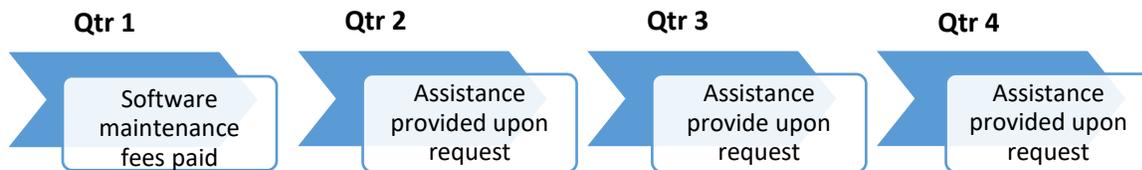
Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

Description

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

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

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

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

Resources:

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

TOTAL \$ 63,717

TOTAL \$ 63,717



State-Led Transportation Planning of Regional Significance

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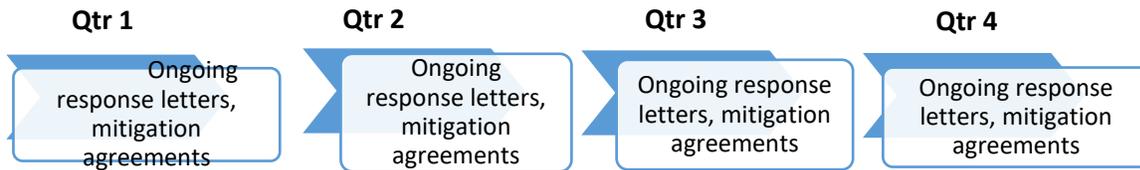
ODOT Development Review

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

Description

ODOT reviews local land use actions and participates in development review cases when those actions may have safety or operational impacts (for all modes of travel) on the state highway system, or if they involve access (driveways) to state roadways. ODOT staff work with jurisdictional partners and applicants/developers. Products may include written responses and/or mitigation agreements. This work also includes review of quasi-judicial plan amendments, code and ordinance text amendments, transportation system plan amendments, site plans, conditional uses, variances, land divisions, master plans/planned unit developments, annexations, urban growth boundary expansions and recommendations for industrial land site certifications. ODOT also works to ensure that long-range planning projects integrate development review considerations into the plan or implementing ordinances, so that long-range plans can be implemented incrementally over time. In a typical fiscal year, Region 1 staff review of over 2,000 land use actions, with approximately 200 written responses and 100 mitigation agreements.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

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

ODOT – Transportation and Growth Management

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

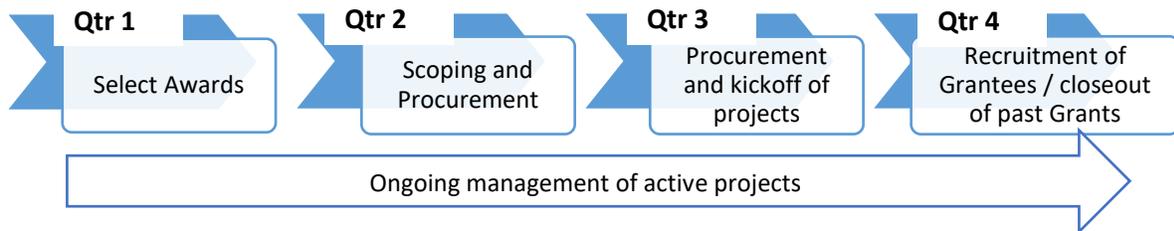
Description

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

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

TGM is primarily funded by federal transportation funds, with additional staff support and funding provided by the State of Oregon. ODOT Region 1 distributes approximately \$650 - \$900 Thousand annually to cities, counties and special districts within Hood River and Multnomah counties plus the urban portions of Clackamas and Washington County. Grants typically range from \$150,000 to \$300,000 and can be used for any combination of staff and consulting services. ODOT staff administer the grants alongside a local agency project manager.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

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

ODOT Region 1 Active Transportation Strategy

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

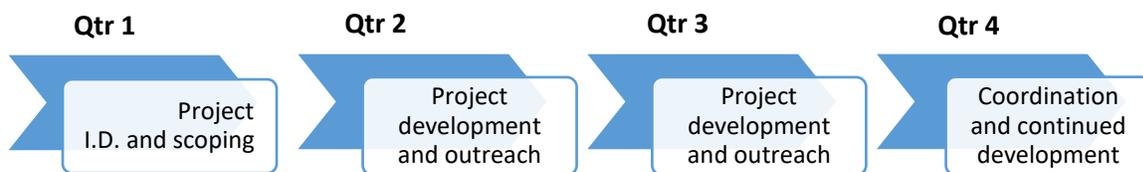
Description

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

Education and outreach efforts in coordination with ODOT R1 Planning & Development, ODOT Office of Civil Rights, ODOT’s Ped Bike Program, ODOT Traffic Safety and Safe Routes to School, will engage partner agencies and community members in identifying needs and solutions sooner in the planning and project delivery timeline.

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

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

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

ODOT Region 1 System Analysis and Technical Assistance

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

Description

In recent years, ODOT has produced several atlas-style documents to support the planning, programming and development of transportation investments around the region. These include the Interchange Atlas, Corridor/Traffic Performance Report, COVID Traffic Reports and Active Traffic Management Study. Every year, the data underlying these studies requires management and upkeep. The purpose of these projects is to ensure that ODOT and its partners always have up to date and useful data available. These efforts provide technical assistance, updates and refinements to important reference data sets and documents.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

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

TOTAL \$ 225,000

Resources:

