



600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, May 23, 2024

7:30 AM

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

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

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

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

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

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

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

3.1 2027-30 MTIP Revenue Forecast

[COM](#)
[24-0804](#)

Attachments: [Cover Memo](#)
[2027-2030 MTIP Revenue Forecast Report](#)

3.2 JPACT Trip Debrief

[COM](#)
[24-0805](#)

4. Consent Agenda (7:50AM)

4.1 Consideration of the April 18, 2024 JPACT Minutes [24-6079](#)

Attachments: [041824 JPACT Minutes](#)

4.2 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 [COM](#)
[24-0806](#)

Attachments: [JPACT Worksheet](#)
[Res 24-5399 adopting 2024-25 UPWP](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)

4.3 Resolution No. 24-5418 For The Purpose Of Adopting The 2027-2030 Metropolitan Transportation Improvement Program Program Direction For The Portland Metropolitan Area [COM](#)
[24-0807](#)

Presenter(s):

Attachments: [JPACT Worksheet](#)
[Resolution no. 24-5418](#)
[27-30 MTIP Program Direction JPACT](#)
[Staff Report](#)

5. Action Items

5.1 Resolution No. 24-5412 For the Purpose of Adding Two new ODOT Managed Projects to the 2024-27 MTIP to Meet Federal Transportation Project Delivery Requirements [COM](#)
[24-0808](#)

Presenter(s): Rian Windsheimer, ODOT
Dwight Brashear, SMART

Attachments: [JPACT Worksheet](#)
[Draft Resolution No. 24-5412](#)
[Exhibit A](#)
[JPACT Staff Report](#)

6. Information/Discussion Items

- 6.1 Regional Transportation Priorities and Funding: Alternative funding mechanisms [COM](#)
[24-0810](#)

Presenter(s): Beth Osborne, Transportation for America
Travis Brouwer, ODOT

Attachments: [JPACT Worksheet](#)

- 6.2 RFFA Program Direction [COM](#)
[24-0809](#)

Presenter(s): Grace Cho, Metro
Ted Leybold, Metro

Attachments: [28-30 RFFA PD Memo](#)
[Redistribution Allocation Proposal](#)

7. Updates from JPACT Members

8. Adjourn (9:30AM)

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2024 JPACT Work Program

As of 4/23/24

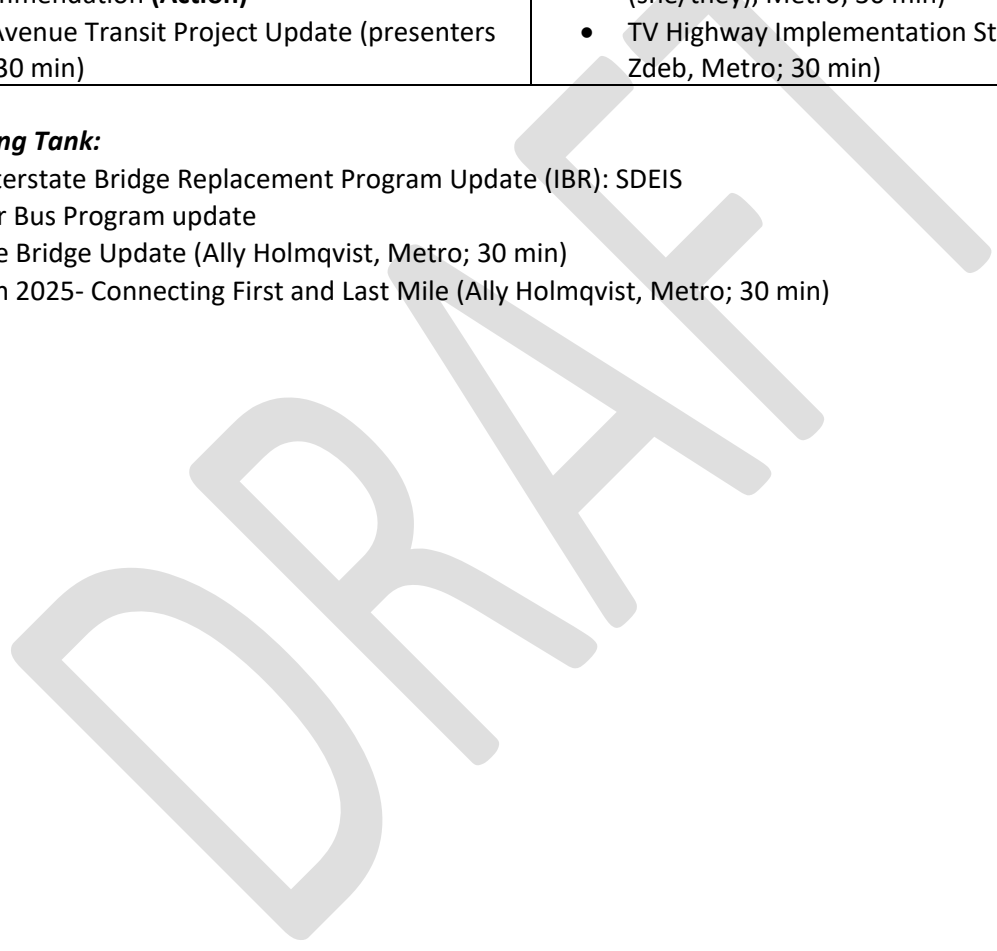
Items in italics are tentative

<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) <i>JPACT Trip Debrief</i> Unified Planning Work Program (UPWP) (John Mermin, Metro) (consent) Metropolitan Transportation Improvement Program (MTIP) (consent) Resolution No. 24-5412 For the Purpose of Adding Two new ODOT Managed Projects to the 2024-27 MTIP to Meet Federal Transportation Project Delivery Requirements (action) RFFA Program Direction Regional Transportation Priorities and Funding: Alternative funding mechanisms (Beth Osborne, Transportation for America; 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) Emergency Transportation Routes, Phase 2 (John Mermin, Metro; 20 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"> TriMet Safety and Security Presentation (JC Vannatta, other presenters TBD; 30 min) Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (Anneliese Koehler, Metro; 60 min) 	<p><u>August 15, 2024- No meeting</u></p>

<p>September 19, 2024</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>October 17, 2024</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>November 21, 2024</p> <ul style="list-style-type: none"> • Regional Transportation Priorities and Funding: Recommendation (Action) • 82nd Avenue Transit Project Update (presenters TBD, 30 min) 	<p>December 19, 2024</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 2027-30 MTIP Revenue Forecast

Updates from the JPACT Chair

Joint Policy Advisory Committee on Transportation
Thursday, May 23, 2024

Date: May 10, 2024
To: JPACT and Interested Parties
From: Ted Leybold, Grace Cho, Blake Perez - Metro
Subject: 2027-30 MTIP Funding Forecast

Attached is the 2027-30 Metropolitan Transportation Improvement Program Funding Forecast report. The forecast describes the amount and type of federal and state transportation funding expected to come to the region in the timeframe of the upcoming MTIP cycle.

The forecast of total expected federal and state transportation revenues provides useful context as the region pursues or comments on federal and state funding awards and as JPACT and the Metro Council consider adoption of and amendments to the MTIP.

During this period 4-year period, approximately \$1.1 billion of federal and state formula funds are expected be made available to the region and programmed in the 2027-30 MTIP. Additional federal discretionary funding awards, such as FHWA INFRA funding and FTA New Starts funding, is also expected but not yet included in the forecast as the timing and amounts of these revenues are not known.

Additionally, the state will be passing through the local share of the state trust fund revenues to local agencies in the region of approximately \$1 billion.

If you have any questions or comments regarding the forecast report, please contact Metro staff.



2027-2030 Metropolitan Transportation Improvement Program (MTIP) Revenue Forecast

Draft

State and Federal Unallocated Funds

May 2024

Public service

*We are here to serve the public
with the highest level of
integrity.*

Excellence

*We aspire to achieve exceptional
results*

Teamwork

*We engage others in ways that foster
respect and trust.*

Respect

*We encourage and appreciate
diversity in people and ideas.*

Innovation

*We take pride in coming up with
innovative solutions.*

Sustainability

*We are leaders in demonstrating
resource use and protection.*

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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions.

MTIP web site: oregonmetro.gov/mtip

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

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INTRODUCTION

This report documents the cooperative development of the revenue forecast for the 2027-2030 Metropolitan Transportation Improvement Program (MTIP). It includes a description of the forecast methods and the process by which forecasted revenues were distributed to funding allocation programs administered by the four agencies with federal funding authority within the greater Portland metropolitan area that select transportation projects and programs to receive those funds. These agencies are:

- The Oregon Department of Transportation (ODOT)
- Metro
- The Tri-County Metropolitan Transportation District of Oregon (TriMet); and
- The South Metro Area Region Transportation (SMART)

The revenue forecast is only for transportation funding that will be programmed in the MTIP, which includes all federal transportation funds and state and local agency funds that will be used on regionally significant transportation projects and programs. Generally, regionally significant projects and programs are those that are located on the regional transportation system as defined in the Metro area Regional Transportation Plan (RTP) or implement a key transportation strategy from the RTP, such as transportation demand management. Therefore, state and local dollars that will be used to build projects and maintain the local street system are not included in the forecast.

In developing the revenue forecast for the 2027-2030 MTIP, each agency which carries a responsibility to administer federal transportation funding summarized the methodology for determining the estimated amount of revenue available for transportation projects and programs in federal fiscal years 2027 through 2030. Each agency also described, to the extent known, the process for how those agencies will allocate the funds to major categories. The revenue estimation process does not discuss the outcomes or the specific details of the allocation of the revenues to transportation projects and programs. Separate documentation is provided about the allocation process, project prioritization criteria, and allocation results.

Recognizing Metro and ODOT use three-year cycles for allocating transportation revenues to projects and programs, the revenue forecast for Metro and ODOT focuses on new revenues available for federal fiscal years 2028, 2029, and 2030. Metro also provides an estimate of unallocated carryover revenues anticipated for federal fiscal year 2027. These unallocated revenues represent a refined estimate of the anticipated federal revenues available, but had not previously been allocated to transportation projects and programs in the 2024-2027 MTIP. The transit agencies, SMART and TriMet, include estimates for each federal fiscal year (2027-2030) as both agencies conduct their programming of projects annually through their budget processes.

In developing the revenue forecast for the 2027-2030 MTIP, Metro led the coordination efforts by working with partners ODOT, SMART, and TriMet and utilizing information from concurrent revenue forecasting efforts, whether that was a budget process or a funding allocation discussion. Metro provided a template outlining a series of steps in describing the development of the revenue estimates. The template was developed in a manner which would be flexible to each agency and respecting the agency’s revenue forecasting processes, while also making the progression towards identifying the estimated revenues in the Portland metropolitan region. Key aspects each partner was expected to address as part of the revenue forecast included baseline starting points for revenue estimates, key assumptions related to the availability of revenues, revenue growth rates, assumed limitation rates, etc. Metro coordinated meetings with partner agency staff to review report drafts and forecast methods in preparation to produce this snapshot forecast of anticipated revenues to be invested in the region’s transportation system in federal fiscal years 2027 through 2030. The revenue forecast was initially developed over winter 2023 through spring 2024. The 2027-2030 MTIP revenue forecast was discussed at the Transportation Policy Alternatives Committee (TPAC) and provided to the Joint Policy Advisory Committee on Transportation (JPACT) in 2024.

Table 1. Forecast of Federal and State Generated Transportation Revenues, Portland Metro Area Transportation Federal Fiscal Years (FFY) 2027 through 2030 (in millions)

	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FYs 2027-30 Total
ODOT Directed ^{1, 3, 6}	N/A ^{4, 7}	\$149.83	\$149.83	\$149.83	\$449.5
State Trust Fund to Cities/Counties ⁴	\$248.0	\$248.22	\$251.77	\$257.56	\$1,005.55
Federal Discretionary ⁸	N/A	\$20.0	\$20.0	\$20.0	\$60.0
Metro MPO ^{1, 2, 3, 5, 7}	\$3.86	\$54.9	\$54.9	\$54.9	\$168.7
SMART	\$3.31	\$3.50	\$3.71	\$3.94	\$14.46
TriMet	\$112.0	\$115.8	\$119.9	\$124.0	\$471.7
Sub-Total (excludes federal discretionary and State Trust Fund to Cities/Counties)	\$119.17	\$324.03	\$328.34	\$332.67	\$1,104.21
Sub-Total (includes federal discretionary, but excludes State Trust Fund to Cities/Counties)	\$119.17	\$344.03	\$348.34	\$352.67	\$1,164.21
Sub-Total (includes federal discretionary and State Trust Fund to Cities/Counties)	\$367.17	\$592.25	\$600.11	\$610.23	\$2,169.76
Tolling ⁹	TBD and to be updated				
Total (All listed revenues)	TBD and to be updated				

¹ Does not included federally dedicated planning funds, federal dollars for rural and small cities outside MPOs, or funds dedicated to ODOT Administrative costs.

² Utilizes MPO forecast method, which differs from ODOT forecast method for federal funding programs.

³ Metro and ODOT forecasted revenues for FFY 2027 have already been allocated. SMART and TriMet forecasted revenues are allocated on an annual basis through their budget processes.

⁴ Funds not typically reflected in the Metropolitan Transportation Improvement Program, unless funds are being used for capital projects deemed as regionally significant.

⁵ Total reflects combined revenue for federal fiscal years 2028 through 2030 and under allocated carryover estimated for 2027. See Table 2 for further detail.

⁶ Estimates for carryover revenues for FFY 2027 for ODOT funding programs are unavailable for the revenue forecast. Carryover estimates will be made available and used as part of revenue estimates for fiscally constraining the MTIP and the STIP.

⁷ Total includes revenues from the federal Carbon Reduction program.

⁸ Estimate is based on the Portland region to receive a proportion, based on population, of federal discretionary grant awards estimated for Oregon to receive. The estimate for Oregon is based on historical awards of discretionary funding from federal fiscal years 2021 through 2024 and a 25% reduction of discretionary funding available from Bipartisan Infrastructure Law levels. Funding is not guaranteed and would rely on project applications put forward competing well in the discretionary grant program. Estimate was not provided for federal fiscal year 2027. Anticipated federal discretionary awards for ODOT led major projects (e.g., Interstate Bridge Replacement) are not included in the estimate.

⁹ At this time, only toll revenues for the I-5 Bridge Replacement (IBR) project, consistent with the project funding strategy, is proposed to be included. Once appropriate timing of when to forecast availability of these revenues is determined between Metro and ODOT staff, Metro will revise the revenue forecast.

METRO REGIONAL FLEXIBLE FUNDS (RFF) REVENUE FORECAST

Metro’s Regional Flexible Fund Allocation (RFFA) is a process that consolidates the distribution of three long-standing federal funding program sources to transportation projects and programs in the Metro region. One new federal funding program as a result of the Bipartisan Infrastructure Law (BIL) – also known as the Infrastructure Investment and Jobs Act (IIJA) – is also identified but kept separate from the Regional Flexible Fund because its long-term status remains to be determined with the next federal transportation reauthorization. The revenue forecast for the Regional Flexible Funds is coordinated with the Oregon Department of Transportation and Oregon’s other Metropolitan Planning Organizations (MPOs).

Step 1: Developing the Statewide Metropolitan Area/Transportation Management Areas (TMA) Revenues Forecast (Fall 2023 – Spring 2024)

Federal Transportation Funding

The federal government provides revenues from federal fuels taxes and heavy truck taxes to states and local governments. Most federal funding is distributed to states, metropolitan planning organizations, and local governments by funding formulas, with the remainder allocated in competitive application-based programs.

Oregon receives over half a billion dollars (\$600 million) in funding from the Federal Highway Administration each year. However, with the passage of the Bipartisan Infrastructure Law (BIL) also known as the Infrastructure Investment and Jobs Act (IIJA), Oregon, like many other states, saw a significant increase for federal surface transportation funds for fiscal years 2022 through 2026. All federal highway funds flow through ODOT from individual federal funding programs, including new programs created through BIL, and each have their own rules regarding what types of projects are eligible for those funds and what match rates are required.

About one-third of those surface transportation funds which flow through ODOT are distributed to local governments either directly by formula (e.g., urban-STBG program funds) or by ODOT agreements (e.g., the sub-allocation of CMAQ funds to MPOs that have had federal air quality compliance violations and implementation plans to address them).

Developing Statewide Forecasts

The statewide forecast of federal funds available for transportation projects and programs during the time period of the 2027-2030 State and Metropolitan Transportation Improvement Programs (TIPs) is coordinated by the Statewide Investment Management Section of the ODOT and updated with new information and events. The forecast is shared with MPOs and Transit agencies in the state through the statewide TIP coordination committee.

Metro staff works with ODOT staff and other Oregon MPOs at the transportation improvement program (TIP) coordination committee to coordinate forecast methodology options for the federal funding programs provided to the Oregon TMA MPOs: Surface Transportation Block Grant (STBG) – including the Transportation Alternatives (TA)

Program set-aside, the Congestion Mitigation – Air Quality (CMAQ) funding program, and the Carbon Reduction Program, created by BIL. The Transportation Management Area (TMA) MPOs in Oregon are apportioned allocation authority over the following federal transportation funding programs:

- **Surface Transportation Block Grant (Urban):** The Surface Transportation Block Grant (STBG) Program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
- **Congestion Mitigation and Air Quality (CMAQ):** The Congestion Mitigation and Air Quality program provides a funding source to State and local governments for certain eligible transportation projects and programs to help meet the requirements of the Clean Air Act and local State Implementation Plans (SIPs). Funding is available to areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (referred to as nonattainment areas) and for former nonattainment areas. The goals of the program are to mitigate for congestion and improve air quality by reducing transportation emissions. The scope of a transportation project or program must fit within one or more of the identified project types which are recognized eligible by federal requirements of the program as well as any additional state requirements. These funds are sub-allocated to eligible areas by the Oregon Transportation Commission, which has adopted a statewide formula for this purpose. The Oregon Transportation Commission has also adopted additional state priorities and program guidance for use of CMAQ funds in Oregon.
- **Transportation Alternatives (set-aside from Surface Transportation Block Grant):** The Bipartisan Infrastructure Law continues the Transportation Alternatives set aside from program the Surface Transportation Block Grant, which the previous authorizations had eliminated the predecessor Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds are flexible to include all projects and activities that were previously eligible under the old TAP funding program. This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. The BIL also increased the set aside amount to 59% to be sub-allocated by population.
- **Carbon Reduction Program:** The Bipartisan Infrastructure Law created the Carbon Reduction Program to fund transportation activities focused on reducing greenhouse gas emissions from transportation sources. Eligible projects may include public transit and active transportation; streetlight and traffic control

device energy efficiency; tolling, pricing and transportation demand management that shift travel to cleaner modes; freight and port projects; alternative fuels; and congestion management technologies. Additionally, state departments of transportation (DOT), in consultation with MPOs, are required to develop and update at least every four years a carbon reduction strategy and submit it to U.S. DOT for approval. U.S. DOT must certify that a State's strategy meets the statutory requirements.

Translating Statewide Federal Transportation Forecasts to Urban Areas

ODOT staff provided the TIP coordination committee historical data of revenues for each MPO for use in developing the revenue forecast for their MPO.¹ This information was also provided knowing that the most recent transportation authorization sharply increased federal transportation funds and the likelihood of sustaining such levels may not be possible. ODOT staff also offered the TIP coordination committee the ability to provide revenue forecasts with different assumptions pertaining to long-term existing of funding programs or less conservative reductions of a new federal transportation reauthorization to help form a set of scenarios to then inform the revenue forecasts for urbanized areas.