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

TOTAL \$ 225,000

ODOT Region 1 Planning for Operations

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

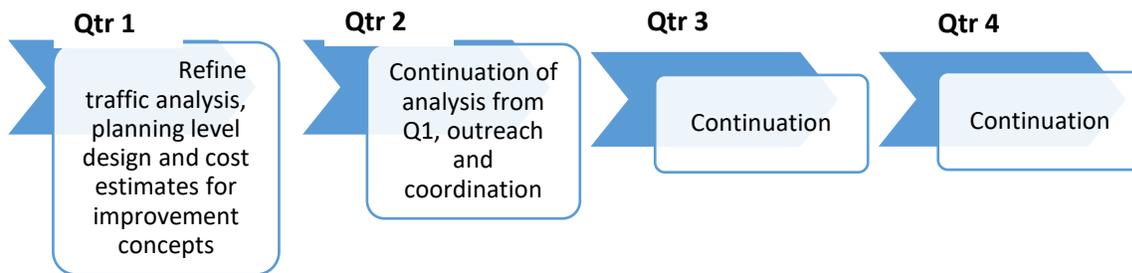
Description

ODOT seeks to leverage its work program investments in diagnosing bottlenecks and developing a strategy for active traffic management (ATM). This project will seek to identify and plan for project investments that support Transportation System Management and Operations (TSMO) on highways throughout the region. These investments are meant to improve safety and efficiency for all users of the transportation system.

ODOT also works to identify and prioritize investment opportunities where TSMO can improve safety and efficiency; collaborate with local and regional agencies to find and implement cost-effective TSMO investments; enhance ODOT’s ability to support local planning efforts with respect to planning for operations; and support the regional Congestion Management Process and compliance with federal performance-based planning requirements, consistent with the ODOT-Metro agreement’s identification of opportunities to coordinate, cooperate and collaborate.

Identification of safety and efficiency improvements through planning for operations includes identifying investment opportunities that are focused on improving safety for all users of the transportation system, as well as improving efficiency, which can lead to improvements in congested conditions and climate impacts, which is consistent with both the 2018 RTP and the draft 2023 RTP policy guidance related to safety, congestion and climate change. In FY 2024-25 work will focus on refining traffic analysis, planning level design and cost estimates for improvement concepts. Please contact ODOT staff listed above to learn more detail.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

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

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

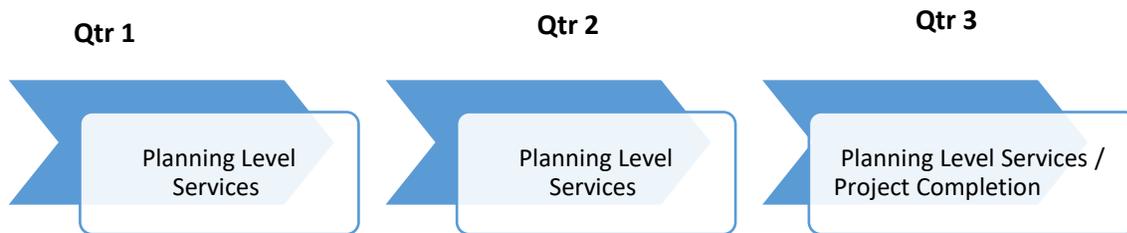
Staff Contact: Mandy Putney, mandy.putney@ODOT.Oregon.Gov

Description

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

Additional details for the project including previous studies can be found on the project website: [Oregon Department of Transportation : Project-Details : Projects : State of Oregon](#)

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

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



Locally Led Transportation Planning of Regional Significance

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Sunrise Corridor Community Visioning Project

Staff Contact: Jamie Stasny, jstasny@clackamas.us

Description

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

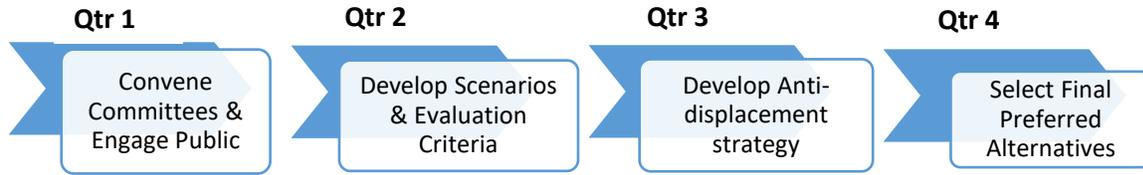
In FY 2024-25, the project will:

- 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).

Key Project Deliverables / Milestones



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

Requirements:

| | |
|----------------------|---------------------|
| Personal Services | \$ 3,000,000 |
| Materials & Services | \$ 0 |
| TOTAL | \$ 3,000,000 |

Resources:

| | |
|--|---------------------|
| Federal American Rescue Plan Act (via state earmark) | \$ 2,800,000 |
| Local Match | \$ 200,000 |
| TOTAL | \$ 3,000,000 |

TriMet Comprehensive Service Planning (Forward Together 2.0)

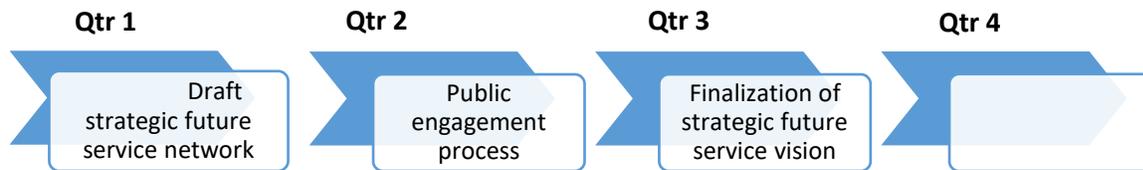
Staff Contact: Kate Lyman, lymank@trimet.org

Description

In FY24-25, TriMet will complete its medium-term and long-term strategic service planning efforts. This work builds off of work completed in FY22-23 called Forward Together, which was a 9-month project that recommended near-term changes to address the changing transit needs of our region as a result of the pandemic. These plans were communicated with the public in fall 2022 and implementation began in spring of 2023.

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

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Materials & Services \$ 100,000
(consultant support)

TOTAL \$ 100,000

Resources:

FTA Route Planning \$ 100,000
Restoration grant

TOTAL \$ 100,000

TriMet Eastside Park & Ride TOD Planning

Staff Contact: Guy Benn, benng@trimet.org

Description

Through a Federal Transit Administration (FTA) PILOT grant, this planning work will promote the activation of two under-utilized park & ride facilities located on MAX Blue light rail line at Burnside Street and 122nd Ave, and Burnside and 181st Ave. This transit-oriented development (TOD) planning work will leverage other capacity-enhancing investments in TriMet's MAX system by clarifying the appropriate types, densities, and forms of development at each location and highlighting ways for all stakeholders to participate in this development. By clarifying the conditions and needs at each station area, the planning work will highlight what development is possible and desired and create certainty that is catalytic to additional investment.

Work commenced in Spring 2023 on receipt of grant funding with contract procurement and scope clarification through vendor contract negotiations. The initial tasks include:

- Conducting Equity Analysis
- Defining Outreach Strategy
- 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.

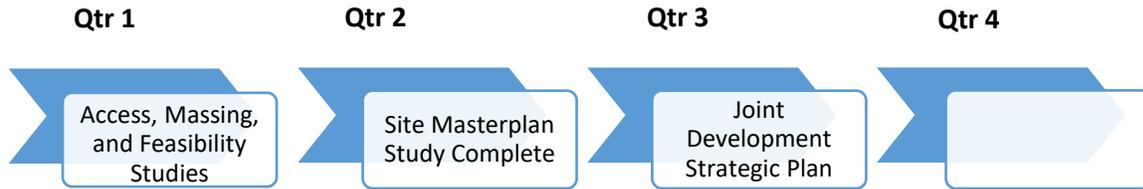
Work is anticipated to conclude in the 3rd Quarter of FY24.

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).

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 | |

*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.

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:

Personal Services \$ 29,400

Materials & Services \$ 210,000

TOTAL \$ 239,400

Resources:

State Transportation & Growth Management Grant \$ 210,000

Local Match \$ 29,400

TOTAL \$ 239,400

FX System Plan

Staff Contact: Jonathan Plowman, plowmanj@trimet.org

Description

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

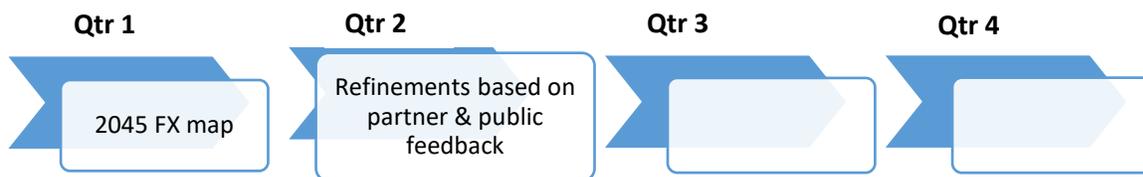
The first component of the FX Plan will be FX guidelines and standards such as amenities at stations and on vehicles; maximum headways between vehicles; boarding and fare payment tools; bus priority lanes; and transit signal priority. Goals of this work include to streamline planning work for future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

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

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

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

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Resources:

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

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

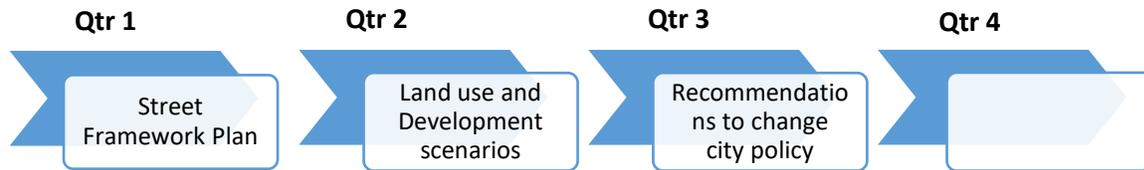
In FY 2024-25, the project will:

- 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/>

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

| Requirements¹: | | 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 |

¹ This is 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.

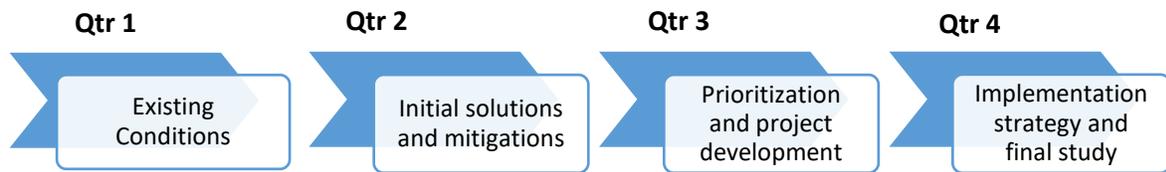
This planning study is funded through a grant from the federal Railroad Crossing Elimination Program and is expected to take roughly 12 months to complete and will primarily take place in FY 2024-2025. The scope includes:

- 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).

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

| | | | |
|----------------------------------|-------------------|---|-------------------|
| Requirements¹: | | Resources: | |
| Personnel Services | \$ 150,000 | Federal Railroad Crossing Elimination Program | \$ 500,000 |
| Materials & Services | \$ 500,000 | Local Match | \$ 150,000 |
| TOTAL | \$ 650,000 | TOTAL | \$ 650,000 |