The TIP coordination committee nor ODOT staff require MPOs to agree and apply a specific revenue forecasting methodology, leaving the discretion to each MPO. Each MPO decides the way in which to forecast funding for the purpose of allocating forecasted funding to projects. However, for TIP programming, the MPOs are limited in how much funding they can program to project costs in each fiscal year by the amount of committed or reasonably expected revenue to projects within each MPO. Methods for determining committed and reasonably expected revenue for financially constraining the TIP will continue to be coordinated with the statewide committee.²

Step 2: Forecasting the Revenue Allocation Authority to Metro and the Regional Flexible Funds (Late 2023 to Spring 2024)

While the work of the TIP committee significantly influences the revenue forecast of MPOs throughout Oregon, the Portland metropolitan region also considers and emphasizes several other factors in developing an appropriate method for forecasting available funding for the allocation of Regional Flexible Funds. These factors include: 1) consideration of federal processes which determine the amount of federal transportation funds distributed to states and MPOs for transportation projects; 2) project readiness and delivery

¹ Historical data on revenues sub allocated to MPOs was not provided for the new Carbon Reduction funding program.

² While the TIP coordinators committee and ODOT do not specify a particular forecast of revenues for the purpose of allocating funding to projects, the TIP coordinators committee and ODOT will continue to meet throughout the development of the 2027-2030 MTIPs and STIP to coordinate the revenue forecast which will be used to financially constrain the MTIPs and STIP. The initial financial constraint forecast for the 2027-30 TIP financial constraint purposes is expected to take place in autumn/winter 2022-2023 with updated financial information. Revenue information used to financially constrain the TIP to committed and reasonably available funding is continually updated through the life of the TIP to reflect most up to date revenue data. When the TIP is adopted or amended, financial constraint utilizing the most current revenue and project cost data is utilized.

considerations and the federal aid process; 3) management of obligating federal funds in a timely manner; and 4) administration considerations of the RFFA allocation process.

The first factor is the federal process that makes funds available for projects and highly influences the revenue forecast. Every five to six years, federal authorization legislation is passed that sets the budget authority for federal transportation funding, including Regional Flexible Funds. After authorization, each year funds are apportioned based on actual transportation revenues generated, up to the amounts previously authorized. In recent history, apportionment of funds typically generates about 88-95% of authorized amounts. The percent of apportionment to authorization is known as the limitation rate.

Surface Transportation Block Grant (STBG) funds and the Transportation Alternatives set-aside are allocated to Transportation Management Area (TMA) metropolitan planning organizations (MPOs) based on formulas outlined by federal statutes. Metro receives approximately 75% of STBG funding made available to large MPOs in Oregon. In addition to federal formula allocation of STBG, Oregon also receives a state allocation of Congestion Mitigation and Air Quality (CMAQ) funds based on the U.S. Environmental Protection Agency (EPA) air quality designations. Oregon employs a statewide formula allocation for CMAQ funding to the eligible areas. The CMAQ statewide formula allocation was recently updated in 2017 and the allocation applies to CMAQ funds through 2024. ODOT and participating CMAQ agencies agreed in 2022 to continue with the existing formula, updated with current program status and data used for inputs in calculating the formula (e.g., population and requirements to implement the state Employee Commute Options rule) through 2030. Metro as the largest eligible MPO to receive CMAQ funds, receives approximately 73% of the CMAQ funds available to eligible Oregon MPO areas.

The second factor for the revenue forecast is the potential readiness for the use of forecasted funds and the local project delivery process of federal transportation funds. Upon award of funds, a local agency coordinates with ODOT and Metro to define a detailed scope of work, budget and schedule that address state and federal requirements (e.g. National Environmental Protection Act (NEPA) process requirements, design requirements) and execute an intergovernmental agreement to document how the project will meet requirements and provide required match funding. The process of executing the agreement typically takes a year or longer due to the number of details needing to be defined in meeting federal requirements. Implementing the agreement through the project phases of planning, preliminary engineering, right of way acquisition, and construction can take up to an additional four to five years. Recognizing the federal aid process and potential readiness of a transportation project awarded funding can impact the amount of forecasted revenues available year-by-year, the history of readiness of previous projects and complexity of federal aid processes influences whether Metro takes a conservative or aggressive approach to the revenue forecast for allocation purposes.

The third factor is the ODOT and MPO partnership on fund management of federal transportation funds. Each state must contractually obligate all federal transportation funding apportioned to it each federal fiscal year or the unobligated funds will be redistributed to states that have obligated all their funds. As ODOT has better capability to obligate federal transportation funds quickly on projects or programs, the agency takes on

the responsibility to ensure all federal transportation funding authority is obligated, including unobligated MPO funding authority. When ODOT obligates MPO unobligated funding authority, ODOT then provides equivalent funding authority in a future year. This provides flexibility to MPOs and keeps Oregon eligible for redistribution funds from other state's unobligated funding authority. Since 2019 ODOT and the large MPOs entered an agreement for MPOs to meet obligation rates in exchange for the ability to share in a portion of the redistribution funds ODOT receives annually. The management and obligation of federal transportation funds allocated by MPOs opened a new opportunity for potential increased revenue available to include in forecast. The enactment of the agreement resulted in small bumps of additional revenues in federal fiscal years 2022 through 2024. The consistency in the Portland region meeting the obligation rates provides a foundation in assuming a small amount of redistribution revenues will emerge from obligation performance.

The fourth and last additional factor incorporated into Metro's revenue forecast is the administrative consideration and impact of the 3-year allocation cycle. Through the RFFA process, Metro undertakes a significant administrative effort to run a deliberative and transparent funding allocation process based on the policy objectives and strategy for implementing the region's long-range transportation plan. This process is designed as a thoughtful effort of weighing tradeoffs and advancing progress towards the region's goals for the transportation system. As a result, the RFFA process is not nimble and does not adapt well to quickly allocate additional revenues not previously forecasted. Therefore, a less conservative forecast is appropriate so that a large amount of additional revenue does not go unallocated and unobligated.

In summary, forecasting and estimating the revenue for the Regional Flexible Funds allocation process has additional unique objectives from other funding allocation programs in the 2027-2030 MTIP.

With these factors in mind, the goals of estimating the revenue allocation authority are created to achieve the following objectives:

- Select enough projects that prepares an adequate pipeline to be ready to obligate funding as it becomes available each year to achieve the following:
 - deliver project benefits to the region as soon as possible
 - minimize loss of purchasing power to inflation
 - help ODOT (and subsequently the region) be eligible for federal redistribution funds
 - prevent having to undertake any supplemental allocation processes to distribute available funding that is in excess of earlier forecasts
- Provide a steady flow of funding to projects and programs to avoid shocks to the delivery systems.

- Balance forecasting enough revenues to develop projects in the delivery pipeline to maximize obligation of all funds as they become available without creating an over expectation of projects that can be delivered or excessive conflicts between projects for access to funds as they become available.

Revenue Forecast Methods and Assumptions

In prior RFFA cycles, forecast amounts would be based on funding authorization levels, with an assumed limitation rate based on historic performance. If the allocation cycle extended beyond the authorization period, a decision would be made on how to forecast expected revenues. Typically, a growth factor, based on historic performance and factoring in the limitation rate from the last year of authorization, would be applied to the final authorization year and extended out to the final year of the RFFA cycle. While recent reauthorization bills have increased federal funding amounts, there has also been a recent history of extending authorization levels beyond the life of an authorization bill through continuing resolutions. This results in a flat rate of no growth from the last year of the previous authorization bill until a new bill is passed. A more conservative forecast method is to assume a flat level of funding from the last year of the current authorization bill to reflect the possibility of this potential scenario playing out through the years of funding to be allocated in the RFFA process. Finally, because the most recent reauthorization bill, the Bipartisan Infrastructure Law (BIL), significantly increased the amount of federal funding provided with historic levels of contributions from general fund sources (as opposed to dedicated revenues to the Highway Trust Fund such as the federal gas tax) and the dedicated federal gas tax revenue faces uncertainties in the face of fleet electrification, increasing fuel efficiency, and a flat rate structure, some transportation analysts advocate an even more conservative forecast method to expect reduced federal transportation funding.

Furthermore, CMAQ funding is held constant from FFY 2024 forward to reflect guidance from ODOT staff. This is because ODOT will update the inputs to the statewide distribution formula for CMAQ funds by FFY 2024 to address any changes brought about by updated population estimates and possible changes in other formula factors for areas within the state. While overall CMAQ revenues to the state are expected to grow at the same rates as other federal funding programs within the time of the authorization bill, the assumption of a no-growth rate for the Metro areas mitigates some of the risk that a new Oregon sub-allocation formula may reduce the proportion of CMAQ funds sub-allocated to the Metro area.

As started in federal fiscal year 2022, the region is eligible to receive federal redistribution funds from ODOT if the funds become available and the region meets its funding obligation targets. To become eligible for these funds, the region needs to utilize the administrative tools to obligate existing RFFA funds on schedule, consistent with the forecast and allocation objectives as described above. The forecast assumes the region will be successful in meeting the funding obligation targets, based on initial history of having received redistribution funds in 2022, 2023, and 2024. As redistribution funds are not a consistent source of funding, \$1 million per year is being forecasted. Actual awards are expected to

fluctuate year to year as redistribution amounts to Oregon depend on the actual funding obligation performance of other states.

The BIL created a new federal funding category that sub-allocates funds to the Metro region by federal formula named the Carbon Reduction program. The general purpose is to fund transportation projects and programs that reduce greenhouse gas emissions. Like the STBG funding program, a portion of the funding authorized for the state is required to be sub-allocated to large MPOs by a prescribed federal formula based on population.

The previous allocation of Carbon Reduction Program funds allocated funds made available between FFYs 2022 and 2026. This was different than the Regional Flexible Fund Allocation (RFFA) which allocated STBG, CMAQ, and TAP funds through FFY 2027. The amount of funds listed in FFY 2027 for CRP funding in Table 2 is the forecasted allocation of \$3,907,348 with the carryover from FFY 2026 of (\$47,927) for a total of \$3,859,421.

Metro assumes the Carbon Reduction Program will continue in future transportation authorizations. Because the funding was a new program in the last authorization bill, however, and the lack of confidence in sustaining current levels of transportation funding, Metro elected not to incorporate these funds into the Regional Flexible Fund Allocation for this cycle. The intention is to protect from overallocation of funds if the Carbon Reduction Program gets eliminated as part of the next transportation authorization. A separate but coordinated process will be undertaken for the allocation of Carbon Reduction Program funds.

Considering the above factors, Metro staff is proposing the following forecast methodology for the 2027-2030 RFFA cycle:

- Revenues estimates through current year (federal fiscal year 2024) are actual apportionments after limitation rates applied from ODOT's Finance Plan. Current year still subject to adjustments such as rescissions.
- Federal fiscal year 2024 - 2026 reflects federal authorization bill at 90% limitation rate.
- Assumes \$1 million per year in redistribution funds for years beyond most current redistribution.
- Federal fiscal years 2027-2030 reflects zero growth to year 2026 to account for possibility of a continuing resolution in the event a new authorization bill is not yet passed and to mitigate the risk of reduced general fund contributions to the Highway Trust Fund in the next authorization bill.
- No growth to CMAQ funding from federal fiscal year 2024 is forecasted for federal fiscal years 2025-2030 to mitigate risk of other eligible areas of the state receiving an increased share of state CMAQ funding.
- 2027 carry over amount is the difference between updated funding data, both actuals through FFY 2024 and forecasts for FFYs 2025-26, and the previous allocations of funds for those years. Carry overs can be additional revenues or revenue deficits depending on how updates performed relative to prior forecasts.

With the forecasting factors and the assumptions described above, the proposed revenue forecast for the 2028-2030 Regional Flexible Fund is listed below in Table 2.

Table 2. 2027-2030 Metro Regional Flexible Funds and Carbon Reduction Funds

Fund Type	2027 Carry over	2028	2029	2030	Total
U-STBG		\$33,140,169	\$33,140,169	\$33,140,169	\$99,420,507
CMAQ		\$13,799,833	\$13,799,833	\$13,799,833	\$41,399,499
TAP		\$3,097,253	\$3,097,253	\$3,097,253	\$9,291,759
Redistribution		\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000
RFFA Subtotal	\$0	\$51,037,255	\$51,037,255	\$51,037,255	\$153,111,765
Carbon Reduction	\$3,859,421	\$3,907,348	\$3,907,348	\$3,907,348	\$15,581,465
Total		\$54,944,603	\$54,944,603	\$54,944,603	\$168,693,230

The reflected revenue forecast for the 2028-2030 RFFA will guide the deliberation and selection of transportation projects and programs to support the Portland region’s effort to implement the long-range transportation plan. However, the revenue forecast provided is for allocation purposes and is intended as a snapshot of estimated revenues as of Spring 2024.

The revenue forecast will be updated just prior to the RFFA call for project applications so the Portland region may conduct this process with the best possible estimate at the time the allocation process begins. To provide stability to the allocation process, new information affecting the forecast after that point in time does not affect the amount allocated in that current cycle, unless policy action to make a change is taken up. Adjustments to the forecast and actual funding conditions after the allocation forecast is set are accounted for in the forecast of the following RFFA cycle or by policy action to make an adjustment.

Estimates continue to remain fluid as factors such as federal decisions on annual authorization and limitation rates are made. Metro staff will continue to collaborate with ODOT and the other Oregon MPOs on the methods to determine the funding authority and develop refined revenue estimates that will be utilized in each of the federal fiscal years of 2027 through 2030 for the purpose of establishing fiscal constraint. The funding authority determined in this process will be used in the MTIP programming process to limit the amount of funds that can be utilized by projects in each fiscal year of the 2027-30 MTIP. The MTIP programming is scheduled to be adopted in the summer of 2026 and is subsequently amended on a regular basis to reflect project cost and schedule adjustments and updated revenue amounts.

Step 3: Defining the Regional Flexible Fund Program Direction and Distributing Revenues to Programs (Winter 2024 – Spring/Early Summer 2024; Fall 2024 – Summer 2025)

The 2027-2030 RFFA begin in February 2024 at the regular meeting of TPAC. At that meeting a 20-month timeline and process is outlined for the kick-off of the Regional Flexible

Fund Allocation. The allocation is split into two processes: the first focuses on defining and refining the program direction for the funding allocation and the second focuses on the competitive capital grant process.

The newly adopted 2023 Regional Transportation Plan (RTP) policy objectives guide the investment priorities for the RFFA. Several of those objectives are continuations from the 2018 RTP which include equity, safety, climate, and mobility. A new policy objective of thriving economy resulted from the 2023 RTP. The RTP directs that further policy, planning and funding outcomes should advance the region toward its goals in these five areas.

Anticipated for JPACT and Metro Council is to reaffirm the same two-step process used to award funding since the 2012-2013 RFFA cycle:

- Step 1 continues the region’s commitment to repayment of bonds used to develop and construct high-capacity transit and active transportation projects. It also continues investments in region-wide programs to fund system and demand management activities and to invest in transit-oriented development projects near high-capacity transit lines. The region-wide programs are long-standing regional programs which have been established to meet various regional commitments, such as air quality, federal and state policy goals, and the Climate Smart Strategy.
- Step 2 focused funding on capital projects. Eligible applicants include agencies capable of entering an inter-governmental agreement with ODOT for funding and administering a federal aid transportation project; cities and counties, park districts, regional and state agencies.

Direction on the distribution of revenues to Step 1 programs and Step 2 project allocations is provided as a part of the 2027-2030 RFFA Program Direction documentation slated for adoption by the Metro Council in spring or early summer 2024. Final project and program allocations is scheduled for adoption in summer/autumn 2025 for incorporation into the 2027-2030 MTIP and STIP.

Throughout the program direction and RFFA process, Metro staff will also work with the local lead agencies and ODOT Region 1 staff to determine which projects awarded funding demonstrate they are ready to obligate funding for their projects and then program the awarded funding as needed by project phase. Many project phases are likely to be temporarily programmed in the illustrative MTIP years of 2031 or 2032 until the project demonstrates it will be ready to obligate funds in an earlier year. Assuming funding capacity is available, the MTIP will be amended to move projects forward at that time with the objective of utilizing as much funding capacity as possible with projects that are prepared to obligate those funds.

Step 4: On-Going Management of Forecast Amount and Programming of Project Costs (July 2023 – September 2027)

Management of the revenue forecast of expected available Regional Flexible Funds is on-going as federal and state actions will impact the amount of revenues made available for reimbursement of project costs awarded funding. As these funds are made

available each federal fiscal year, final decisions on how much funding is made available to a particular project phase is documented in the MTIP Programming tables. Programming is the balancing and assignment of available revenues for costs incurred by an eligible project.

How Metro staff recommend final programming of funds to project costs is directed by the awarded amount of funding to projects and programs by JPACT and Metro Council, the progress of the lead agency to complete steps to ensure a project is ready and eligible to receive the funds, and state and federal rules regarding TIP programming.

In modern program history, there has not been an occasion where projects that have been awarded funding by JPACT and Metro Council have been ready and requested more RFFA funding than has been available in a particular fiscal year. Should that occur in the future and Metro staff is unable to work out an acceptable solution with the lead agencies involved, Metro staff would provide a recommendation to JPACT and the Metro Council on resolution of such issue, if time allowed. A typical solution would be to delay one or more project phases eligibility to seek project cost reimbursement to the beginning of the subsequent fiscal year when additional funding becomes available. Programming of project costs and funding in subsequent years would potentially need to be adjusted to accommodate this shift.

OREGON DEPARTMENT OF TRANSPORTATION (ODOT) REVENUE FORECAST

The revenue forecast for state transportation funding is completed in four phases: Statewide total revenues forecast (May – September 2023;), Distribution of revenues to Categorical Policy Areas (May 2023 – November 2023), Categorical Policy Area sub-allocation distribution of revenues (November 2023 – Early 2024), Estimates of Funding Allocation Program revenues by ODOT Region and MPO Areas.

Step 1: Statewide Total Revenues Forecast (May – September 2023)

The statewide forecast of funds available for transportation projects and programs during the time period of the 2027-2030 State and Metropolitan Transportation Improvement Programs (TIP) is led by the state Finance and Budget Divisions, Statewide Investments Section of the ODOT. The forecast is shared with MPOs and Transit agencies in the state through the statewide TIP committee as information to build understanding related to the ODOT statewide revenue forecast and provide the MPOs a starting point for revenue estimates.

Revenue Assumptions

As a first step in revenue estimating, the forecast of ODOT administered funding is dependent on a federal authorization bill being in place or not in place. With an active federal authorization bill, the forecast includes the ratified funding levels by year outlined in the bill. When no federal authorization bill is in place, ODOT typically assumes a 10 percent reduction from current year levels to federal funding across all its funding program types

for all TIP years.³ However, in previous cycles where ODOT had assumed 10% reductions for the future federal fiscal years that amount resulted slightly too conservative, so an adjustment was made for the 2027-2030 STIP cycle. Due to the expiration of the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure and Investments Jobs Act (IIJA), in 2026 and the unknown of a future federal funding authorization sustaining the same levels of funding as BIL, funding assumptions assume a 7.5% reduction. Or more specifically, the ODOT revenues projected for the 2027-2030 MTIP forecast, ODOT assumes a 7.5% reduction on the authorization levels starting for federal fiscal year 2026 the final year of BIL-IIJA.

In addition, certain programs established through BIL, such as the special bridge apportionment funding and the electric vehicle funding, have been removed as those programs were specific programs with special allocations from the IIJA.

Additionally, ODOT assumed a 10% limitation rate applied to federal fiscal years 2028, 2029 and 2030. The revenue estimates, in Tables 5, 6, 8 and 9, reflect the amount available after applying the limitation rate and the assumed reductions. Funding allocated to the MPOs (e.g., STBG and TAP) have their own forecast methodology described in the Metro MPO forecast section.