¹ This is 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 | | 97,687 | | | | 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 | | | | | 105,876 |
| 16 Regional Emergency Transportation Routes | 105,876 | | | | | | 49,738 | 5,693 | | | | 50,445 | 105,876 |
| 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 | 250,000 | 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 YOE dollars • In revenue estimation, develop one consistent process for all agencies and separate out ODOT revenues from Federal funding • Define operations and maintenance for highway and transit to use in MTP and TIP financial planning processes. | <p>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 |
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| | <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 |
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| | | 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 |
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| | <p>providing information supporting the implementation of actions; and evaluating the effectiveness of implemented actions;</p> <ul style="list-style-type: none"> • Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that contribute to the more effective use of and improved safety of existing and future transportation systems based on the established performance measures. • Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. | <p>As part of the 2023 RTP update, Metro will be revising Chapter 4 (Existing Conditions) and completing our 4-year System Performance Report (as required by federal regulations). In addition, Metro will update a needs assessment to evaluate performance of our multimodal transportation system, and setting investment priorities following the CMP process described in the RTP.</p> |
| 4. Consultation | <p>Corrective Action 2: By June 30, 2022, Metro must document its formal consultation process developing with applicable agencies that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies defined in 23 CFR 450.316(b), (c), and (d), as required in 23 CFR 450.316(e).</p> | <p>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> |
| 5. Public Participation | <p>Corrective Action 3: By June 30, 2023 Metro must update the PPP to meet all requirements of 23 CFR 450.316, including:</p> <ul style="list-style-type: none"> • Simplifying the PPP document through summaries, visualization, and other techniques to make the document | <p>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> |

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| | | 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 |
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| | <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 |
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| <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> |

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| | <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 |
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| | <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

5.2 Regional Flexible Fund - Program Outcomes

Overview & Retrospective (8:15 AM)

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, March 21, 2024

JPACT Worksheet

Agenda Item Title: Regional Flexible Fund Allocation (RFFA) Program Direction

Presenters: Grace Cho, Ted Leybold

Contact for this worksheet/presentation: Grace Cho

Purpose/Objective

Brief JPACT members on RFFA schedule and provide Metro staff with input on options for updating the RFFA Program Direction.

Outcome

JPACT member understanding of RFFA schedule, process, and options for updating the RFFA Program Direction.

JPACT members provide input and direction to Metro staff on options for updating the RFFA Program Direction.

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

Metro staff has identified options for updating the RFFA Program Direction based on initial input received to date.

What packet material do you plan to include?

Briefing memo with attachments.



Memo

Date: Thursday, April 11, 2024
To: Joint Policy Advisory Committee on Transportation (JPACT) and Interested Parties
From: Grace Cho, Senior Transportation Planner
Ted Leybold, Resource Development Section Manager
Subject: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Program Direction Options for Consideration

Purpose

To provide JPACT a summary overview of the options for consideration for the 2028-2030 Regional Flexible Fund Allocation (RFFA) program direction.

Background

The Regional Flexible Funds are one source of the region’s transportation funding, though they represent a small (~5%) percentage of the total funding spent on transportation across the region. Comprised of federal surface transportation funds provided by the federal government, the allocation of the Regional Flexible funds is one of Metro’s requirements as a federally designated metropolitan planning organization (MPO) to carry out the metropolitan planning process.

Every three years, Metro begins a process to allocate the region’s allotment of federal funds. Starting in February 2024, the 2028-2030 RFFA process began, and the anticipated completion is scheduled for summer 2025 in efforts to prepare for incorporation in the 2027-2030 Metropolitan Transportation Improvement Program (MTIP). Historically the region strategically invested Regional Flexible Funds in parts of the transportation system that are critical to advancing the goals and objectives of the Regional Transportation Plan (RTP).

Program Direction

The RFFA Program Direction documents how the regional flexible funds are to be spent to carry out the policy objectives and investment priorities of the adopted RTP. The development of the Program Direction for the 2028-2030 RFFA cycle is the first step in the RFFA process. The development of the Program Direction is guided by the goals and policies set by the Regional Transportation Plan (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.

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 2025-2027 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 for consideration by late spring. A summary of the different Program Direction options is outlined in Table 1 with a short description of each option in the following sections. Attachment 2 is the TPAC memo which provides a further detailed description and considerations for the options.

Table 1. Summary of Program Direction Options

| Option | Description | Option Considerations |
|---|---|--|
| Step 1A: New Project Bond | Commit Regional Flexible Funds to bond and advance funds to build regional or corridor scale projects | Interest in considering a new bond proposal as a part of the 2028-30 RFFA process. Purpose and principles for development of a new bond proposal – <i>see list of purpose and principles in the text description below.</i> |
| Step 2: Evaluation Criteria for Capital Projects | Updated evaluation criteria to the 2023 Regional Transportation Plan (RTP) goals | New technical evaluation criteria for thriving economy. Modifications to existing technical evaluation criteria. Project design as a new technical evaluation criteria area. |
| Step 2: Eligibility Requirements & Allocation Process | Modifications to eligibility requirements and allocation process for Step 2 allocation for capital projects | Updated thresholds for minimum project costs for Step 2 applications. Small jurisdiction application assistance and pre-application procedures. |

Program Direction Option – Step 1A – New Project Bond

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 difference between the two RFFA cycles is \$13.5 million newly unencumbered towards project bond repayments.

The increased funding capacity starting in 2028 opens the question ***as to whether the region should consider a new project bond commitment of Regional Flexible Funds to implement regional or corridor scale projects to advance Regional Transportation Plan goals and outcomes.*** Based on the input heard received to date, ***Metro staff seeks JPACT input as to whether the 2028-2030 RFFA program direction should provide direction to develop a new project bond proposal for consideration as a part of the RFFA decision making process by summer of 2025.***

The allocation of the 2028-2030 Regional Flexible Funds must be completed by summer 2025 to transition programming the awarded projects in the 2027-2030 Metropolitan Transportation Improvement Program (MTIP). Therefore, if the region's interest in a new project bond is affirmed, the action taken as part of the adoption of the 2028-2030 Regional Flexible Fund Allocation Program Direction would direct Metro staff to develop one or more proposals of a funding amount and projects supported that address and balance an adopted set of purpose and principles. A draft set of purpose and principles is provided below for consideration and input.

Purpose of a New Project Bond

A new Regional Flexible Fund project bond would serve the following purposes, consistent with previous project bond commitments undertaken with Regional Flexible Funds:

- A method to utilize regional revenues on regional or corridor scale 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.

Principles for a New Project Bond

Based on input received to date and on good administrative practices, development of a new bond proposal should address and balance the following principles:

- The allocation of bond proceeds 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 2028-2030.
- 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.

Future payment of RFFA revenues to pay off the bond obligation would receive priority of available RFFA funds and therefore represent a level of risk to potential reductions to remaining Step 1 region-wide programs and planning and to Step 2 funding available for smaller capital projects. To assess this risk, Metro staff evaluated different bonding amounts and their associated payment schedules across a range of potential future revenue forecasts. The evaluation indicated it will be possible to craft a bond proposal that would result in reductions to remaining Step 1 programs and Step 2 capital projects only in the event there is a significant reduction to future federal transportation funding. More specific options for bond proceed amounts, payment schedules and descriptions of their associated risk would be completed as a part of the bond development proposal.

Program Direction Option - Step 2 – Technical Evaluation Criteria Options

With the adoption of the 2023 RTP, the technical evaluation of Regional Flexible Fund Step 2 capital projects applications needs 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 following areas are proposed technical evaluation criteria updates include the following:

- Added Thriving Economy as a new goal area and associated evaluation criteria, including access to jobs and personnel and access to industrial areas.
- Added technical evaluation criteria related to climate resiliency to the Climate Action and Resilience goal.
- Refinement to criteria associated with the goals areas for Equitable Transportation.
- Refinement to criteria for Mobility Options goal area to align to the Regional Mobility Policy.
- Added proposed project design as a new technical evaluation criteria.

Program Direction Option - Step 2 – Eligibility Requirements and Process Options

Input focused on Step 2 varied, but primarily focused on a number of process considerations and refinements to the technical evaluation. Incorporating the input received and in considering the strong desire to see the region make progress towards the five RTP goals in the near-term as well as project delivery and administrative considerations for expending federal transportation funds, a handful of eligibility and process options are proposed for the Step 2 process. These include 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.
- 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.

TPAC Feedback and Input

TPAC received an overview of the options and provided the following feedback regarding these options for development of the 2028-30 RFFA Program Direction at their April 5th meeting. While not comprehensive, some key themes emerged.

- Support using bond to leverage additional funds; principles are good starting point.
- General support for criteria updates, some specific follow-ups requested. (e.g., performance measures for the evaluation criteria)
- Protect Step 2 funding amounts from future reductions and account for inflation.
- Some concern about reducing the number of eligible applications and increasing the minimum project cost.

Feedback and Input to Inform a Future Staff Recommendation

The options presented for Step 1A (a new bond option), or Step 2 are a starting point for initiating discussions. Input regarding preferences for the different options will get summarized and return to the May TPAC and JPACT meetings for further discussion for action on a recommendation at the June JPACT meeting.

Question for JPACT

- 1) Do JPACT members have any additional input for the development of the 2028-30 RFFA Program Direction?
- 2) What are JPACT members thoughts on a new regional project bond?



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.



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: Attachment 2 – TPAC memo on 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 |

**5.3 Regional Transportation Priorities and
Funding: Regional Perspective on Transportation
Funding Challenges (8:45 AM)**

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, March 21, 2024

JPACT Worksheet

Agenda Item Title: Regional Transportation Priorities and Funding: Regional perspective on transportation funding challenges

Presenters: Jim McCauley, League of Oregon Cities; Mallorie Roberts and Brian Worley, Association of Oregon Counties

Contact for this worksheet/presentation: Jenna Jones@oregonmetro.gov

Purpose/Objective

This is one of a series of presentations to give JPACT members a strong foundation in Oregon's transportation funding mechanisms, and to provide regional context to the state's transportation funding shortfalls. This presentation will build on the January 2024 transportation funding 101 presentation and the March 2024 presentation on ODOT's fiscal cliff. The information presented will help inform any future decision making for a possible state legislative package in 2025.

Outcome

JPACT members understand the current status of the transportation funding/fiscal cliff at state and local levels. Members also have an understanding of the political dynamics and conversations surrounding a possible state legislative package in 2025.

Background

In advance of the state transportation package in 2017, JPACT developed a legislative agenda for the 2017 state transportation package. We are exploring the possibility of doing something similar in 2024/25. In January 2024, JPACT members heard an overview from the regional legislative affairs of the current conversations surrounding a possible package in 2025. In March, members heard a presentation from ODOT on their fiscal cliff and had a discussion about local challenges.

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

Nothing.

What packet material do you plan to include?

None.

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

**Traffic fatalities as of last month's report, from ODOT initial fatal crash report as of 4/4/24, and police and news 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

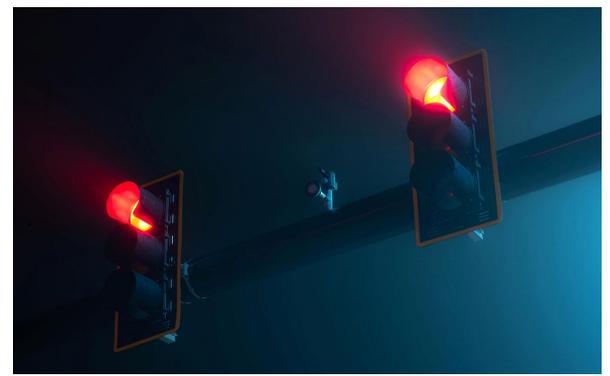
As well as **Safe Vehicle** size and technology and **Post-Crash Care** and response.