Federal Transportation Funding

The federal government provides revenues from federal fuels taxes and heavy truck taxes to states and local governments. Most federal funding is distributed to states and local governments by funding formulas, with the remainder allocated in competitive application-based programs. The current federal transportation authorization which dictates the distribution of federal funding to states is the Bipartisan Infrastructure Law (BIL) also known as the Infrastructure and Investments Job Acts (IIJA).

Oregon receives about \$600 million dollars in funding from the Federal Highway Administration (FHWA) each year for construction projects on the state's roads, including the interstate, as well as planning and engineering. Some funds can also be used for transit and bicycle/pedestrian capital projects. All federal highway funds flow through ODOT from individual federal funding programs that each have their own rules regarding what types of projects are eligible for those funds and what match rates are required. About 30 percent of those funds are distributed to local governments either directly by formula (e.g., urban-STBG program funds) or awarded through competitive application processes (e.g., HSIP program funds through the state ARTS allocation process). Oregon also receives public transportation funding from the Federal Transit Administration (FTA). These FTA funds are primarily used to support public transportation operated/contracted by ODOT or passed through to public transportation operators in small urban and rural areas. FTA works directly with transit agencies in large urban areas to provide funding for operations and projects. Table 3 provides a brief description of the various federal funding programs which contribute to the ODOT statewide revenue forecast.

³ Which specifically for the ODOT estimated revenues, applies only to federal fiscal year 2027.

Table 3. Federal Revenue Funding Programs Description

Common Federal Revenue Funding Programs	
Fund	Description
Surface Transportation Program (STBG) Funds – State allocation (includes STBG-TAP set-aside for state) (Formula)	The FAST Act converted the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program’s name with how FHWA has historically administered it. [FAST Act § 1109(a)]. The BIL/IIJA continues the Surface Transportation Block Grant program. The STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address State and local transportation needs.
Highway Safety Improvement Program (HSIP) (Formula)	The BIL continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focus on performance.
Rail-Highways Crossings (Sec. 130) (Formula)	The BIL continues the Railway-Highway Crossings program, which provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
National Highway Freight Program (Formula)	The BIL establishes a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several freight related infrastructure improvement goals.
Congestion Mitigation Air Quality (CMAQ) Improvement Funds (Formula)	The BIL continues the CMAQ program to 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.
National Highway Performance Program (Formula)	The BIL continues National Highway Performance Program which provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
Carbon Reduction Program (Formula)	The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to

	reduce transportation emissions, defined as carbon dioxide (CO ₂) emissions from on-road highway sources.
Promoting Resilience Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (Formula)	The BIL established the new Promoting Resilience Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program. The program is intended to provide funding for planning, capital resilience improvements, capacity-building for community resilience, evacuation planning and preparation, and other related activities.
Less Common Federal Revenue Funding Programs⁴	
Fund	Description
Emergency Relief	The BIL continues the Emergency Relief program, which provides funds for emergency repairs and permanent repairs on federal-aid highways and roads, tribal transportation facilities, and roads on federal lands that the U.S. DOT Secretary finds have suffered severe damage as a result of natural disasters or catastrophic failure from an external cause.
Federal Lands Access Program	Provides funds for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to federal lands. Funding program is a competitive grant program.
State Recreational Trails Program	The BIL continues the optional set-aside of Surface Transportation Block Grant (STBG) program funding for Recreational Trails Program. Set aside amount is equal to the state portion of the Transportation Alternatives program. Program is at the discretion of the Governor to decide whether to continue State Recreational Trails Program.
Discretionary Federal Revenue Funding Programs	
Fund	Description
Existing Federal Miscellaneous Discretionary Grants (e.g., RAISE, NHFP – Discretionary, FAST Lane, INFRA, ITS, etc.)	Competitive discretionary grant programs with specific criteria for application and project eligibility. Discretionary grant programs cycles are driven by federal annual budget and transportation reauthorization. Funds from these discretionary grant programs are not guaranteed.
BIL/IIJA Federal Grant Program (e.g., PROTECT, National Infrastructure Project Assistance Program, Bridge Investment Program, Wildlife Crossings Program, Congestion Relief Program, Healthy Streets Program) ⁵	Competitive discretionary grant programs with specific criteria for application and project eligibility. These programs were created through the passage into law the Bipartisan Infrastructure Law (BIL) (also known as the Infrastructure Investment and Jobs Act). Discretionary grant programs cycles are driven by federal annual budget and federal rulemaking. These programs are currently only authorization through the

⁴ Not an exhaustive list of federal revenue programs.

⁵ The discretionary funding programs established through the passage of the Bipartisan Infrastructure Law are only authorized through federal fiscal year 2026. These discretionary programs may not exist, modified, or revised come the start of federal fiscal year 2027.

	end of BIL – federal fiscal year 2026. Funds from these discretionary grant programs are not guaranteed.
Rural Area Specific Federal Revenue Funding Programs	
Fund	Description
Clackamas County Surface Transportation Block Grant (STBG) Fund Exchange Allocation	Rural Surface Transportation Block Grant allocated and administered by ODOT. State funding with is provided to Clackamas County via agreement with AOC/LOC.
Multnomah County Surface Transportation Block Grant (STBG) Fund Exchange Allocation	Rural Surface Transportation Block Grant allocated and administered by ODOT to Multnomah County. State funding with is provided to Multnomah County via agreement with AOC/LOC. I
Washington County Surface Transportation Block Grant (STBG) Fund Exchange Allocation	Rural Surface Transportation Block Grant allocated and administered by ODOT to Washington County. State funding with is provided to Washington County via agreement with AOC/LOC
Planning Specific Federal Revenue Funding Programs	
Fund	Description
Metropolitan Planning (PL) Formula	The BIL/IIJA continues the Metropolitan Planning program. The Program establishes a cooperative, continuous, and comprehensive framework for transportation planning and making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.
Statewide and Non Metropolitan Planning (SPR) (FHWA/FTA) Formula	The BIL/IIJA continues the statewide and nonmetropolitan planning process, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the State. Oversight of this process is a joint responsibility of the Federal Highway Administration and the Federal Transit Administration.
MPO Specific Federal Revenue Programs (Sub-Allocations from Formula Funds above)	
Fund	Description
Surface Transportation Program (STBG) Funds – Urban	The Surface Transportation Block Grant (STBG) Program provides flexible funding that may be used by metropolitan planning organizations, and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
Transportation Alternatives (TA) - Urban	The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such

	as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity.
Carbon Reduction Program (CRP)	Created through the Bipartisan Infrastructure Law, the federal aim of the new program is to reduce transportation emissions through the development of State carbon reduction strategies and fund projects designed to reduce transportation emissions. Ingrained in the surface transportation authorization as a formula program, states and large metropolitan areas receive a direct allocation of funds.

State Transportation Funding

In addition to federal revenue funding programs, Oregon raises revenues for transportation infrastructure, maintenance, operations, and other related activities. Managed and administered by ODOT, the state revenues are generated from a variety of sources, including taxes on the sale of gasoline, vehicle registration fees, and weight-mile fees on trucks. Additionally, new transportation revenue programs are in development by the state and are further described in the following section.

Table 4 provides a brief description of state revenue funding programs, including those which exist as well as those in development.

Table 4. State Revenue Funding Programs Descriptions

State Revenue Funding Programs	
Fund	Description
State Highway Trust Fund	<p>Oregon’s State Highway Trust Fund collects resources from three main sources:</p> <ul style="list-style-type: none"> • Taxes on motor fuels, including gas tax and diesel tax. • Taxes on heavy trucks, including the weight mile tax and truck registrations. • Driver and vehicle fees, including licenses and vehicle title and registration. <p>Under the Oregon Constitution, State Highway Fund fees and taxes must be spent on roads, including bikeways and walkways within the highway right of way. State funds can be used for both construction projects and the day-to-day maintenance and operations of the state’s roads. Formulas set in state statute distribute about 40 percent of State Highway Fund revenues (after deducting the costs of collecting the revenue) to cities and counties.</p>
House Bill (HB) 2017	<p>House Bill 2017 Transportation Funding Package passed by the 2017 Oregon Legislature created a number of new revenue sources for transportation.</p> <ul style="list-style-type: none"> • A 0.5 percent vehicle dealer privilege tax on new car sales to fund rebates for electric vehicles and provide ongoing funding for the multimodal Connect Oregon program.

	<ul style="list-style-type: none"> • A 0.1 percent employee payroll tax (\$1 for \$1,000 in payroll) to improve public transportation service in both rural and urban communities. • A \$15 tax on the sale of new bicycles with tires over 26 inches and cost at least \$200 will go to Connect Oregon for off-road bicycle and pedestrian paths that serve commuters.
Other State Funds	<p>ODOT also receives revenue from several other state sources, including:</p> <ul style="list-style-type: none"> • Lottery funds, including lottery bond proceeds directed to the Connect Oregon program. • Cigarette tax revenues dedicated to transit services for seniors and disabled people. • Custom license plate fees, dedicated to operating passenger rail. • General fund resources for senior and disabled transit and passenger rail service. • A variety of transportation-related permits and fees.
Pricing and Tolling Projects	<p>Oregon is establishing a toll program and expects to administer tolling that includes three projects in the 2027-2030 timeframe covered by this report. The I-205 Toll Project (point toll at Abernethy Bridge) and the Regional Mobility Pricing Projects (congestion pricing on I-5 and I-205) are currently being developed by Oregon. There will also be a toll at the I-5 Interstate Bridge as part of the Interstate Bridge Replacement program. This program is being developed by the states of Oregon and Washington. Revenue associated with these projects has not been determined.</p>

Pricing Programs – Tolling

Tolling is part of ODOT's long-term strategy to help pay for transportation improvements and provide faster, more efficient trips through the Portland metro area. The Oregon Toll Program consists of two toll projects in development: the I-205 Toll Project and the Regional Mobility Pricing Project. Toll revenues from the Oregon Toll Program projects will help fund transportation projects in the Portland metro area and maintain and improve our region's multimodal transportation system. The Interstate Bridge Replacement Program is also proposing a bridge toll as a funding source and tool to improve corridor mobility.

The I-205 Toll Project will implement a point toll at the Abernethy Bridge, which spans the Willamette River between Oregon City and West Linn. Toll revenue will help repay a portion of the construction costs to make the I-205 Abernethy Bridge earthquake ready and support congestion management goals. Preliminary (level 1) Traffic and Revenue analysis has been conducted for this project and a Level 2 evaluation will be conducted in 2024. Prior to setting toll rates and bonding, an Investment Grade (level 3) Analysis will be completed in 2025.

The Regional Mobility Pricing Project (RMPP) will toll I-5 and I-205 in the Portland metro area to provide faster, more efficient trips and to help pay for transportation improvements. This toll project is studying tolls on I-5 between the Columbia River and the Boone Bridge in Wilsonville, and on I-205 from the Columbia River to where I-205 intersects with I-5 in Tualatin. Preliminary (level 1) Traffic and Revenue analysis will be conducted in 2024 for this project.

The Interstate Bridge Replacement (IBR) program is co-led by the Oregon and Washington Departments of Transportation. The program will replace the I-5 bridge over the Columbia River and North Portland Harbor Bridge with seismically sound bridges; enhance high capacity transit options across the Columbia River; and improve safety, traffic flow, and active transportation facilities. Tolls will generate revenue to help fund construction and facility operations and maintenance, as well as manage demand and improve mobility through the corridor. The Level 2 Traffic and Revenue analysis was completed in 2023 with work beginning on the Level 3 Traffic and Revenue analysis in 2024. Prior to setting toll rates and bonding, an Investment Grade (level 3) Analysis will be completed in 2025. Due to the bi-state nature of the IBR program and the role of two Transportation Commissions, toll rates and policies may be different from the other projects within the Oregon Toll Program.

Estimated Transportation Revenues

The combined estimated federal and state revenues available statewide for transportation is approximately \$3 billion dollars for federal fiscal years 2027 through 2030. A summary of estimated revenues by year is provided in Table 5.

Also included in Table 5 is an estimate of federal discretionary grant and congressional directed spending awards to the state of Oregon, by year.⁶ Recognizing BIL-IIJA created numerous federal discretionary programs which may not exist in the next surface transportation reauthorization, the method for estimating discretionary revenues for the region is based on two factors: 1) secured discretionary grants in the Portland metropolitan area between federal fiscal years 2021 through 2024; 2) a 25 percent reduction to account for assumed reductions in available discretionary grants upon the expiration of BIL-IIJA. This method acknowledges transportation partners in Oregon will continue to pursue available discretionary programs for funding and have a strong history of securing discretionary grants. The awards are an estimate and are not secured funding distributed to states by formulas set in statutes or rules. The estimates are not a guarantee of award.

Table 5. ODOT Revenue Forecast - Unallocated STIP Revenue, Federal Fiscal Years 2028-2030
(All revenues are in millions)

Program Type	2028	2029	2030	Total
Federal Formula Programs				
National Highway Performance Program (NHPP)	\$318.0	\$318.0	\$318.0	\$954.00
Surface Transportation Block Grant (STBG)	\$160.3	\$160.3	\$160.3	\$480.90
Highway Safety Improvement Program (HSIP)	\$46.1	\$46.1	\$46.1	\$138.30
Rail	\$2.7	\$2.7	\$2.7	\$8.10
Congestion Mitigation Air Quality	\$20.1	\$20.1	\$20.1	\$60.30
Planning (PL)	\$5.1	\$5.1	\$5.1	\$15.30
National Highway Freight Program (NHFP)	\$15.6	\$15.6	\$15.6	\$46.80
Carbon Reduction Program	\$14.2	\$14.2	\$14.2	\$42.60
Promoting Resilience Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program	\$16.2	\$16.2	\$16.2	\$48.60
Federal Formula Program Total	\$598.3	\$598.3	\$598.3	\$1,794.9
Federal Discretionary Grant Programs				

Existing and New Federal Discretionary Grants and Congressional Directed Spending (e.g., RAISE, NHFP – Discretionary, INFRA, PROTECT, National Infrastructure Project Assistance Program, Bridge Investment Program, Wildlife Crossings Program, Congestion Relief Program, Healthy Streets Program, etc.)	\$25.0	\$25.0	\$25.0	\$75.0
Federal Discretionary Grant Programs Total	\$25.0	\$25.0	\$25.0	\$75.0
State Programs				
<u>House Bill (HB) 2017</u>				
HB Safety	\$10.0	\$10.0	\$10.0	\$30.0
HB Bridge/Seismic	\$126.8	\$126.8	\$126.8	\$380.4
HB Preservation/Culvert	\$43.4	\$43.4	\$43.4	\$130.4
HB 2017 Apportionment	\$180.2	\$180.2	\$180.2	\$540.6
<u>Other Sources</u>				
State Funds ⁷	\$30.3	\$30.3	\$30.3	\$90.6
Other Apportionment	\$30.3	\$30.3	\$30.3	\$90.9

If less or additional revenues become available than had been forecasted, ODOT manages actual revenues through the STIP amendment process. Federal revenue authority is made available through and subject to the federal authorization, apportionment/appropriation, obligation authority and rescission processes, so actual amounts will vary year to year. State generated revenue is generated by the conditions associated with the collection of those revenues and subject to year-to-year fluctuations.

Step 2: Distribution of Revenues to Categorical Policy Areas (May 2023 – November 2023)

In May 2023, ODOT staff kicked off the development of the 2027-2030 STIP at the May Oregon Transportation Commission (OTC) meeting, prior to the adoption of the 2024-2027 STIP. As part of kicking off the discussion, the Commission made two early decisions to

⁷ A significant portion of the state highway fund is used for ODOT’s agency operations and as a result are not included as part of the revenue forecast of transportation funds estimated available for transportation projects and programs.

shape the revenue forecast of the ODOT administered funds, as well as shape the categories in which forecasted revenues will get allocated to.

The first decision by the Commission was to assume a 7.5% reduction in federal funding for federal fiscal years 2027 through 2030. This decision emerged from the absence of a federal authorization bill addressing federal fiscal years 2027 through 2030 and the highly uncertainty of federal revenues in four to seven years from today. By making this revenue assumption early in the development of the 2027-2030 STIP is to ensure ODOT does not over-commit resources, which could result in the cancelation of projects. However, feedback and public comment submitted to the Commission requested ODOT and the OTC reconsider this assumption spurred a deliberate discussion by the Commission. After some deliberation by the Oregon Transportation Commission members, the Commission moved forward with a revenue assumption to assume a 10% reduction in federal funding.

The Commission carried forward most of the same funding categories utilized since the 2021-2024 STIP. These are:

- **Fix-it** – provides funding for projects which maintain or fix the state highway system. As part of the development process, ODOT will seek direction from the OTC to continue with the current categories or modify program categories.
- **ADA Program** - funding for the update of ADA curb ramps statewide.
- **Safety** – projects that are focused on reducing fatal and serious injury crashes on Oregon's roads
- **Public and Active Transportation** (formerly non-highway) – funds bicycle, pedestrian, public transportation and transportation options projects and programs
- **Local Programs** – provides direct funding to local governments and MPOs so they can fund priority projects
- **Other Functions** – provides funding for workforce development, planning and data collection and administrative programs using federal resources. In the 2027-20230 STIP, this includes funding for 82nd Avenue and State Bridge Inspection and Load rating.

ODOT staff returned to provide the Commission with a broad estimate the 2027-2030 STIP is expected to be a little under \$3 billion statewide.

The Oregon Transportation Commission (OTC), was briefed and about the 2027-2030 STIP, including an overview of available funding and proposals around how to spend unallocated amounts. As has been noted through those discussions, the 2027-2030 STIP provides less funding than previous cycles. In 2026 the federal Infrastructure Investment and Jobs Act (IIJA) expires, potentially ending new funding programs and reducing current funding levels. In addition, the Commission directed ODOT to allocate projected revenues to help cover operations and maintenance shortfalls, Americans with Disabilities Act (ADA) requirements, and bond repayments to meet the settlement agreement and infrastructure

delivery schedule for the Americans with Disabilities Act (ADA) program. The ADA program bonded GARVEE bonds during the 2024-2027 STIP cycle. These bond payments will be made with federal funding which in the past has been used for other investment areas and funding capacity is being borrowed from future years. The allocation in Tables 6, 8, and 9 reflect the allocation of projected revenues to address the different elements of the ADA program, but not all of those funds are available within the 2027-2030 timeframe as funding has been advanced to delivery ADA infrastructure sooner.

ODOT estimates that there will be \$70,571,951 of unallocated funds. ODOT staff recommended that these funds be directed in a way to support key outcomes adopted by the Commission; the outcomes highlighted as the primary lenses in the Oregon Transportation Plan are safety, equity, and climate. With this in mind, ODOT aims to take a strategic approach to outcomes with an evolution of the Great Streets Program — Great Streets 2.0. This next phase of an already established and successful approach will continue to look for project opportunities across the state (with funding from other programs), that can have expanded, and more impactful scopes of work focused on key outcomes and provide the highest benefit to the system and communities.

Table 6. Allocation to ODOT Funding Categories (Statewide) Combined for FFY 2028-2030

Category	Amounts
Fix-it	\$640.0
ADA Curb Ramps	\$625.0
Safety	\$177.4
Public and Active Transportation	\$192.8
Local Programs	\$461.9
Other Functions	\$387.6
TOTALS	\$2,484.7

Step 3: Distribution of Revenues to Funding Allocation Programs (November 2023 and Early 2024)

The topical policy areas are made up of individual funding allocation programs. After the OTC decision on the distribution of revenues to the topical policy areas, ODOT staff then distributed the forecasted revenues to the individual funding allocation programs within each topical policy area. The following are the funding allocation programs outlined in Table 7.