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



JPACT Trip preparation timeline

| | |
|--------------------|---|
| | |
| TODAY (4/18) | <ul style="list-style-type: none">• JPACT members review materials timeline and draft agenda |
| Mon 4/22 | <ul style="list-style-type: none">• Regional staff share feedback on draft materials (both staff and member feedback) |
| Fri 4/26 | <ul style="list-style-type: none">• Deadline for JPACT member edits on draft materials and input on talking points (including topics and speaking preferences) due to Betsy |
| Week of 4/29 – 5/3 | <ul style="list-style-type: none">• Packet finalized• Draft talking points and Run of Show reviewed with JPACT Councilors and members |
| Week of 5/6 – 5/10 | <ul style="list-style-type: none">• JPACT member final review of talking points and Run of Show• “Trip run-through” meetings (two options; mandatory for trip participants)• Final polish of talking points and Run of Show |
| 5/13 | <ul style="list-style-type: none">• Leave for Washington DC |

Trip Agenda

| Monday, 5/13 | Tuesday, 5/14 (Capitol Hill) | Wednesday, 5/15 (Agencies) |
|--|---|--|
| <ul style="list-style-type: none">• D.C. arrivals• Informal welcome gathering (no host) | <ul style="list-style-type: none">• Rotating meetings w/ <u>delegation</u>• Lunch Speaker: Jeff Davis, <u>Eno Center</u> for Transportation• Potential Panel w/ <u>Committee staff</u> from House Transportation + Infrastructure + Senate Environment + Public Works• <u>Evening gathering</u> at Summit Strategies w/ Rep. Blumenauer• Dinner on your own | <ul style="list-style-type: none">• Requesting meetings w/<ul style="list-style-type: none">• USDOT Office of Civil Rights• Office of the Secretary• FHWA Office of Safety• FTA• Potential additional meetings w/ AMPO or Brookings Institute• Optional evening soccer game (contact Betsy if interested) |

Focus on Shared Priorities

- Shifting focus from projects to themes that connect our projects
- Developed in partnership with staff from local jurisdictions / JPACT member agencies



Advocacy Themes that Connect the Region

- Revitalize local communities with transit- and equity-oriented investments
- Improve mobility options and increase access to convenient, reliable, affordable, low-carbon transportation
- Create a safe transportation system that efficiently moves people and goods
- Modernize transportation infrastructure for resilience



2028-30 Regional Flexible Funds Allocation (RFFA) – Program Direction Options

JPACT

April 18, 2024



Metro



Today's purpose

- Program direction overview
- Program direction options
- Next steps



Metro

Regional Flexible Fund Allocation – Program Direction Overview

Overview

RFFA Program Direction

Region's intent on how to target regional funds to achieve RTP priorities

Implements
direction



Meet federal
requirements
& maintain
eligibility



Defines funding categories

Step 1

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

Step 2
(capital
projects)

- Advance 2023 RTP Goals
- Topical & geographic investments
- Regional scale impact, leverage⁴ funds

Overview

RFFA Program Direction

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



Metro

Regional Flexible Fund Allocation – Program Direction Options

2028-2030 RFFA Program Direction

Carryover from existing RFFA program direction:

- Step 1B – region-wide programs & planning activities
- Federal eligibility and requirements
 - E.g. No sub-allocation, CMAQ eligible projects
- Project delivery considerations



2025-2027 Regional
Flexible Funds Allocation
Program Direction

(Resolution 21-5194)

Adopted by Metro Council: September 9, 2021

Program Direction Options – 3 areas

- New Bond allocation
- Step 2 Evaluation Criteria
- Step 2 RFFA Cycle Objectives & Process

Program Direction Options

New Bond Allocation

28-30 RFFA cycle context:

- Reduction in current bond payment
- Potential benefits & risks of bonding

Program Direction Option: develop a bond proposal?



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
- Design*



Step 2 RFFA Cycle Objectives & Process

- Input: Encouraging larger project proposals to make RTP progress, facilitate project delivery, projects reaching across the region, more support for applicants.
- Response:
 - Increase minimum project costs thresholds for applications
 - Reduce limit on number of applications from each sub-region
 - Projects awarded funding in previous cycle (25-27) ineligible
 - Technical assistance for small jurisdictions (tentative)
 - Create pre-application process to identify technical assistance (tentative)



Metro

Next steps

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

Today's discussion questions:

- Options
 - Thoughts on development of a Project Bond proposal?
 - Step 2 proposed objectives and process modifications?
- Any additional options for consideration?

Thanks!

Contact: Grace Cho

grace.cho@oregonmetro.gov

oregonmetro.gov/rffa



Metro

Arts and events

Garbage and recycling

Land and transportation

Oregon Zoo

Parks and nature

oregonmetro.gov

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



Metro

2024-25 Unified Planning Work Program

JPACT, April 18, 2024

John Mermin, Senior Transportation Planner

What is the UPWP

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

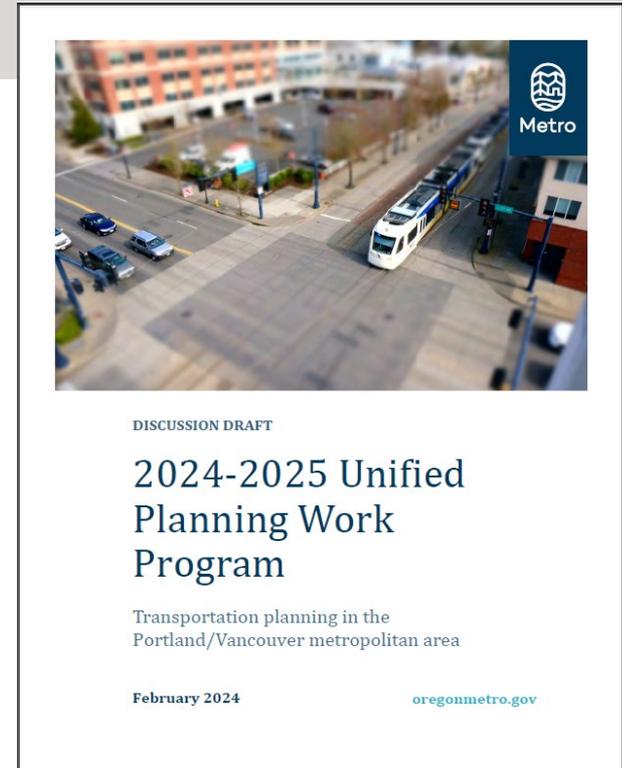
What the UPWP isn't

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

Document Organization

Introduction

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



TPAC recommendation

- TPAC recommended approval of UPWP to JPACT at 4/5 meeting and incorporated refinements identified during the comment period.
- Refinements reflected input from TPAC members, FHWA, FTA, ODOT and other agencies that participated in the annual UPWP consultation (2/28).

Next Steps

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

Questions?



Local Government Transportation and Road Revenue Overview

Brian Worley, County Road Program Director, AOC

Mallorie Roberts, Legislative Director, AOC

Jim McCauley, Legislative Director, LOC

Metro Joint Policy Advisory Committee on Transportation (JPACT), April 18, 2024



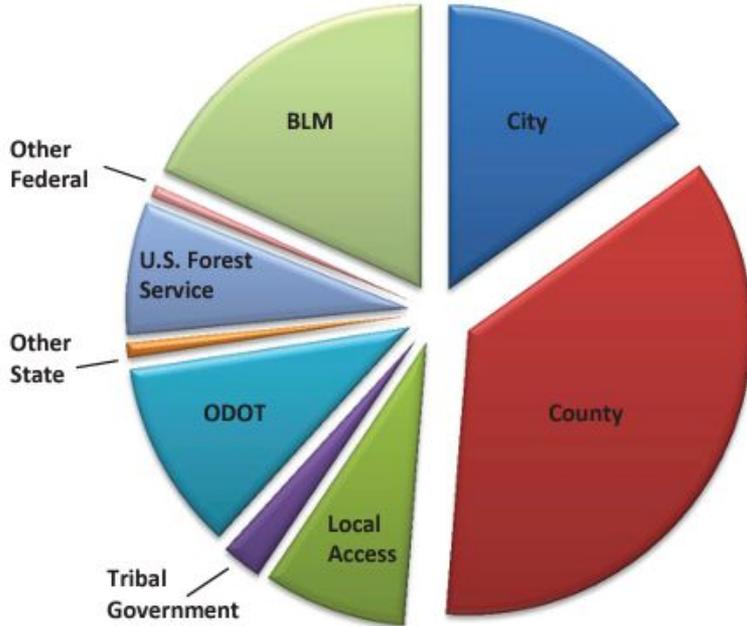
County Transportation and Road Revenue Overview

- Revenue Overview
- Priorities for the State Highway Fund
- 2025 Transportation Package Considerations



Shared Transportation System

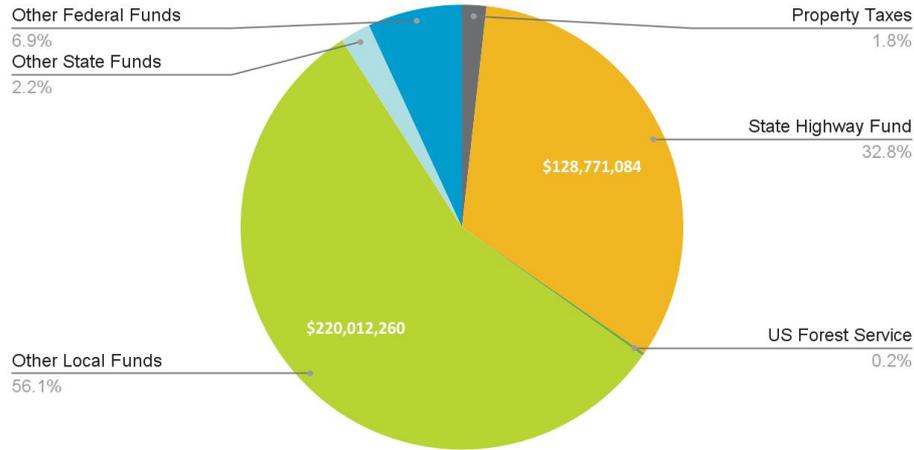
- **State** (7,980 road miles)
- **City** (11,355 road miles)
- **County** (26,744 road miles, 5,954 Local Access)
- **Federal** (25,374 road miles)



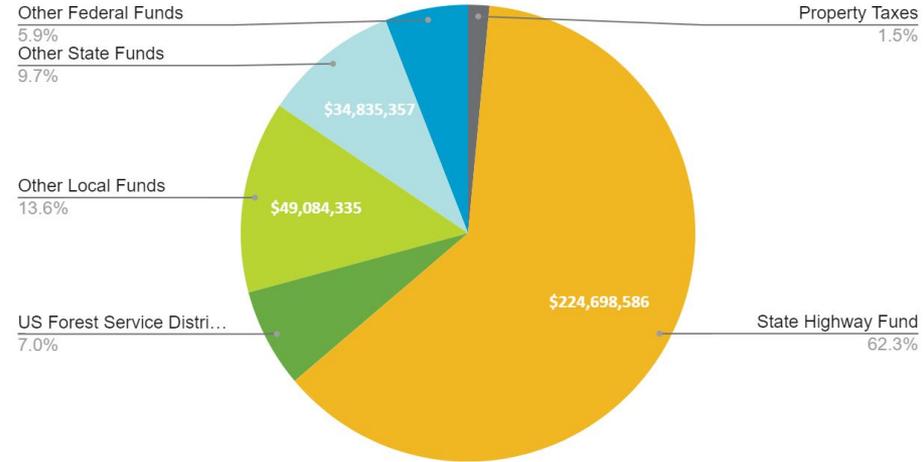
County Revenue Comparison

Metro Region

Metro County Road Revenue by Source FY 2023



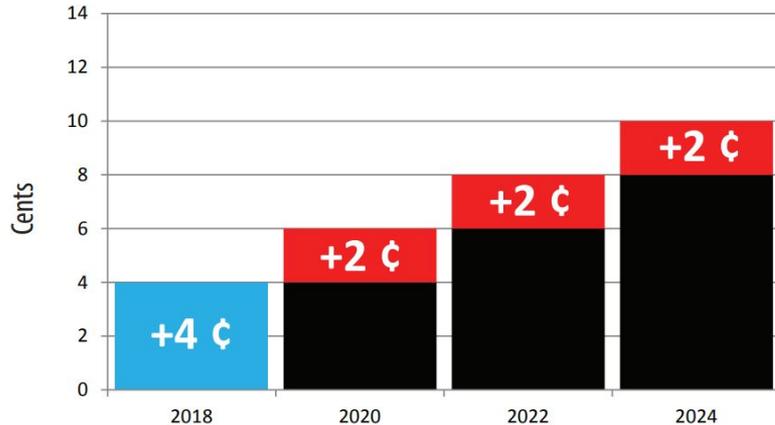
Non-Metro County Road Revenue by Source FY 2023