Table 7. Description of ODOT Funding Programs

Fix-It Category	
Fund/Program	Description
Fix-It Program - Bridge	The Fix-It Bridge program addresses state bridges and the maintenance and operations of bridges within ODOT control.
Fix-It Program – Highway Pavement Maintenance	This is the non-capacity enhancing operations and maintenance component to ODOT’s overall system preservation. The Highway Pavement Maintenance program addresses the maintenance, operations, and asset

	management needs of the interstate and state-owned network.
Fix-It Program – Culvert	The Culvert program addresses the rehab and replacements of roadway culverts.
Fix-It Program – Operations	The Operations program addresses the maintenance, operations, and asset management of operations equipment, such as traffic signals, ramp meters, variable message signs, and other communications equipment.
HB2017 – Bridges Designates a portion of HB2017 funding for Bridge Project	Allocates 70% of House Bill 2017 net revenue for bridge/seismic projects.
HB2017 – Pavement Preservation and Culvert Maintenance	Allocates 24% of House Bill 2017 net revenue for pavement and culvert projects.
PROTECT (Promoting Resilience Operations for Transformative, Efficient, and Cost-saving Transportation) Program - Projects	Funds for capital resilience improvements, capacity-building for community resilience, and other related activities.
<u>ADA Category</u>	
Fund/Program	Description
ADA Curb Ramps	Provides funding for the update of ADA curb ramps statewide.
ADA Push Buttons	Provides funding for the update of ADA push buttons statewide.
Garvee Bond Repayment (ADA)	The ADA program will be bonding GARVEE bonds during the 2024-2027 STIP cycle. These bond payments will be made with federal funding which in the past has been used for other investment areas.
<u>Safety Category</u>	
Fund/Program	Description
All Roads Transportation Safety (ARTS)	A data-driven, jurisdictionally blind safety program to address safety on all public roads.
Rail Crossing Safety	Funds highway grade crossing safety improvement projects to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
HB2017 funding for Highway Safety	Allocates \$10 million per year for Safety improvements and projects. Allocation to projects is discretionary and for small scale, quick capital projects in enhance the safety for users.
<u>Public and Active Transportation Category</u>	
Fund/Program	Description
Off-System Bicycle/Pedestrian	Funds bicycle and pedestrian paths or trails outside of the highway right of way.
Safe Routes to School Education	Funds education and outreach efforts that improve, educate, or encourage children safely walking (by foot or mobility device) or biking to school.
Transportation Options	Funds ODOT’s Transportation Options program which supports efforts to improve travel choice for Oregonians

	and improve the efficiency with which people and goods move through the transportation system.
ODOT SRTS Infrastructure	Pedestrian and bicycle infrastructure projects which address the needs of students who walk and bike to school, specifically focused on the state-owned system.
Great Streets 2.0	Program is to address the need for a comprehensive funding program for ODOT roadways to improve walking, bicycling and transit access on arterials that also act as main streets through communities.
Rec Trails Program	Funds provided to Oregon State Parks for recreational trail projects.
Transit Elderly & Disabled	Public transportation funding for capital, purchased service and preventive maintenance projects that serve the mobility needs of people with disabilities and seniors.
Bicycle and Pedestrian	Funds bicycle and pedestrian facilities within the right-of-way of public roads, streets or highways open to motor vehicle traffic to meet the requirement for ODOT to spend 1% of State Highway Fund dollars on biking and walking enhancements.
HB2017 Safe Routes to Schools Program	Provides \$15 million per year for the Safe Routes to School Program. This program focuses on infrastructure on making sure safe walking and biking routes exist through investments in crossings, sidewalks and bike lanes, flashing beacons, and the like. ODOT administers a competitive infrastructure grant program.
Local Programs Category	
Fund/Program	Description
Surface Transportation Program to large MPOs	STBG Funds allocated to the three (3) Transportation Management Area agencies for program and projects.
Transportation Alternatives Program to large MPOs	TAP Funds allocated to the three (3) Transportation Management Area agencies for program and projects to address non-roadway needs.
MPO Planning	Funds allocated to the MPOs throughout the state to address federal transportation planning requirements.
Congestion Mitigation and Air Quality Improvements (CMAQ)	Funds allocated to MPOs and local agencies in eligible areas to address air quality issues throughout the state.
Local Bridge	Funding allocated to address locally owned bridge projects which are located on local facilities. ODOT's Bridge Section coordinates selection and funding of Federal Highway Bridge Program bridges through the Local Agency Bridge Selection Committee, a committee of city, county, and state representatives. Local agency bridges are prioritized using a Technical Ranking System and selected in categories of Large (30,000+ square feet of deck area), Small On-System, and Small Off-System.
STBG Allocation to Cities, MPOs & Counties	Funding allocated to local agencies via the Association of Counties/League of Cities agreement. Agencies receiving funding are non-TMA MPOs, Counties and Cities above 5,000 population and outside of MPOs.

Immediate Opportunity Fund	Provides funding to construct and improve streets and roads to serve site-specific economic development projects. Managed in cooperation with the Oregon Business Development Department.
Transportation Growth Management (TGM)	The Transportation Growth Management (TGM) program is to support community efforts to expand transportation choices. By linking land use and transportation planning, TGM works with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go. The TGM Program awards grants on an annual basis. TGM grants are for planning work leading to local policy decisions. TGM typically awards between \$2 and \$2.5 million per cycle. Projects are selected on a competitive basis within each of the five ODOT regions. The regional allocation – funds available for projects - is based on a formula that considers the number of cities and the population within a region. Grants generally have two-years for projects to be negotiated and completed. Award amounts range between \$75,000 and \$250,000.
Other Functions Category	
Fund/Program	Description
State Planning and Research (SPR)	Funding for statewide planning and research as part of federal requirements.
Workforce Development and On Job Training	Funds allocated to the ODOT Office of Civil Rights.
Indirect Cost Allocation Plan (ICAP)	Funds allocated to recoup overhead costs as approved by FHWA
Carbon Reduction - State	Funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources
PROTECT Planning	Planning activities to support the PROTECT program
Local Climate Planning	Planning activities to assist local governments for meeting the transportation planning rule
Maintenance & Operations Federalization	Funds for federalization of eligible ODOT maintenance and operational activities
82 nd Avenue	These funds are dedicated to bringing 82 nd Avenue to a state of good repair and to meet basic safety standards as part of the jurisdictional transfer from ODOT to the City of Portland.
State Bridge Inspection/Load Rating	Program which is federally required for bridge inspections and load rating work throughout the state.

Table 8. Revenue Allocation Amounts to ODOT Funding Programs (Statewide), Combined for FFY 2028-2030

Category
Fix-it

Bridge & Seismic	\$380.4
Preservation	\$130.4
Operations	\$76.0
Culverts	Mixed with preservation
PROTECT	\$53.2
ADA Curb Ramps	
Garvee Bond Repayment (ADA)	\$310.0
ADA Curb Ramps	\$245.0
ADA Push Button	\$70.0
Safety	
All Roads Transportation Safety	\$146.1
Rail Crossing Safety	\$9.0
HB2017 Safety	\$22.3
Public and Active Transportation	
Off-System Bicycle and Pedestrian	\$31.3
Safe Routes to School Education	\$4.0
Transportation Options	\$7.5
Great Streets	\$70.5
Transportation Alternatives Program – Recreational Trails	\$4.5
Transit Elderly and Disabled	\$5.0
Bicycle-Pedestrian 1%	\$25.0
HB2017 Safe Routes to School Infrastructure	\$45.0
Local Programs	
Surface Transportation Program to Large MPOs	\$131.7
Transportation Alternatives Program	\$20.2
MPO Planning	\$19.3
Congestion Mitigation and Air Quality	\$60.5
Local Bridge	\$94.5
Surface Transportation Program Allocation to Cities/Counties/Small MPO	\$105.0
Transportation and Growth Management	\$15.0
Carbon Reduction – TMA	\$15.5
Other Functions	
State Planning and Research	\$85.2
Workforce Development/On the Job Training	\$5.0
Indirect Cost Allocation Plan (ICAP)	\$118.4
Carbon Reduction – State	\$44.8
PROTECT Planning	\$1.0
Local Climate Planning	\$4.0
Maintenance & Operations Federalization	\$75.0
82 nd Avenue	\$30.0
State Bridge Inspection/Load Rating	\$24.0

Step 4: Estimates of Funding Allocation Program Revenues to ODOT Region 1 and the Portland Metro MPO Area (Winter 2024 – Early 2025)

Estimates of each ODOT funding allocation program that could be available to the areas encompassed by ODOT Region 1 and for the Metro Metropolitan Planning Area were created, other than for services provided by ODOT as a statewide program. These estimates were made to provide context for MPO areas to understand potential levels of ODOT investment in their area transportation systems so that they could consider strategy of all investments in meeting the areas priority needs, and then communicating those strategies and priorities to ODOT staff and the allocation processes decision making structure.

The key for Table 9 summarizes the methods used to develop a forecast or estimate of the revenues that could flow to transportation projects or services. The ODOT Region 1 allocations and estimates were made based on historic trends from those programs, where available. The historical allocations were calculated to find the estimated percentage of how much of the funding program total was allocated to projects with ODOT Region 1. With funding programs which are new and previous allocation a rough estimated range was identified based on the funding program rules.

Recognizing ODOT Region 1 encompasses areas outside the Portland metropolitan region, a reduced level of funding was estimated for funding coming to the Metro metropolitan planning area within ODOT Region 1. The specific method used for this amount is summarized in the key to Table 10.

These estimates are not to be interpreted as a commitment of an allocation of funds, but only an estimate to provide MPO areas the ability to understand the scale of funding available within programs to inform the development of the MTIP to pursue and advocate to ODOT or the Oregon Transportation Commission on local/regional priorities.

In the Portland metropolitan area, the following estimates were developed for the ODOT funding allocation programs.

Table 9. ODOT Funding Program Amounts, Federal Fiscal Years 2027-2030

Funding Program	Statewide Amount	ODOT Region 1 Estimated Amount	Metro MPA Estimated Amount
Fix-it			
Bridge & Seismic	\$380.4	\$133.1*	\$106.4/
Preservation	\$130.4	\$19.6*	\$15.7/
Operations	\$76.0	\$21.4*	\$17.12/
Culverts	Mixed with preservation		
PROTECT	\$53.2	\$9.1^	\$3.3+
Sub-Total	\$640.0	\$183.2	\$142.5
ADA Curb Ramps			
Garvee Bond Repayment (ADA)	\$310.0	N/A	N/A
ADA Curb Ramps	\$245.0	\$122.5*	\$98.0&
ADA Push Button	\$70.0	\$32.9*	\$26.3/
Sub-Total	\$625.0	\$155.4	\$124.3
Safety			
All Roads Transportation Safety	\$146.1	\$43.8*	\$35.0/

Rail Crossing Safety	\$9.0	\$4.4*	\$3.5/
HB2017 Safety	\$22.3	\$5.8*	\$4.6/
Sub-Total	\$177.4	\$54.0	\$43.2
Public & Active Transportation			
Community Paths Program (Off-System Bicycle and Pedestrian)	\$31.3	\$13.0^	\$11.5^
Safe Routes to School Education	\$4.0	\$1.6^	\$1.48^
Transportation Options	\$7.5	\$0.8^	\$0.8^
Great Streets 2.0	\$70.5	\$31.7^	\$26.1^
Transportation Alternatives Program – Recreational Trails	\$4.5	\$2.0*	\$1.7^
Transit Elderly and Disabled	\$5.0	\$1.7*	\$1.4/
Bicycle-Pedestrian 1%	\$25.0	\$6.0#	\$4.8/
HB2017 Safe Routes to School Infrastructure	\$45.0	\$7.2^	\$5.7/
Sub-Total	\$192.8	\$64.0	\$53.48
ODOT Directed Funding Total	\$1,635.2	\$456.6	\$363.48
Federal Discretionary (FHWA programs only)			
Federal Discretionary Grants and Congressional Directed Spending	N/A	\$75.0*	\$60.0/
Sub-Total	N/A	\$75.0	\$60.0
Local Programs			
Surface Transportation Program to Large MPOs	\$131.7		
Transportation Alternatives Program	\$20.2		
MPO Planning	\$19.3	**	**
Congestion Mitigation and Air Quality	\$60.5		
Carbon Reduction TMA	\$15.5		
Sub-Total Local to MPO	\$247.2		
Local Bridge	\$94.5	\$33.1*	\$26.5/
Surface Transportation Program Allocation to cities, counties (non MPO areas), and small MPOs	\$105.0	\$6.2	N/A
Transportation and Growth Management	\$15.0	\$3.0*	\$2.5/
Sub-Total Local to City/County	\$214.5	\$42.3	\$29.0
Local Program Sub-Total	\$461.7	\$42.3	\$29.0
Other Functions			
State Planning and Research	\$85.2	\$11.0*	N/A
Workforce Development/On the Job Training	\$5.0	N/A	N/A
Indirect Cost Allocation Plan (ICAP)	\$118.4	N/A	N/A
Carbon Reduction – State	\$44.8	\$20.2^	\$16.6^
PROTECT Planning	\$1.0	N/A	N/A
Local Climate Planning	\$4.0	\$1.8^	\$1.5^
Maintenance & Operations Federalization	\$75.0	N/A	N/A
82 nd Avenue	\$30.0	\$30.0#	\$30.0#
State Bridge Inspection/Load Rating	\$24.0	\$10.8^	\$8.9^
Other Functions Sub-Total	\$387.4	\$73.8	\$57.0
Total (not including federal discretionary funding)	\$2484.3	\$572.7	\$449.5

Carbon Reduction TMA	\$15.5		
Sub-Total Local to MPO	\$247.2		
Local Bridge	\$94.5	\$33.1*	\$26.5/
Surface Transportation Program Allocation to cities, counties (non MPO areas), and small MPOs	\$105.0	\$6.2	N/A
Transportation and Growth Management	\$15.0	\$3.0*	\$2.5/
Sub-Total Local to City/County	\$214.5	\$42.3	\$29.0
Local Program Sub-Total	\$461.7	\$42.3	\$29.0
Other Functions			
State Planning and Research	\$85.2	\$11.0*	N/A
Workforce Development/On the Job Training	\$5.0	N/A	N/A
Indirect Cost Allocation Plan (ICAP)	\$118.4	N/A	N/A
Carbon Reduction – State	\$44.8	\$20.2^	\$16.6^
PROTECT Planning	\$1.0	N/A	N/A
Local Climate Planning	\$4.0	\$1.8^	\$1.5^
Maintenance & Operations Federalization	\$75.0	N/A	N/A
82 nd Avenue	\$30.0	\$30.0#	\$30.0#
State Bridge Inspection/Load Rating	\$24.0	\$10.8^	\$8.9^
Other Functions Sub-Total	\$387.4	\$73.8	\$57.0
Total (not including federal discretionary funding)	\$2484.3	\$572.7	\$449.5

Key for Determining MPO Area Estimates

Forecast Amount to ODOT Region 1	
TBD	Not yet defined how ODOT Region sub-allocation or project allocations will be made.
^	Allocated through competitive, discretionary, or mandated statewide process. Forecast 37% of funds come to Metro region based on % of state population unless otherwise noted.
*	Estimate based on historic allocation performance % or direct awards in last STIP cycle.
#	Actual ODOT Region sub-allocation target.
@	Estimate based on percentage of statewide long-range funding forecast
Forecast Amount to Metro area portion of ODOT Region 1	
/	Metro area forecast based on estimate of 80% of Region 1 funding allocated to Metro area projects. Typically used unless historical allocations or program purpose or direction indicates a different percentage more appropriate.
^	Allocated through competitive, discretionary, or mandated statewide process. Forecast 37% of funds come to Metro region based on % of state population unless otherwise noted.
~	Reflects actual amount awarded in federal fiscal years 2025-2027 from the funding program in the Portland metropolitan region.
+	Assumes a lower amount than 37% due to typical locations of PROTECT projects being outside the Portland metropolitan region.
&	Assumes a larger percentage of the ADA funds allocated for the 2027-2030 STIP will be spent in Region 1 due to the distribution of ramps across the state and where the outstanding work will remain.
**	Denotes revenues are depicted and included in the metropolitan planning organization portion of the 2027-2030 MTIP revenue forecast.

TRANSIT AGENCY REVENUE FORECASTS

The revenue forecast and funding allocation process for transit funding for TriMet and SMART is completed in three phases:

- Estimation of the transit agency revenues (Fall of the previous year – Spring the following year),
- Forecasted distribution of estimated transit agency revenues to transit agency budget programs (Winter – Spring), and
- Adoption of final annual budget (Spring – Summer of each year for the subsequent fiscal year).

This revenue forecast documents the first two steps of this process. TriMet and SMART provide a description of the third step with the MPO annually in conjunction with their budget process.

A revenue forecast for transit funding takes place annually as part of the agency’s budget process, which differs from the three-year funding cycle allocation undertaken by Metro and ODOT for the allocation of federal, state, and regionally significant local revenues. The transit agencies revenue forecast uses the annual budget process to inform the development of the transit portion of the revenue forecast of the 2027-2030 MTIP.

SOUTH METRO AREA REGIONAL TRANSIT (SMART) REVENUE FORECAST

Step 1: SMART Revenue Forecasting (Fall – Spring – Annually)

As part of SMART’s annual budget process, a revenue and expenditure forecast are developed. This MTIP reports on SMART’s revenue forecast for the relevant MTIP years of 2024 through 2027. Base assumptions to developing the forecast are based on historical trends and updated with actual appropriations and limitations. SMART begins with a baseline by averaging the most recent 3-year revenues. Anticipated levels of funding are then forecasted from the baseline with an expected increase of 1%-8%. The forecast will be adjusted if changes to revenues or current cost structures change significantly. SMART collaborates with TriMet and C-TRAN to determine shares of the Urbanized Area Formula Funds from the Federal Transit Administration as they become available.

Non-Federal Operating Revenues

- **Payroll Tax:** SMART’s predominant source of ongoing funding is the local payroll tax levied on businesses performing work in Wilsonville assessed on gross payroll and/or self-employment earnings. The payroll tax on local businesses covers employment within city limits and in 2008 the tax rate was raised to its current level of .5 percent (.005). Transit tax funds are used to pay for SMART operations and to leverage funding from federal and state grants. Payroll tax amounts collected

by the City typically increases year to year, as companies increase their payroll through wage adjustments and as the economy grows with new businesses relocating to the City.

- **Passenger Fares:** A small component of local funding includes charges for services, such as fare box and transit pass sale revenue. SMART’s commitment to diversity, equity and inclusion is augmented by offering fare free service on nearly all routes. Currently, SMART charges fares for the regional Route 1X that travels between Salem and Wilsonville and a regional Dial-a-Ride program that provides door-to-door medical trips for Wilsonville residents to the greater metro area.
- **Other Revenues:** SMART recognizes a small percentage of other income received by way of investment and donations. These monies are outside of the traditional structure of revenues and may be reinvested or reallocated.
- **Statewide Transportation Improvement Fund (STIF):** With the passage of House Bill 2017, the Oregon Legislature made a significant investment in transportation to help advance the things that Oregonians value—a vibrant economy, strong communities, high quality of life, a clean environment, and safe, healthy people. SMART is part of that investment, connecting many regional communities through coordination with numerous transportation partners. STIF funds enable SMART to leverage federal funding for capital purchases and expand regional transit connectivity. SMART seeks plan approval from Wilsonville’s City Council and Clackamas and Washington County Advisory Committees before submitting to TriMet’s STIF Advisory Committee for regional approval. The plan is then packaged, reviewed by ODOT, and approved by the Oregon Transportation Commission.

Federal Grants

- Funding is apportioned on the basis of legislative formulas. For areas with populations of 200,000 and more such as the Portland-Vancouver urbanized area, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density. These funds are sub-allocated by agreement within the urbanized area between TriMet, C-Tran, and SMART; the three transit agencies that serve the metropolitan area.
- **Section 5307 Urbanized Area Formula Program:** Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, communications, and computer hardware and software. In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary

paratransit service costs are considered capital costs. Urbanized areas of 200,000 or more may not use funds for operating assistance.

- Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program:** Formula funding for the purpose of operating assistance in meeting transportation needs of the elderly and persons with disabilities. FTA Section 5310 Elderly and Disabled Capital program funds are funds to be used to make purchases of capital equipment or construction of small facilities. SMART receives a small amount of funds as a “direct recipient” of FTA monies.
- Section 5339 Bus & Bus Facilities Formula Grant Program:** Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program. The Bus and Bus Facility Discretionary program funds are distributed through a competitive process by the FTA. These funds can be used only for the purchase of rolling stock or the construction of transit facilities that support transit bus operations. The Low or No Emissions Bus Discretionary program provides for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. These funds are allocated through a highly competitive process. Future awards are dependent on the specific process outlined by the FTA and the strength of other project proposals competing against SMART’s requests for funding. SMART has had a successful track record in securing these and other FTA grant funds for replacement buses.

Table 10. SMART Revenue Forecast, Federal Fiscal Years 2027-2030

Revenues	FY 2027	FY 2028	FY 2029	FY 2030	FYs 2027-30 Total
Passenger Fares	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
Payroll Taxes	\$6,150,000	\$6,200,000	\$6,250,000	\$6,300,000	\$24,900,000
Federal Formula Grants*	\$806,000	\$854,000	\$905,000	\$959,000	\$3,524,000
STIF	\$2,500,000	\$2,700,000	\$2,900,000	\$3,100,000	\$11,200,000
Other Funding	-	-	-	-	-
Total	\$9,476,000	\$9,774,000	\$10,075,000	\$10,379,000	\$39,704,000

*Federal Formula Grants include federal funding revenues listed in more detail below.

Table 11. Federal Grants to SMART Forecast, Federal Fiscal Years 2027-2030 (From the SMART Programming of Projects)

Funding Source	FY 2025	FFY 2027	FFY 2028	FFY 2029	FFY 2030
Section 5307 Urbanized Area Formula	\$630,000	\$708,000	\$750,000	\$795,000	\$843,000
Section 5310 Enhanced Mobility of Seniors & Individuals w/Disabilities	\$31,000	\$35,000	\$37,000	\$39,000	\$41,000
Section 5339 Bus & Bus Facilities	\$56,000	\$63,000	\$67,000	\$71,000	\$75,000
Other Federal Discretionary Funding Awards	-	TBD – will be programmed if applications for funding are awarded at the discretion of the Federal Transit Administration or other federal agency.			

Step 2: SMART – Distribution of Revenues to Major Budget Categories (Winter – Spring – Annually)

SMART has two main categories of activities in its budget process that are assigned forecasted revenues; operations and capital.

All plans and concepts that SMART utilizes are derived from goals of the Wilsonville City Council, SMART’s governing board. Department goals are then used, along with community participation, to create a Transit Master Plan (TMP). The TMP is the primary guiding document that recommends project implementation. Included in the TMP is the Statewide Transportation Improvement Fund (STIF) Plan which, in general, is allocated for route expansion and regional connectivity. These plans allow SMART staff to forecast the apportionment of funding to specific capital projects and operational expansions.

SMART relies on ODOT’s Transit Asset Management Group Plan (TAM) in determining funding for current and future maintenance of transit assets, such as rolling stock, infrastructure, equipment, and facilities. SMART uses the TAM in coordination with the TMP to forecast the funding needed for assets in correlation to future projects.

Operations

Total day-to-day Operating Requirements for all activities required to operate the system (including other post- employment benefits) and Debt Service (if applicable). Sub-categories, especially categories that are typically assigned federal grant program revenues, include:

- Bus Preventive Maintenance

Description: Labor and materials/services used for on-going maintenance of the SMART Bus fleet. This budget category typically utilizes Section 5307 Urbanized Area Formula Program revenues and local payroll tax revenue sources.

- Bus Purchase

Description: Purchase of buses for fixed route service. This budget category utilizes federal Section 5339(a) Grants for Buses & Bus Facilities Formula Program revenues, Statewide Transportation Improvement Fund revenues, and local payroll tax revenues.

- Services for Seniors and People with Disabilities

To fund mobility management activities and purchase of travel training services for services focused on the elderly and persons with disabilities. This budget category utilizes federal Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program revenues.

Capital Improvement Program

Purchase and installation of bus shelters and passenger amenities at bus stops. It may also include construction of administrative and maintenance facilities to support the transit system. This budget category typically utilizes Section 5307 Urbanized Area Formula Program revenues and local payroll tax revenue sources.

Step 3: Adoption of Annual Budget (Spring – early Summer – Annually)

Each year SMART shares with the MPO the proposed budget for the upcoming fiscal year. This takes place at the regular committee meeting of TPAC. The presentation includes the budget themes and categories. It also includes the federal programming of projects. Further information is provided on the budget process and timeline. The MPO has the opportunity to comment on the budget, request information regarding how the proposed budget reflects regional transportation planning priorities and vote on including proposed federal transit fund programming is to be included in the MTIP.

In conjunction with the annual budget process, SMART publishes the federally required “Program of Projects,” showing how federal grant funding for the upcoming fiscal year will be proposed for inclusion in the current Metropolitan Transportation Improvement Program. This proposed programming will have the most current forecast of available funds and may include new programming or be an update to existing programming of the federal grant funds. An opportunity for public comment on the Program of Projects is also provided as a part of this process.

The SMART budget process includes a minimum of two public Budget Committee meetings. The City’s Budget Committee consists of the five city councilors and five citizens at large. The citizens are appointed by the governing body and serve three-year terms. Once the budget is approved by the committee it is then sent to City Council for final adoption. City Council adopts the budget prior to July 1.

TRIMET – REVENUE FORECAST

Step 1: Developing the Revenue Forecast (Fall – Spring – Annually)

As part of TriMet’s annual budget process, a 10-year revenue and expenditure forecast are developed. This MTIP forecast utilizes the 10-year budget forecast and reports on the relevant MTIP years of 2027 through 2030. TriMet has six categories of revenues: passenger fares, payroll taxes, Statewide Transportation Improvement Funds, other funding, operating grants (federal and non-federal), and capital improvement grants (federal).

A brief description of each of the six categories of revenues are provided below.

1. Passenger fares: funds from the sale of passes and individual fares. Fare collection revenue is forecasted to grow at varying rates from 10.4% in 2027 to 6.1% in 2030. A fare increase goes into effect in January 2024, but no additional increases are currently forecast after that.
2. Payroll taxes: revenues from a tax on the wages paid by an employer and the net earnings from self-employment for services performed within the TriMet District boundary. The current rate is 0.8037% and increases by 0.01% annually to 0.8237% by 2026. Employer tax revenues during this time are expected to increase due to economic recovery.
3. Statewide Transportation Improvement Fund (STIF): STIF funds are collected from the State of Oregon and passed through initially to Qualified Entities (QEs), such as TriMet, to support planning, deployment, operation, and administration of Public Transit Service Provider’s (PTSPs) transportation programs in the state. STIF funds can also be used for light rail operating expenses.

STIF is primarily funded through a tax on employees (one-tenth of 1%) and effective July 1, 2023, with the merger of the Special Transportation Fund Program (STF), includes revenues derived from ID cards, non-highway gas and cigarette taxes. The tax rate is set by the Oregon Legislature.
4. Other Funding: Approximately 18% of other funding is sourced from revenue streams that have equal expenditures to TriMet and no net gain to the agency (Intergovernmental Agreements or funding exchanges). The remaining 82% of this revenue stream is mostly comprised of transit advertising, cost per ride reimbursements for Oregon Department of Human Services, City of Portland reimbursement for Streetcar personnel, Energy Tax Credit Sales revenues, and other smaller, miscellaneous revenues.
5. Operating Grants: Federal, State, and local sources that are described below, funds many of TriMet’s operating projects.

Federal Operating Grants can include:

- **FTA Section 5307 Urbanized Area Formula Program:** This funding is apportioned based on legislative formulas and comes to areas with populations of 200,000 and more, such as the Portland-Vancouver urbanized area (UZA). These formula funds are based on several factors, including bus & fixed guideway revenue vehicle miles, passenger miles, operating costs, population, and population density measures. These funds are then sub-allocated by agreement (“split letter”) between TriMet, C-Tran (in Washington state) and SMART based on an agreed-upon methodology.

While this funding can be used on various public transportation capital and planning projects, TriMet historically uses these funds for Bus and Rail Preventive Maintenance.

- **Section 5337 State of Good Repair (SGR) Grant Program (High Intensity Motorbus/HIMB and High Intensity Fixed Guideway/HIFG):** This funding is also apportioned to our urbanized area (UZA) with a population of 200,000 or more, based on legislative formulas. Funds are allocated to the UZAs for high-intensity fixed-guideway systems are based on fixed-guideway vehicle revenue miles and directional route miles reported to the National Transit Database (NTD) and what the UZA would have received in the FY 2011 fixed-guideway modernization formula using the current definition of fixed guideway. High-intensity motorbus funds are allocated to UZAs based on high-intensity vehicle revenue miles and directional route miles reported to the NTD. Only HIMB funds are sub-allocated between two transit agencies, TriMet and C-Tran, as TriMet is the only operator of rail services currently for HIFG funding.

This funding program provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to help transit agencies maintain assets in a state of good repair. SGR funds are also eligible for developing and implementing Transit Asset Management (TAM) plans. TriMet historically uses these funds for Bus and Rail Preventive Maintenance.

- **Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program:** Formula funding is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility operations available. These funds are allocated to the UZA based on factors, other than NTD, including census data for older adults and people with disability populations. These funds are then sub-allocated between TriMet, C-Tran and SMART.

TriMet passes through the majority of these funds to a Subrecipient, Ride Connection, a non-profit organization, to provide these services.

- **Surface Transportation Block Grant and Congestion Mitigation Air Quality Programs:** Surface Transportation Block Grant (STBG) funds may be used for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle, and pedestrian projects. Congestion Mitigation Air Quality (CMAQ) funds may be used for capital expenditures that demonstrate a reduction of air pollutant emissions therefore providing an air quality benefit.

TriMet historically receives both of these program funds indirectly from Metro, as committed in prior or current agreements. Every year those funds are available to TriMet, TriMet requests those funds be transferred from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) where funds are managed under FTA's Section 5307 Program.

TriMet typically uses these funds for either Bus and Rail Preventive Maintenance or Debt Service payments for Capital Grant Revenue Bonds that were taken out to pay for large capital projects.

Non-Federal Grants can include revenues from local and state sources, such as ODOT 5310 funds, City of Wilsonville Westside Express Service (WES) operating assistance and other local contributions.⁸ These small contributions account for a limited amount of revenue in TriMet's overall annual budget.

6. Capital Grants: TriMet has many capital projects accounted for under its Capital Improvement Program (CIP) that are funded by Federal, State, and local sources, such as:
 - a. Capital Improvement Grants (CIG): The Federal Transit Administration provides funding through a multi-year competitive process for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years to be eligible for funding. The discretionary grant program requires completion of certain project phases depending on the project type and CIG being pursued (New Starts, Core Capacity or Small Starts). At this time, there are multiple projects planning to seek CIG funds during this timeframe, but no new

⁸ TriMet considers pass through funds from ODOT, such as the FTA 5310 funding, as non-operating revenues because they are passed through the state.

capital improvement grants have been secured for receipt within the 2027-2030 time period, so they are not yet included in the forecast.

- b. **Section 5339(a) Grants for Buses & Bus Facilities Formula Program:** Funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. These funds are allocated to our UZA based on bus revenue vehicle miles, passenger miles, and operating costs reported to NTD as well as population and population density measures. These funds are then sub-allocated between TriMet, C-Tran and SMART.

TriMet historically uses these funds to purchase fixed route vehicles.

- c. FTA, USDOT and EPA Discretionary funds:
 - i. The Section 5339 Program includes two discretionary components: the Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program. TriMet historically submits applications to help fund several of our non-CIG projects, such as Merlo Garage, Columbia Operations Facility, Articulated Buses, or LIFT vehicles. TriMet has been successful in receiving 5339 discretionary grants in the past under both programs.
 - ii. There are several new discretionary programs under the Infrastructure Investment and Jobs Act and Inflation Reduction Act. TriMet is seeking these discretionary funds to support the fleet transition, Climate Action Plan, state of good repair and ridership recovery efforts. Those potential discretionary grants are not included in the forecast since they have not yet been awarded.

Table 12. Summary of TriMet Forecasted Revenues, Fiscal Years 2027 – 2030

Revenues (Millions of \$)	FY 2027	FY 2028	FY 2029	FY 2030	Total
Passenger Fares	\$77.0	\$81.9	\$86.9	\$92.2	\$338.0
Payroll Taxes	\$596.5	\$626.2	\$657.3	\$690.0	\$2,570.1
STIF	\$70.5	\$73.2	\$76.0	\$78.9	\$298.5
Other Funding	\$35.9	\$36.9	\$38.0	\$39.1	\$149.9
Operating Grants*	\$170.8	\$176.7	\$149.5	\$139.6	\$636.7
Capital Improvement Grants**	No forecast - to be determined on award of grants				
Total	\$950.7	\$994.9	\$1,007.7	\$1,039.8	\$3,993.2

*Operating Grants include federal, state, and local funding. Federal revenues are listed in more detail below.

** At this time, there are no new capital improvement funds secured during the 2027-2030 time period.

Table 13. Federal Grants to TriMet, Federal Fiscal Years 2024-2027 (Part of Operating and Capital Grants element of Table 12, in millions)

Funding Source	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total
Section 5307 Urbanized Area Formula	\$59.6	\$61.4	\$63.3	\$65.2	\$249.5
Section 5337 State of Good Repair	\$46.6	\$48.5	\$50.4	\$52.4	\$197.9
Section 5310 Enhanced Mobility of Seniors & Individuals w/Disabilities	\$2.3	\$2.3	\$2.4	\$2.5	\$9.5
Section 5339(a) Bus & Bus Facilities	\$3.5	\$3.6	\$3.8	\$3.9	\$14.8
Sub-Total	\$112	\$115.8	\$119.9	\$124	\$471.7
STBG and/or CMAQ⁹	\$21.7	\$17.3	\$17.3	\$17.2	\$73.5
Other Federal Discretionary Funding Awards	TBD – revenues will be programmed if applications for funding are awarded at the discretion of the Federal Transit Administration or other federal agency.				
Total	\$133.7	\$133.1	\$137.2	\$141.2	\$545.2

⁹ Revenues reflected as part of metropolitan planning organization revenue forecast (within the Metro Regional Flexible Fund section).

Step 2: TriMet – Distribution of Revenues to Major Budget Categories (Winter – Spring – Annually)

TriMet has four major categories of activities in its budget process that are assigned forecasted revenues; (1) operations, (2) capital improvement program, (3) pass through and special payments, and (4) contingency and ending fund balance.

1. **Operations:** Day-to-day activities required to operate the systems, including other post-employment benefits and debt service payments.
 - **Bus & Rail Preventive Maintenance:** Labor and materials/services used for on-going maintenance of TriMet's Bus and Rail fleets. This budget category typically utilizes Section 5307 Urbanized Area Formula Program revenues, Section 5337 State of Good Repair Program revenues and STBG or CMAQ funds.
 - **Vehicle Purchases:** Purchase of buses for fixed route service. This budget category utilizes Section 5339(a) Buses & Bus Facilities Formula Program revenues or Section 5339(c) Low or No Emission Bus Competitive Program revenues, when awarded. All fixed route fleet purchases will be zero-emissions moving forward.
 - **Paratransit and E&D services:** The majority of TriMet's direct Section 5310 funds are allocated to a private non-profit organization to provide transportation services for seniors and individuals with disabilities.
2. **Capital Improvement Program:** TriMet typically seeks Federal Transit Administration (FTA) CIG and other discretionary programs funding for large capital projects. A current example is the MAX Red Line Extension & Reliability Improvement Project that was authorized the full FTA CIG funding in FY2022. At this time, there are multiple projects planning to seek CIG funds during this timeframe, but no new capital improvement grants have been secured for receipt within the 2027-2030 time period. However, if funds are awarded, they will be added to the MTIP through the amendment process.
3. **Pass Through and Special Payments:** As a Qualified Entity and acting as a pass-through agent, TriMet receives State funds that are required to be passed through to other governmental agencies and qualified Subrecipients, such as funding from Statewide Transportation Improvement Fund (STIF) Program.

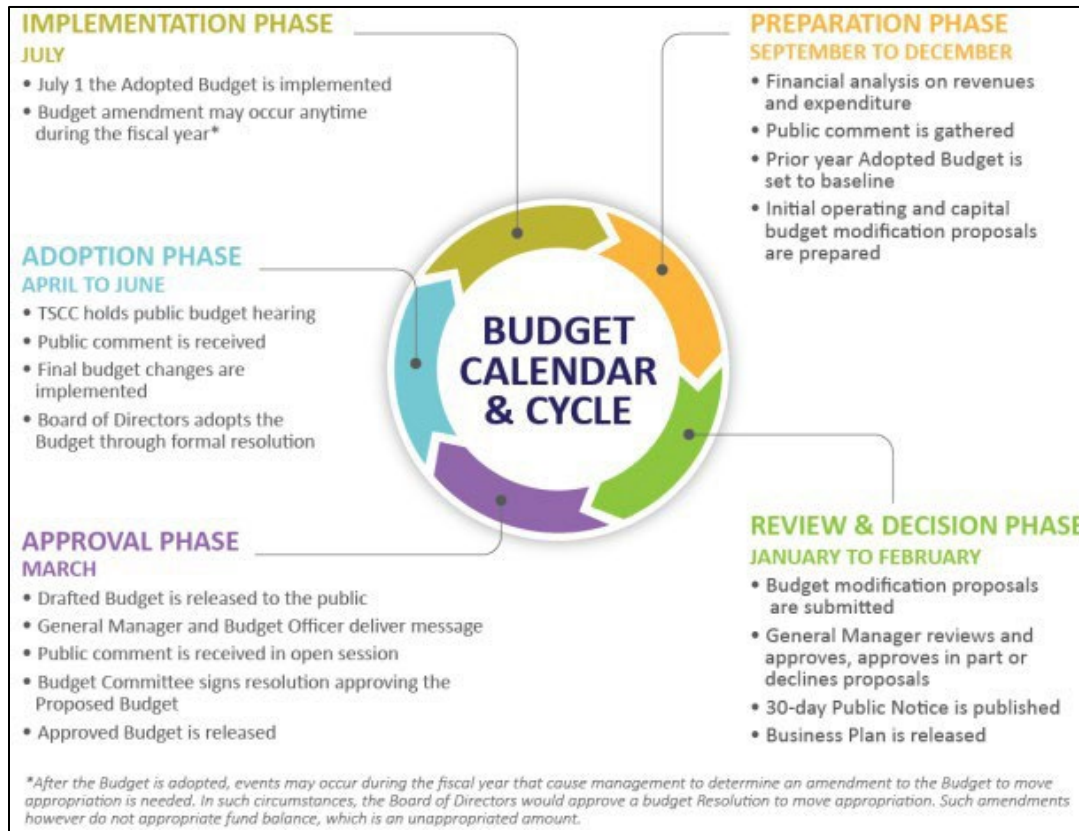
TriMet also receives Federal CMAQ and/or STBG funds indirectly from Metro, later transferred to FTA under the Section 5307 Program, which is typically used for TriMet's Bus & Rail Preventive Maintenance. These Federal funds are later exchanged with Metro for TriMet's General funds.
4. **Contingency and Ending Fund Balance:** Contingency is an appropriated amount of a minimum of 3% of operating requirements and is adjusted for risks and those activities unknown at the time of budget adoption.