House Bill 2017: “Keep Oregon Moving”

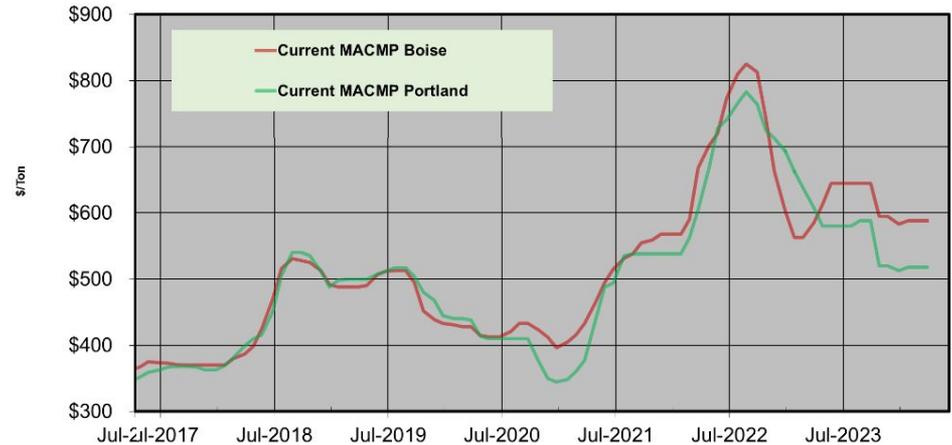
\$1 B in new revenue to counties over 10 years

Including \$5 M annual Small County Allotment



Only covered 50% county identified revenue needs in 2017

ODOT Monthly Asphalt Material Prices 2017 - 2023



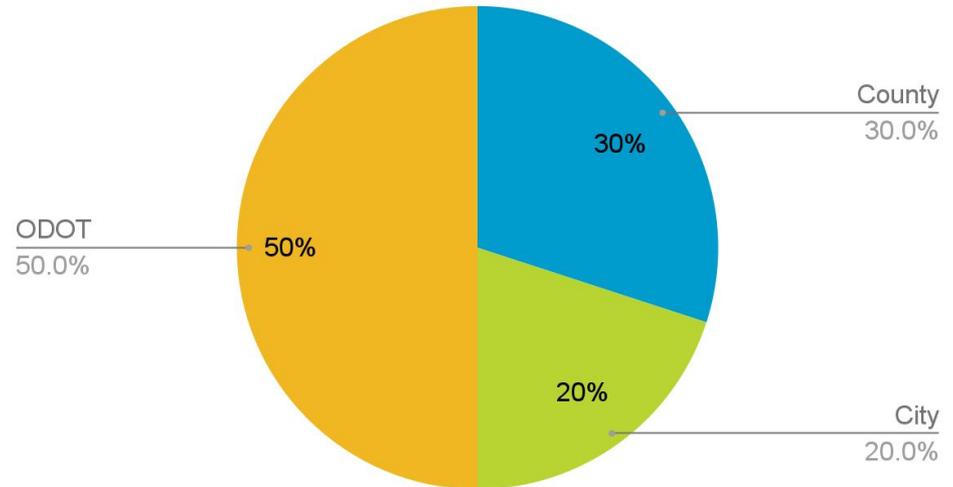
State Highway Fund

Priority:

Protect and expand current revenue sources—gas tax, motor carrier, DMV fees—to support maintenance, operations, preservation, and system improvements of the shared transportation system

- **Priority: Maintain the 50/30/20 formula**
- **Priority: Commensurate increase of small county allotment funds**
- **Focus Areas:** Safety, pavement preservation, deferred maintenance, bridges, ADA, fish passage, and natural disaster and climate resilience

State Highway Fund Distribution



Local Funding

—
Priority:
Protect and expand local revenue options

Lift current preemptions and refrain from imposing new preemptions

| | |
|--------------------------|---|
| User Fees: | Local Gas Tax Local Vehicle Registration Fee (VRF) Transient Lodging Tax (TLT) Sales Tax Utility Fees Parking Meter and Fines |
| Development Fees: | System Development Charges (SDC) Traffic Impact Fee / Transportation Development Tax Franchise Fees |
| Property Tax: | Local Option Ad Valorem Tax Levy for Roads* <i>*Prohibition against using county property tax for roads that has not been specifically levied for that purpose (ORS 368.705(3))</i> |
| Bonding: | Bonded Indebtedness for Local Roads Local Road Bonding Act |
| Districts: | Road and Service Districts Intergovernmental Entity for Transportation Facilities Local Improvement District (LID) |

2025 Transportation Package Considerations

- **Highway Cost Allocation**
- **GHG Emission Reduction, Electrification, Increase in MPG and Reduction in VMT**
 - Road Usage Charge (RUC)
- **Inflation, Materials and Workforce**
 - Tax Inflation Index
- **Urban-Rural Challenges**
 - Congestion Management
 - Uncertain Federal Funding / Federal Lands
- **New Technology: Automated and Connected Vehicles**



Resources:

AOC: oregoncounties.org

LOC: orcities.org

Brian Worley

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bworley@oregoncounties.org

Jim McCauley

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Mallorie Roberts

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