Ending Fund Balance is unappropriated and not available for spending in the budget fiscal year. Fund balance includes restricted revenues such as bond proceeds, funds required to be spent after the budget year, including future debt service payments. Unrestricted fund balance contains between 2.0 and 2.5 months operating reserves as required by the TriMet Board of Directors.

Step 3: Adoption of Annual Budget (Spring – Summer – Annually)

The development, adoption, and implementation of the TriMet budget has five phases as summarized in Figure 1 below.

Figure 1. TriMet Annual Budget Development Cycle



The TriMet budget process is guided by the agency’s Vision, Mission and Values, the annually updated Business Plan with a 5-year horizon, Financial Policies, and a budget process that complies with budget law. The current TriMet budget and a description of the budget process for the next fiscal year is available at <https://trimet.org/budget/>.

Coordination of the TriMet Budget, Program of Projects and the MTIP

Each year TriMet shares with the MPO the proposed budget for the upcoming fiscal year. This takes place at the regular committee meetings of TPAC and JPACT. The presentation includes the budget themes and categories and the federal programming of projects. Further information is provided on the budget process and timeline. The MPO has the

opportunity to comment on the budget, request information regarding how the proposed budget reflects regional transportation planning priorities and vote on including proposed federal transit fund programming is to be included in the MTIP.

In conjunction with the annual budget process, TriMet publishes the federally required “Program of Projects” or POP, reporting how FTA grant funds for the upcoming fiscal year, will be proposed for inclusion in the current Metropolitan Transportation Improvement Program. The proposed programming will have the most current forecast of available, upcoming FTA funds and may reference additional FTA funds that have been awarded since last POP.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Lynn Peterson

Metro Councilors

Ashton Simpson, District 1

Christine Lewis, District 2

Gerritt Rosenthal, District 3

Juan Carlos González District 4

Mary Nolan, District 5

Duncan Hwang, District 6

Auditor

Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

3.2 JPACT Trip Debrief

Updates from the JPACT Chair

Joint Policy Advisory Committee on Transportation
Thursday, May 23, 2024

**4.1 Consideration of the April 18, 2024 JPACT
Minutes**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, May 23, 2024



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

April 18, 2024

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Juan Carlos González
Christine Lewis
Ashton Simpson
Paul Savas
Nafisa Fai
Carley Francis
Anne McEnerny-Ogle
Steve Callaway
Mingus Mapps
Joe Buck
Travis Stovall
Rian Windsheimer

AFFILIATION

Metro Council
Metro Council
Metro Council
Clackamas County
Washington County
Washington State Department of Transportation
City of Vancouver
Cities of Washington County
City of Portland
Cities of Clackamas County
City of Gresham
ODOT

MEMBERS EXCUSED

Curtis Robinhold
Shawn Donaghy
Jesse Beason
Sam Desue
Curtis Robinhold
Ali Mirzakhali
Leann Caver

AFFILIATION

Port of Portland
C-Tran
Multnomah County
TriMet
Port of Portland
Oregon Department of Environmental Quality
C-Tran

ALTERNATES PRESENT

Scott Patterson
Jef Dalin
Brett Sherman
Michael Orman
Scott Langer
Chris Ford
Lori Stegmann
Emerald Bogue

AFFILIATION

C-Tran
Cities of Washington County
Cities of Clackamas County
Oregon Department of Environmental Quality
Washington State Department of Transportation
ODOT
Multnomah County
Port of Portland

OTHERS PRESENT: Mallorie Roberts, John Charles, Tom Markgraf, Cody Field, Mark Ottenad, Gerik Kransky, Sara, Dwight Brashear, Laurie Lebowsky-Young, Will Farley, mmcCarthy, Noel Mickelberry, Jim McCauley, Ashley Bryers, Jean Senechal Biggs, Tom Powers, Cynthia Castro, Brenda Bartlett, Kerry Aszklar, Glen Bolen, Jaimie Lorenzini, Katherine Kelly, Sarah Paulus, Josie Tecum, J Stasny, Monica Krueger, Allison Boyd, Trent Wilson, Mandy Putney, Brian Worley

STAFF: Connor Ayers, Georgia Langer, Catherine Ciarlo, Betsy Emery, Jake Lovell, Marielle Bossio, Blake Perez, Andy Shaw, Caleb Winter, Jason Nolin, Jenna Jones, Victor Sin, Ramona Perrault, Matthew Hampton, Eryn Kehe, Ken Lobeck, Lake McTighe, Gerritt Rosenthal

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.

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. Ciarlo also included information and links for folks who want to learn more about this.

JPACT Member Discussion:

Rian Windsheimer noted that he loves the idea of sharing what is happening around the meeting. He shared that ODOT is involved in this, and he would love to include a range of ideas and information to be aware.

Ciarlo shared that they can connect with Lake McTighe on that.

Chair Gonzalez introduced Betsy Emery and Catherine Ciarlo who shared the agenda for the DC Trip.

Presentation Summary:

The presenters discussed the JPACT trip preparation timeline, the trip agenda, and shared that they are going to focus on shared priorities. They also discussed the advocacy themes that connect the region.

JPACT Member Discussion:

Mayor Anne McEnery-Ogle shared that she believed a \$6 billion project in the region is still the number one priority for their side of the world and she wants to have a unified voice in JPACT to make sure folks understand that this project is not done yet and \$1.5 billion is still sitting there. She noted that they need a clear emphasis on this if they want many jobs to come to the region.

Rian Windsheimer shared that he agreed with Mayor McEnery-Ogle, emphasizing the necessity of securing funding for planned projects in the region. He praised the efforts of the federal delegation and stressed the urgency of prioritizing the construction of a light rail connection across the river. Additionally, Windsheimer expressed gratitude for the recent \$450 million grant aimed at reconnecting communities and highlighted the ongoing need for further funding to complete important projects. He underscored the importance of expressing gratitude while also reminding stakeholders of the ongoing work ahead.

Mayor Callaway echoed Mayor Ann's perspective, emphasizing the importance of strategic planning to safeguard funds for essential projects. He highlighted the potential challenge posed by President Biden's commitment to rebuild the bridge in Baltimore, stressing the need to advocate both defensively and offensively to ensure that funds are allocated appropriately for immediate needs rather than diverted to other projects.

Commissioner Savas expressed appreciation for Mayor Ann's remarks and highlighted the importance of considering the diverse residential areas and commuting patterns across the region. He emphasized the significance of investments in infrastructure and the workforce, noting the geographical scope of the community and the need for a holistic approach to planning. Commissioner Savas encouraged keeping this comprehensive perspective in mind while discussing the allocation of resources.

Commissioner Stegmann acknowledged the widespread support for the I-5 bridge project while also highlighting Multnomah County's vested interest in the Burnside Bridge. She emphasized the critical nature of these infrastructure projects as lifelines for the region. However, Commissioner Stegmann expressed uncertainty about how the governing body could effectively address the multitude of challenges and needs facing the region, suggesting the presence of competing priorities that require collective resolution.

JPACT Chair Gonzalez shared that he hopes to advocate for all of the priorities that will strengthen the region.

Ciarlo shared that they will try to be strategic for what goes where and to highlight projects such as the Burnside bridge and others, sharing that they will work on that with the materials.

4. CONSENT AGENDA

Chair Gonzalez noted that there were two items on the consent agenda, one being the Consideration of the March 21, 2024 JPACT Minutes, and the second is Resolution No. 24-5409 For the Purpose of Adding Five New Projects to the 2024-27 MTIP to Meet Federal Transportation Project Delivery Requirements.

MOTION: Moved by Commissioner Mingus Mapps and seconded by Mayor Anne McEnery-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 Unified Planning Work Program (UPWP)

Chair Gonzalez introduced John Mermin to discuss the topic.

Staff pulled up the UPWP PowerPoint presentation.

Presentation Summary:

The presenter discussed what the Unified Planning Work Program (UPWP) is, and describing it as an annual federally-required document that ensures efficient use of federal planning funds. He shared the document organization, and the TPAC recommendation. The presenter also shared the next steps for the UPWP.

JPACT Member Discussion:

With no questions or discussion, JPACT Chair Gonzalez moved onto the next agenda item.

5.2 Regional Flexible Fund – Program Outcomes Overview & Retrospective

Chair Gonzalez introduced Grace Cho and Ted Leybold to discuss the topic.

Staff pulled up the Regional Flexible Fund Allocation (RFFA) PowerPoint presentation.

Presentation Summary:

Presenters shared the purpose of the presentation, stating that they intend to provide a program direction overview, program direction options, and next steps. They shared that the RFFA is committed to a \$52 million bond repayment and \$41 million for regionwide programs and planning. They shared that they have a discretionary fund of estimated \$60 million. They shared different options that include new bond allocation, step 2 evaluation criteria, and step 2 RFFA cycle objectives and process. The presenters discussed the next steps and asked JPACT members what their thoughts are on the development of a Project Bond proposal, and if they have any thoughts on step 2 proposed objectives and process modifications.

JPACT Member Discussion:

Commissioner Paul Savas expressed a desire for influence in the decision-making process for federal regulations on implementing a carbon metric model. Commissioner Savas emphasized the need for forward-thinking investments, particularly in hydrogen fuel cell technology, to align with future environmental regulations and industry advancements. He raised concerns about interest rates and the potential inflexibility of extensive bonding, highlighting the importance of adaptability to changing times and technologies. Commissioner Savas also voiced apprehension about upcoming environmental regulations, such as the 2030 and 2035 deadlines for electric vehicle adoption, and the current lack of infrastructure for charging stations. He suggested considering not just individual projects, but also broader technological solutions to address these challenges. Commissioner Savas asked what the allocation of carbon reduction funds means and shared that with rates the way they are now, they should be very careful.

Grace Cho responded that the regional flexible funds are not the only federal funds that are being allocated to transportation in the region. She added that they were citing a couple of different examples, one being the carbon reduction program funds, which were created through the bipartisan infrastructure law.

Commissioner Savas asked if they have any idea of the scale of those funds, regarding the scale of the bonding funds, and what that may look like comparatively.

Cho provided context regarding the bipartisan infrastructure law, highlighting the \$18.8 million allocation to the region over a five-year cycle for the Congestion Relief Program (CRP). She expressed uncertainty about the program's future beyond the current transportation authorization, set to expire in 2026, noting that while there are

indications that the program could continue, it remains unclear whether it would be authorized at the same levels or face potential reductions. Cho mentioned the possibility of a second round of CRP allocation in the future but emphasized the need to assess the timing carefully due to the program's uncertain future.

Chair Gonzalez asked for clarification that with the CPRG, they have a direct authorization, but there is also a competitive cycle with that, so it would not apply to RFFA.

Cho noted that the carbon reduction program are federal transportation funds that are administered through FHWA, where the CPRG funds the carbon pollution grant. She clarified that the names are very similar which makes it confusing.

Commissioner Mingus Mapps agreed with Commissioner Savas, emphasizing the need to proceed cautiously considering market conditions and technological advancements impacting greenhouse gas emissions. Commissioner Mapps expressed agreement with the need to account for these risks, suggesting a moderate approach to bond issuance rather than pursuing a large-scale investment. Additionally, Commissioner Mapps commended the progress made by the group and expressed readiness for collaboration moving forward.

Councilor Lewis expressed gratitude for staff's responsiveness to the need for technical assistance in planning programs, particularly for small and mid-sized cities. She emphasized the importance of resiliency in regional infrastructure, highlighting the need for systems that can withstand extreme weather conditions. Regarding design considerations, Councilor Lewis underscored the significance of responsiveness to densification resulting from land use planning along corridors, suggesting it as a key criterion for evaluating projects. Councilor Lewis acknowledged the necessity of bonding in the current moment but cautioned against overextending financial commitments. She expressed concern about accumulating more debt than available funds and requested a detailed analysis of different bonding scenarios, including the implications of modest, midsize, and large-scale investments. Councilor Lewis hoped for a nuanced evaluation of project types and their corresponding financial impacts, aiming for a balanced approach.

Mayor Steve Callaway shared that bonding brings financial risk. He shared that he wants to think about big ideas. He discussed the TRP and climate goals, sharing that they cannot address climate goals if they did zero bonding or even a \$55 million bond. He shared that there is a risk in bonds, but there is a bigger risk to the public. He shared that every month they hear about the people who have died, and he stated that they would be remiss to pass up the opportunity to help the public. He encouraged Metro to think big.

Mayor Buck emphasized the importance of viewing decisions through a comprehensive lens, suggesting that larger bond-funded projects should be considered within the context of broader project packages funded by various sources. He highlighted safety as a crucial criterion and proposed prioritizing projects that support housing construction, particularly denser infill along corridors in underutilized areas, aligning with regional and statewide goals. Mayor Buck also advocated for deeper examination of raising planning and capital dollar thresholds in Step Two, expressing concern that such changes might inadvertently exclude applications from smaller jurisdictions. He encouraged closer scrutiny of these criteria to ensure they align with the goal of encouraging applications from diverse jurisdictions.

Emerald Bogue agreed with many of the themes presented by the other JPACT members and shared that the needs are far greater than the resources available. She noted that all their energy should be toward high-impact and stated that she would like to look at the policy benefits and risks of this approach.

Windsheimer stressed the importance of allocating funds towards implementation rather than further development planning. He advocated for leveraging bonding funds with other opportunities, such as state and federal grants, to expedite the implementation of planned projects. Windsheimer emphasized the need for a systematic approach to address specific safety issues and projects, advocating for a more proactive strategy. He highlighted the success of past programs, such as the immediate opportunity fund for industrial development, and suggested applying similar principles to support housing development by addressing small but crucial transportation improvements. Windsheimer underscored the importance of ensuring that densification efforts are supported by safe and functional transportation systems.

Tom Markgraf expressed TriMet's support for the bond idea, emphasizing the necessity of making significant, region-wide investments. He echoed Commissioner Savas's sentiment regarding the urgency of addressing carbon emissions and emphasized the importance of taking action now to ensure a sustainable future for future generations. Markgraf underscored the gravity of the situation and expressed gratitude for the discussion, acknowledging the influential positions of their colleagues in the conversation.

Mayor McEnerny-Ogle shared that CTRAN and the City of Vancouver supports the bond and the criteria.

Michael Orman shared that he appreciates the conversation about climate and the other funds on climate that may come their way. He noted that it is important to be nimble as they move RFFA forward as federal grant funds become available.

Commissioner Stegmann shared that Multnomah County supports the bond commitment. She shared that resiliency is important and noted that she supports limiting the number of projects brought by each jurisdiction. She stated that while there are tweaks that will need to be made, Multnomah County is very supportive of these efforts.

Councilor Simpson voiced strong support for a bond investment, particularly emphasizing the importance of resilience in pedestrian networks and first and last mile connections to transit. He highlighted the critical role these connections play in providing access to work and job opportunities for individuals. Councilor Simpson underscored the need to prioritize filling gaps in communities that are dense, low-income, and have high rates of poverty and people of color. He urged a focus on enhancing resilience in pedestrian networks to ensure equitable access to amenities such as parks and libraries for these communities.

Commissioner Nafisa Fai echoed the sentiments from Windsheimer and Mayor Callaway and stated that Washington County is supportive of the bond. She added that there will be a lot of tweaks and that they have many suggestions but noted that Washington County will work to provide those comments and edits.

Chair Gonzalez thanked the Metro staff and shared that this was a wonderful conversation. He thanked folks for their insights and their focus on the feedback from their jurisdictions.

Commissioner Savas asked if staff could gather the statements made today and put them into the categories of step one and step two.

5.3 Regional Transportation Priorities and Funding: Regional Perspective on Transportation Funding Challenges

Chair Gonzalez introduced Jim McCauley, Mallorie Robers, and Brian Worley to discuss the topic.

Staff pulled up the Regional Transportation Priorities and funding PowerPoint presentation.

Presentation Summary:

The presenters shared an overview of the County transportation and road revenue, as well as insight on the shared transportation system. They discussed the comparison between Metro County revenue and non-Metro County revenue. The presenters discussed House Bill 2017, and the State Highway Fund. The presenters discussed local funding and the 2025 transportation package considerations.

JPACT Member Discussion:

Margi Bradway underscored the shared challenge faced by ODOT, the county, and the city in terms of funding constraints, emphasizing the critical need to advocate collectively in the upcoming legislative session. She shared that there is a misconception that the Metro region has a lot of wealth, highlighting the struggles with maintenance and operations due to limited funding despite successful fundraising efforts for specific projects like bridges. Bradway expressed concern over the deteriorating state of infrastructure. She stressed the significance of the legislative session for addressing maintenance and operational needs. Bradway raised questions about the small county allocation, suggesting a need for per capita analysis to better understand the impact on the region. She emphasized the importance of considering real people and the wear and tear on roads due to congestion and traffic, urging a comprehensive approach in future presentations to incorporate this perspective.

Commissioner Savas emphasized the significant road mileage under the jurisdiction of counties and cities compared to state and federal facilities combined. He underscored the importance of the 50-30-20 split in gas tax dollars, emphasizing the critical role of counties and cities in transportation funding. Commissioner Savas acknowledged ODOT's effective messaging about their financial challenges but highlighted the need for similar advocacy from counties and cities. Commissioner Savas highlighted the unique challenges faced by Clackamas County, with significant rural areas experiencing rapid population growth but lacking adequate road infrastructure. He stressed the importance of advocating for the metro region's unique needs, acknowledging the joint efforts of AOC and LOC in addressing transportation funding issues. Commissioner Savas expressed commitment to continuing these discussions and working towards solutions in collaboration with cities and counties.

Commissioner Mapps underscored the pressing issue of maintenance and operations funding, particularly highlighting the imminent ballot vote on gas taxes. He emphasized the potential impact of losing a significant portion of funds dedicated to basic maintenance and repair work. Commissioner Mapps acknowledged the interconnectedness of roads and infrastructure across the state and stressed the importance of flexible funding for local maintenance needs. He emphasized the need for state support to address these issues effectively. Commissioner Mapps emphasized the importance of recognizing the interconnected nature of the transportation system and expressed support for collaborative efforts to address funding challenges.

Councilor Lewis emphasized the importance of highlighting real stories to illustrate the challenges posed by the current funding model for operations and maintenance. She stressed the need to uphold high standards of mobility in the region while addressing these challenges. Councilor Lewis highlighted the region's adoption of new standards to measure success in mobility, focusing on safe crossings. She underscored the need for legislators to form a transportation caucus and advocated for regional collaboration to advocate for local needs and raise awareness about funding challenges at the legislative level. Councilor Lewis emphasized the importance of each individual playing their role in advocating for various aspects of transportation, including maintenance, operations, design, project delivery, and funding, to collectively address these issues and achieve comprehensive solutions.

Catherine Ciarlo outlined upcoming sessions in May and June, which will focus on innovative funding tools, Oregon's VMT approach, and revisiting House Bill 2017. Ciarlo encouraged active participation and engagement from attendees, emphasizing the importance of bringing questions, concerns, and input from partners and constituents into the discussion space. She highlighted July as an opportunity for attendees to have in-depth conversations and develop shared principles for a regional approach to transportation issues.

Chair Gonzalez shared that the Metro Council believes that the transportation package needs to include funding for local jurisdictions.

6. UPDATES FROM JPACT MEMBERS

Rian Windsheimer shared that they are doing a lot of construction and Tigard and Beaverton will experience congestion. He noted that 217 could possibly go down to one lane, which could be a significant traffic impact. He added that the paving project in Canby also is creating traffic.

Emerald Bouge discussed the container operation in terminal 6 will remain an operating marine terminal. She expressed that this news is difficult and related to the financial realities of operating the container service there. She noted that from a transportation perspective it does not change a lot of how the Port of Portland will show up, but there are implications to Oregon businesses and the economy. She added that they can discuss this more at a later stage.

7. ADJORN

Chair Gonzalez adjourned the meeting at 9:25 AM.

Respectfully Submitted,



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	04/18/2024	Fatal Crash Slide	041824-01
3.1	Presentation	04/18/2024	JPACT DC Trip Update Presentation	041824-02
5.1	Presentation	04/18/2024	Unified Planning Work Program (UPWP)	041824-03
5.2	Presentation	04/18/2024	Regional Flexible Fund-Program Outcomes Overview and Retrospective Presentation	041824-04
5.3	Presentation	04/18/2024	Regional Transportation Priorities and Funding: Regional Perspective on Transportation Funding Challenges Presentation	041824-05

**4.2 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**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, May 23, 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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Ogeysiiska takooris la'aanta ee Metro

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TO BE ADDED

2024-25 Unified Planning Work Program Resolution Adopted by Metro Council



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)

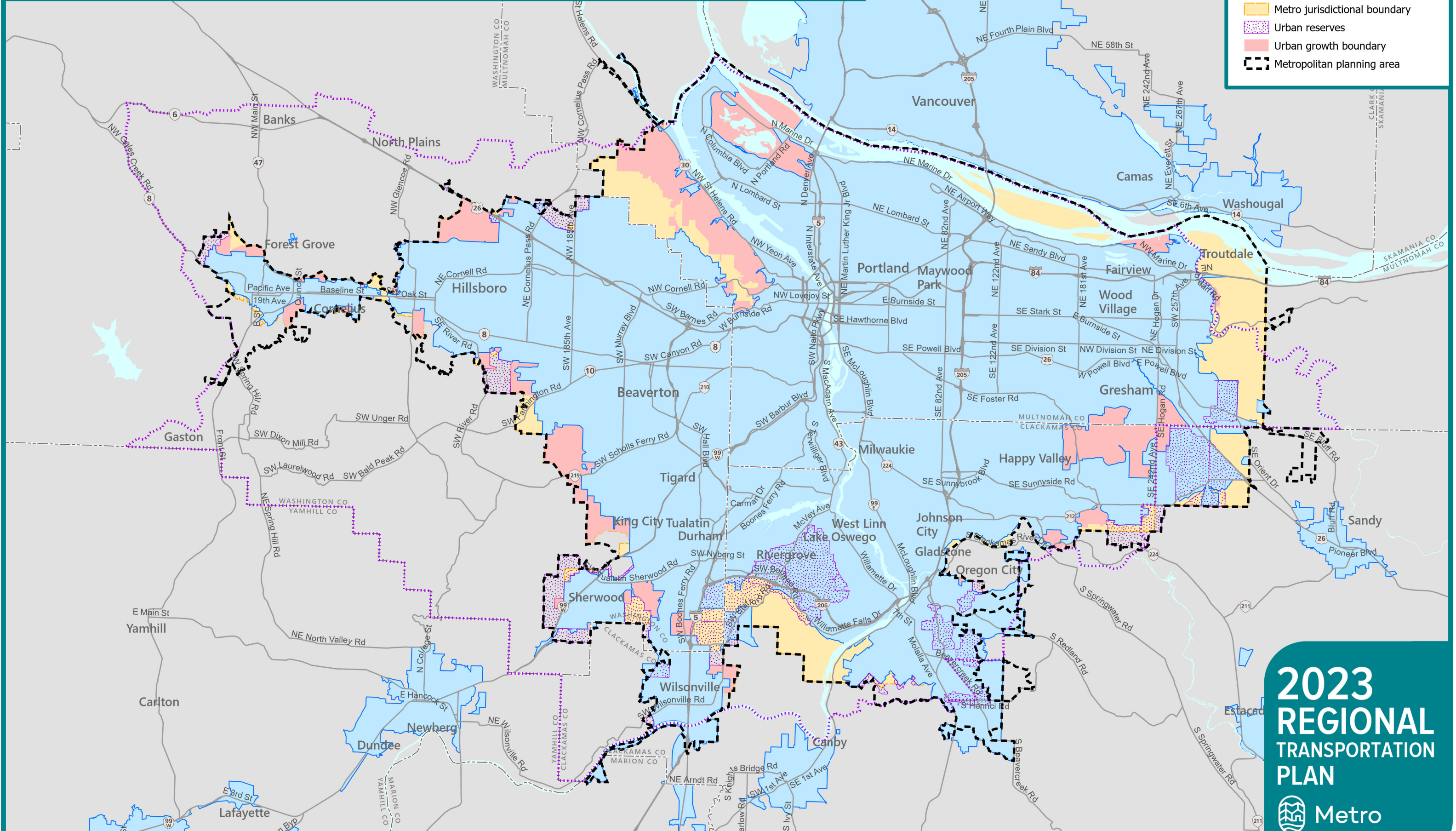
First, Metro’s jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. This boundary represents the Metro district as established by the voters in the region.

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



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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:

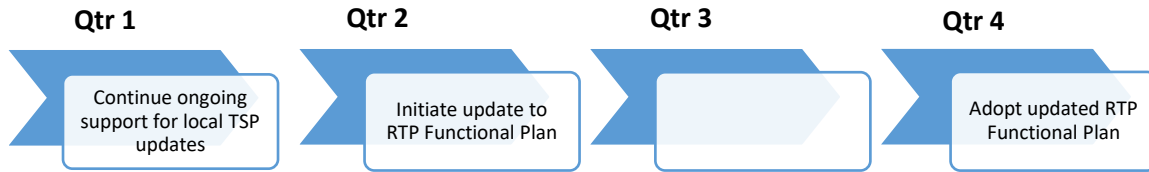
- Policy and technical planning support for the Metro Council
- Administration of Metro's regional framework and functional plans
- Ongoing compliance with Statewide planning goals and greenhouse gas emission targets
- Policy and technical support for periodic urban growth report support
- Coordination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

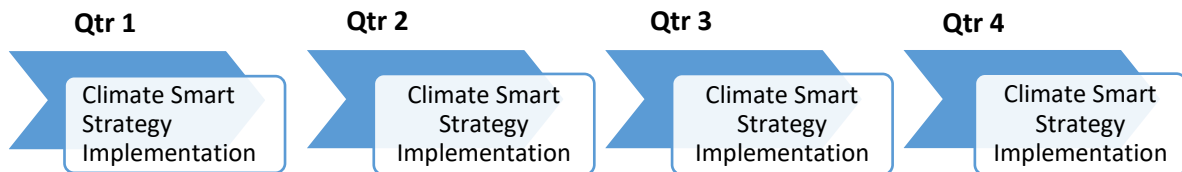
- Coordination with Metro Research Center, State of Oregon and other partners to improve regional climate data and climate analysis tools and capabilities to inform policy and investment decisions that have climate impacts.
- Ongoing and expanded communication and engagement with local partners on Climate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

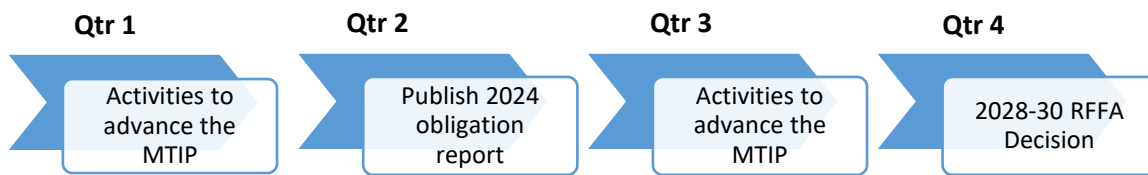
- *Completion of the 2028-30 RFFA process.* Metro is scheduled to complete the allocation of federal fiscal year revenues for 2028-30 by the end of FY 2024-25. allocation process will include a call for projects, project evaluation, public comment period and MPO decision process. These RFFA process elements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

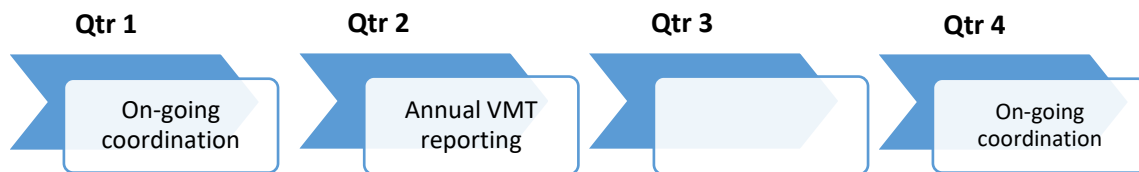
- Participation in quarterly U.S. EPA region 10 transportation conformity meetings and the annual Oregon statewide transportation conformity meeting.

- 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.

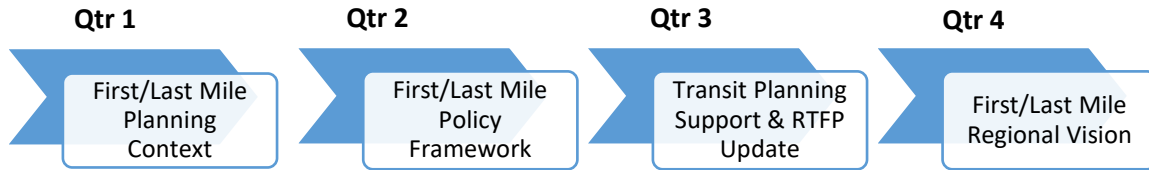
During FY 2023-24, the program supported:

- 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.

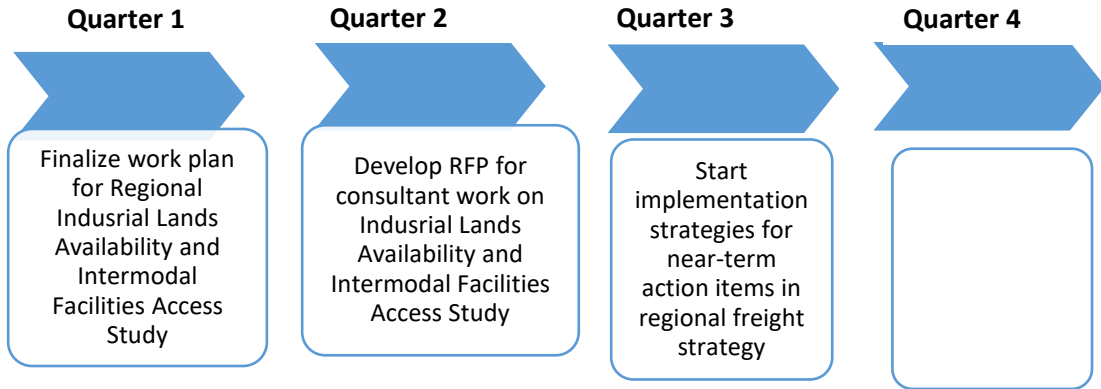
Metro's freight planning program also coordinates with the updates for the statewide Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects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

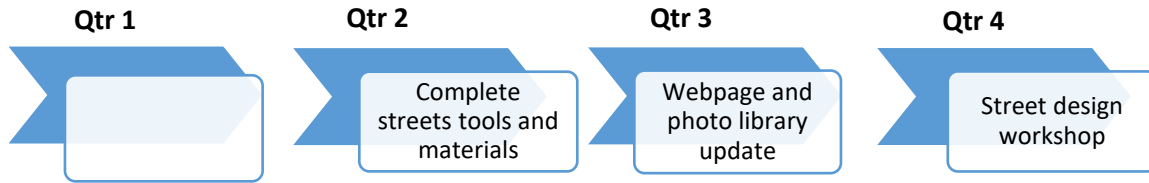
The following notable activities were completed in FY 2023-24:

- 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.

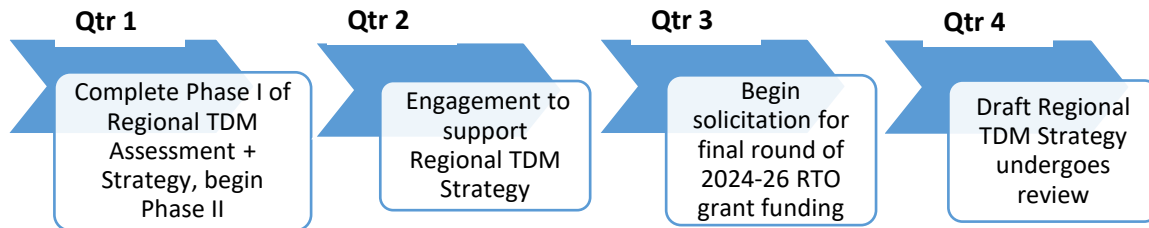
Highlights of anticipated work in FY2024-25:

- 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

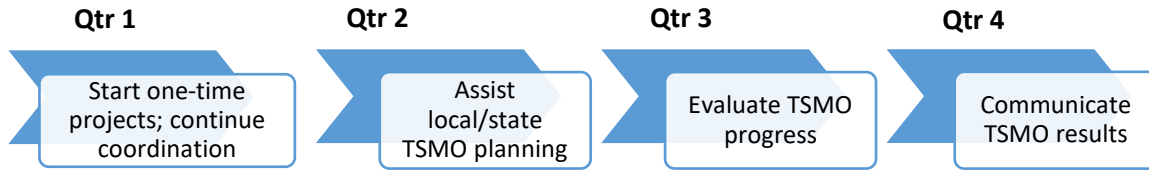
The Transportation System Management and Operations (TSMO) Program provides a demand and system management response to Regional Transportation Plan policies. TSMO involves partnerships to make better use of road and transit investments, promote travel options in real-time, reduce greenhouse gas emissions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

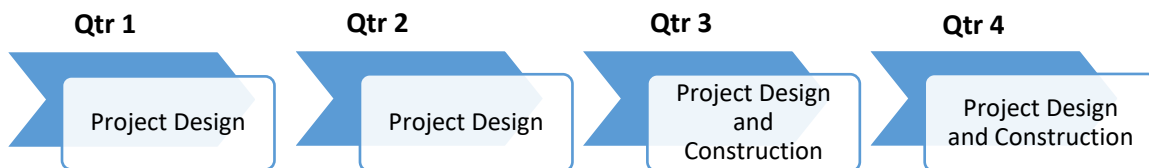
The Better Bus program is a joint Metro and TriMet endeavor that identifies transit priority and access treatments to improve the speed, reliability, and capacity of TriMet bus lines or streetcar lines, building on the previous Enhanced Transit Concepts (ETC) Program. Better Bus treatments are relatively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

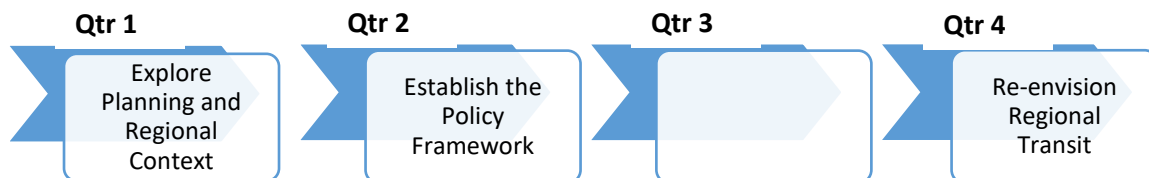
Providing high quality transit service across the region is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding quality transit in our region is also key to meeting our mobility goals, achieving transportation equity and maintaining compliance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

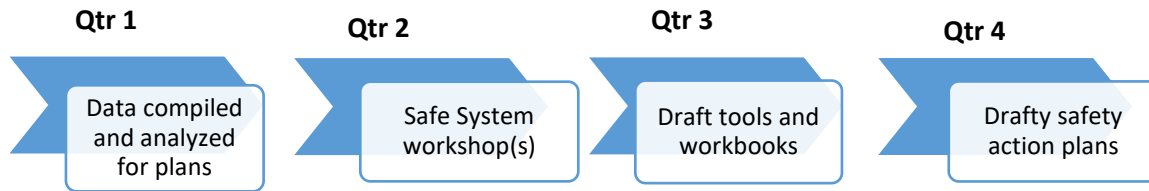
The following notable activities were completed in FY 2023-24:

- 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.

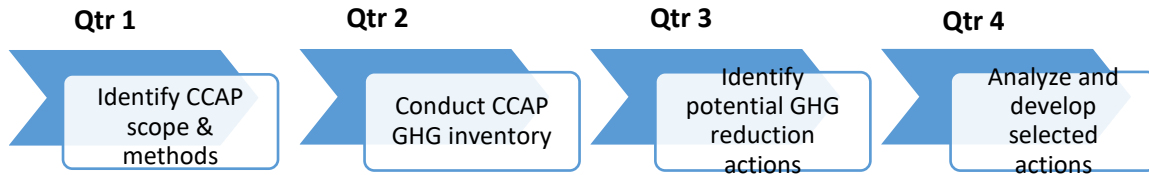
During FY 2023-24, Metro was awarded the CPRG grant in the amount of \$1,000,000. Initial work included entering into an agreement with EPA and a contract with a consultant to support this work. Metro then completed the PCAP, the first major deliverable in the plan, and supported partner agencies in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

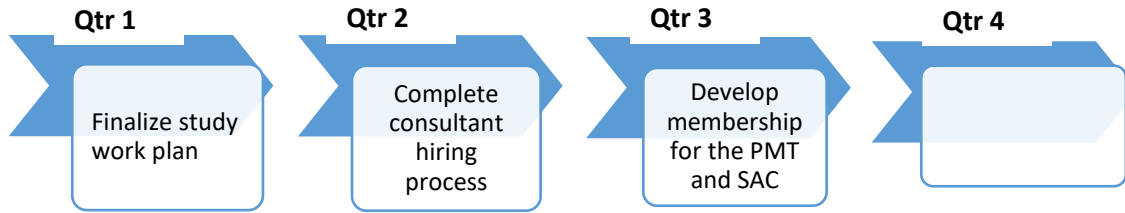
- A draft scope of work for this study was completed in the 3rd and 4th quarter of FY 2023-24.

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

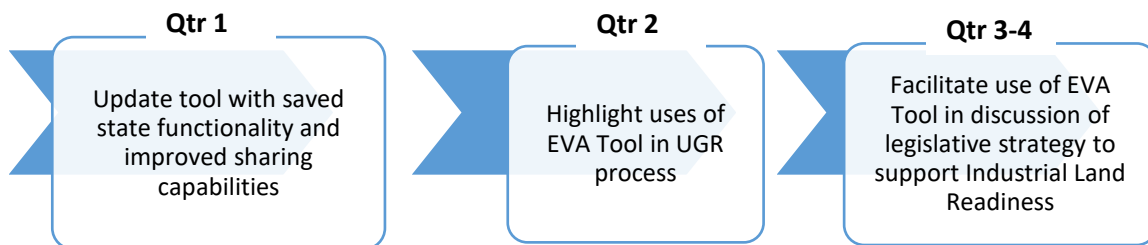
Metro’s Economic Value Atlas (EVA) established tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy. The EVA entered an implementation phase in FY 2019-2020 that included test applications among partner organizations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

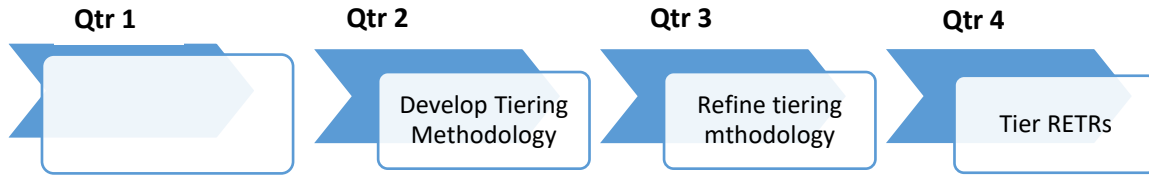
From 2019 - 2021 the RDPO and Metro partnered to complete phase 1 of the project - updating the designated Regional Emergency Transportation Routes (RETRs) for the five-county Portland-Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark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

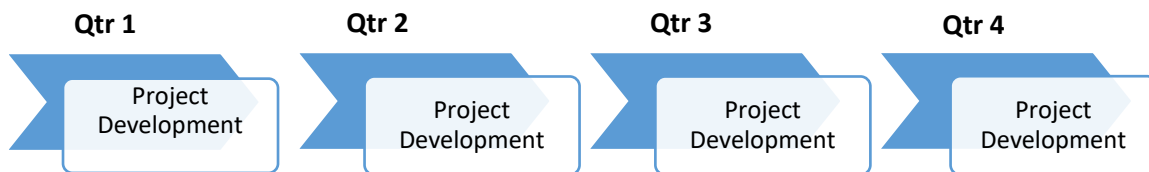
Metro’s Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors to leverage public and private investments that implement the region’s 2040 Growth Concept. Projects include supporting compact, transit-oriented 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	\$
<hr/> TOTAL \$ 1,508,499		<hr/> 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.

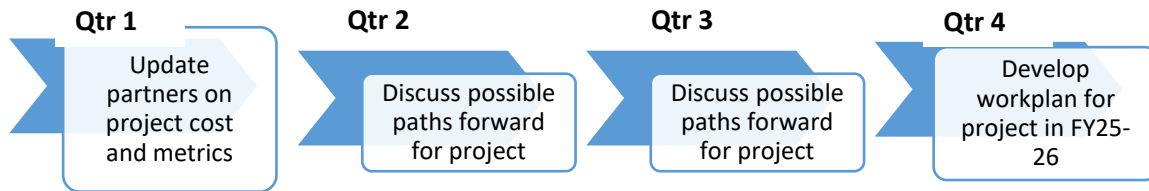
Project partners include TriMet, ODOT, Metro, Washington County, Portland, Tigard, Tualatin and Durham, whose staff have collaborated on project planning and design. Project planning and design (including the steering committee) were put on pause in late 2020 after a regional transportation funding measure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

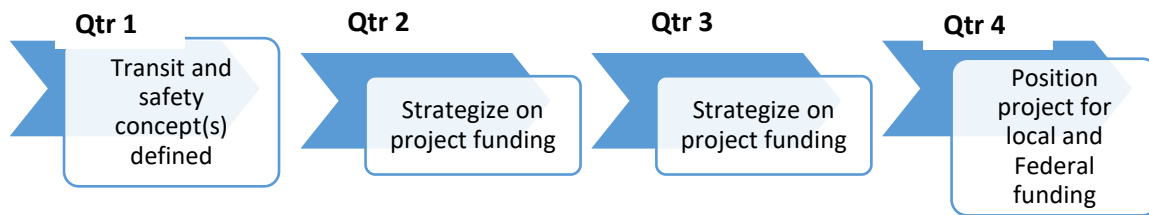
This project supports the 2023 Regional Transportation Plan policy guidance on equity, safety, climate, mobility and economy. Typical project activities include:

- 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:

Personnel Services	\$ 240,423
Materials & Services	\$ 202,000 ^{3 4}
Indirect Costs	\$ 119,731

TOTAL \$ 562,154

Resources:

TV Highway (FTA Grant	\$ 562,154 ²
– Flex Transfer)	

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

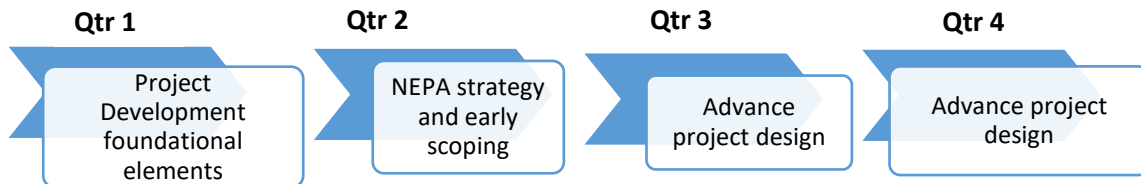
Metro will work to find opportunities to continue advancing this work, including through new Federal funding under the Neighborhood Access and Equity program that could support ongoing operations of ongoing project development of the 82nd Avenue Transit Project and implementation actions by community-based 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:

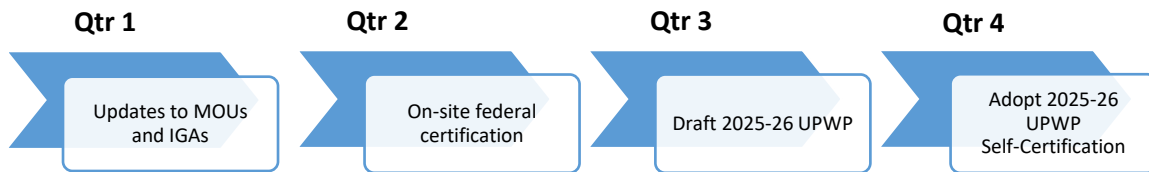
- ODOT/Metro Local Agency Master Certification IGA and Quality Program Plan (*agreement expired June 30, 2022, renewal date to be determined*)
- 4-Way Planning IGA with ODOT, TriMet and SMART (*effective through June 31, 2024*)
- SW Regional Transportation Council (RTC) MOU (*effective through June 30,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

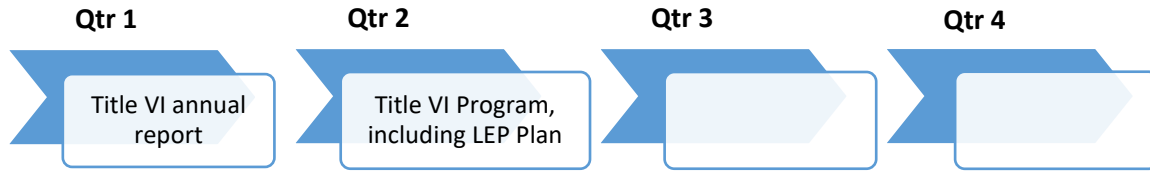
In FY 2023-24, Metro:

- 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:

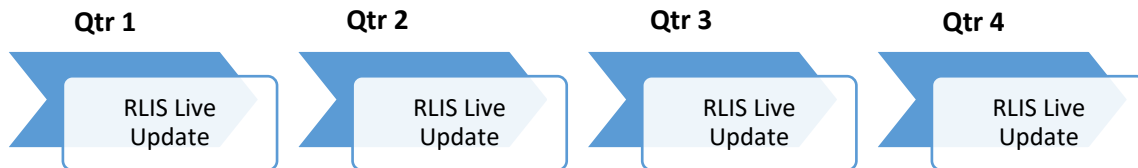
- Offered trainings to prepare Geographic Information System (GIS) users across the agency for the transition from ArcMap to ArcGIS Pro
- Introduced a wide audience to ArcGIS Online and completed the necessary system upgrades to support the entire geospatial technology platform
- Modernized the online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

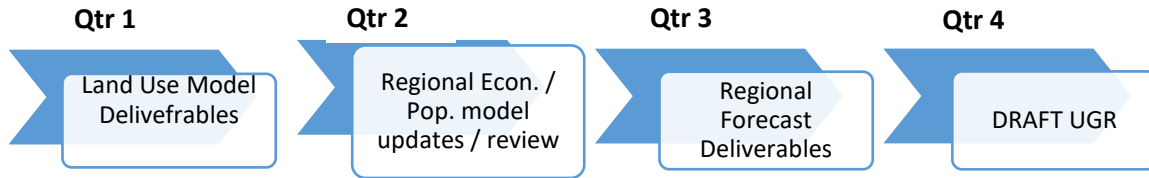
- Developer Supply Processor (DSP) modeling – the DSP model is a land supply redevelopment forecast estimation model structured as a real estate pro forma. The model is consistent with HB 2001, and Oregon law passed in 2019 allowing more housing types in residential areas, and includes:
 - Entitlement 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.

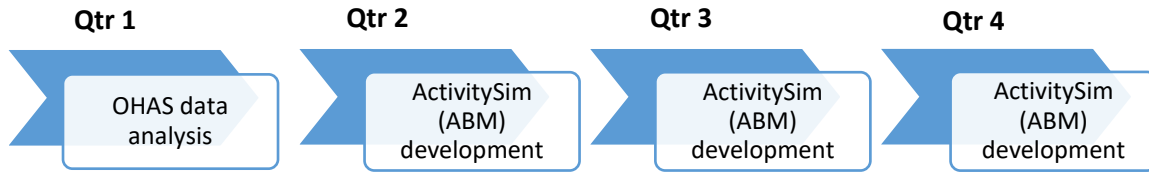
Work completed in FY 2023-24

- 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:

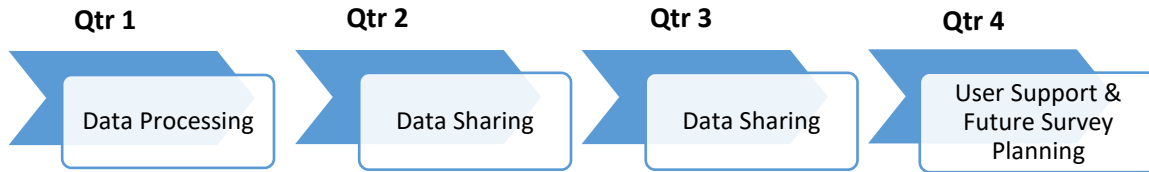
- Sampling strategy adjustments based on Spring 2023 survey pilot
- Received and reviewed two additional technical memos on survey collection recommendations and implementation plans
- Partner engagement with major universities and transit agencies
- Surveyed roughly 16,000 Oregon households during Fall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

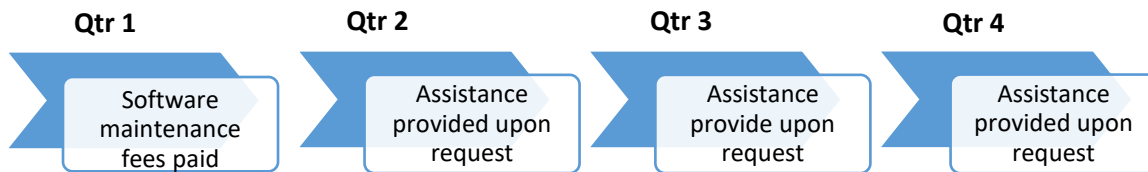
Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

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

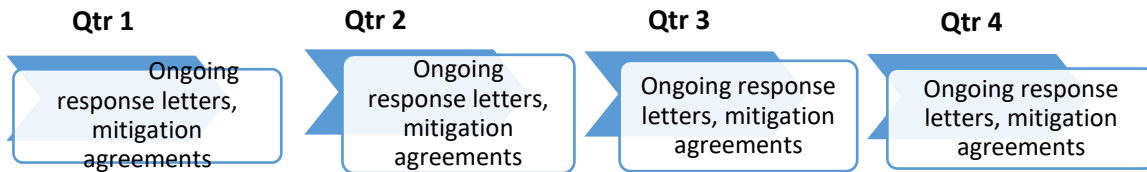
Staff Contact: Neelam Dorman, Neelam.Dorman@ODOT.Oregon.gov

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

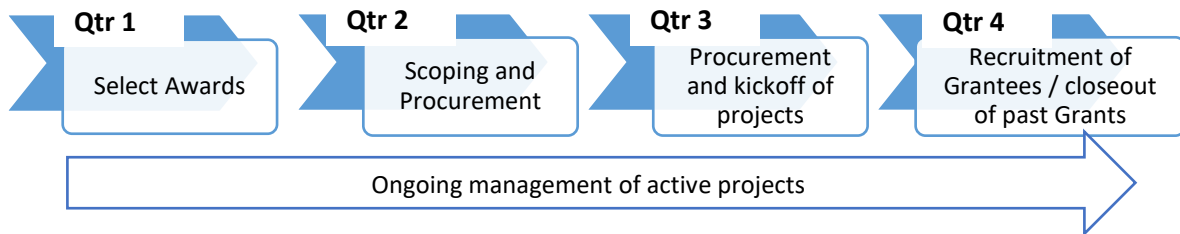
Description

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

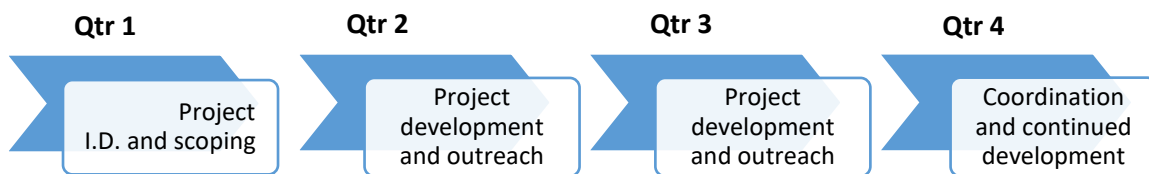
Description

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

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

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

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

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

ODOT Region 1 System Analysis and Technical Assistance

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

Description

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

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

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

TOTAL \$ 225,000

Resources:

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

TOTAL \$ 225,000

ODOT Region 1 Planning for Operations

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

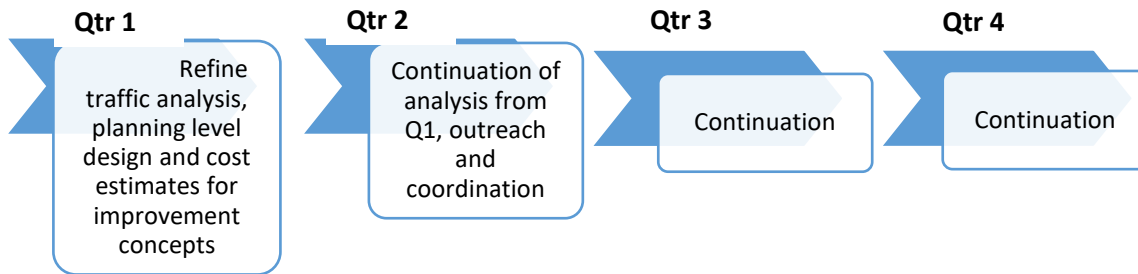
Description

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

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

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

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		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

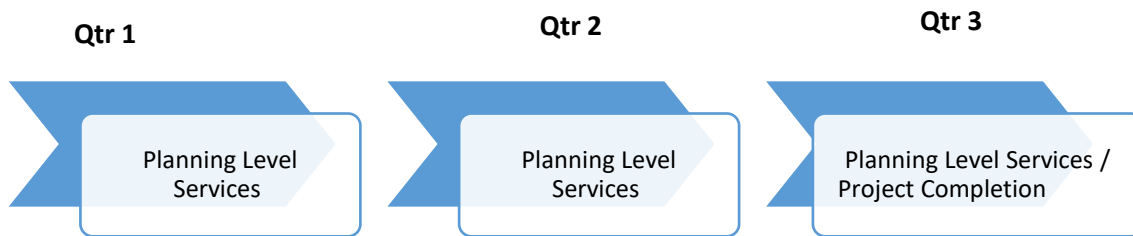
Staff Contact: Mandy Putney, mandy.putney@ODOT.Oregon.Gov

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

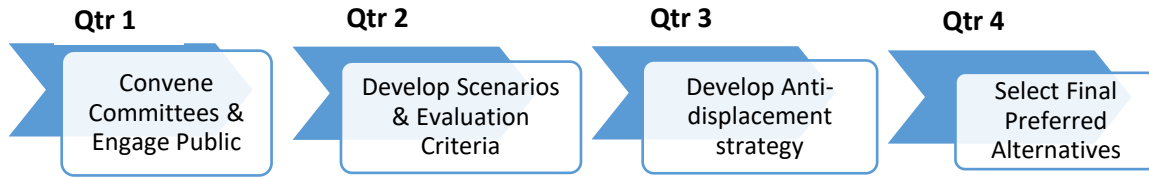
In FY 2024-25, the project will:

- 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)

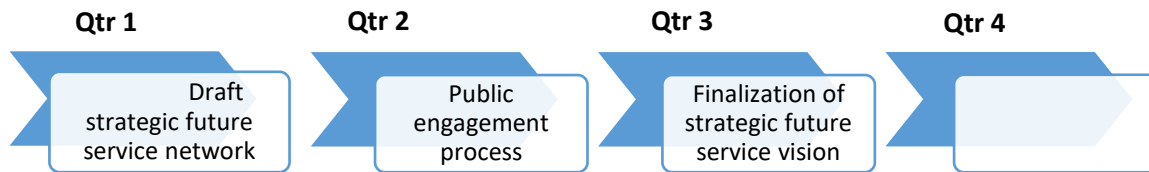
Staff Contact: Kate Lyman, lymank@trimet.org

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.

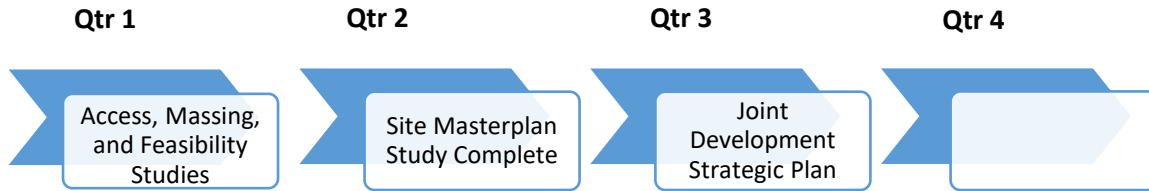
Work is anticipated to conclude in the 3rd Quarter of FY24.

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

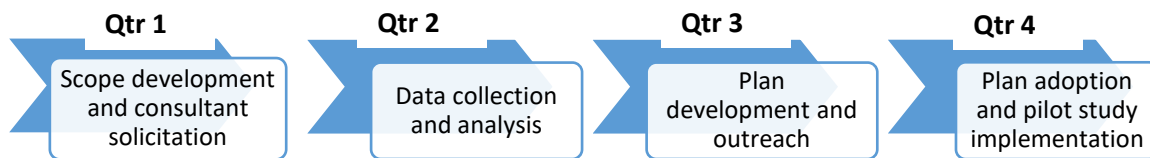
Description

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.

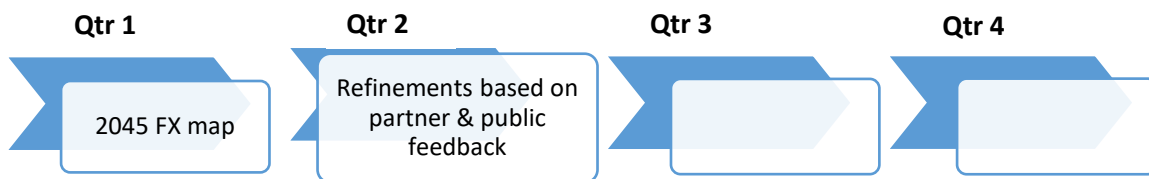
The first component of the FX Plan will be FX guidelines and standards such as amenities at stations and on vehicles; maximum headways between vehicles; boarding and fare payment tools; bus priority lanes; and transit signal priority. Goals of this work include to streamline planning work for future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

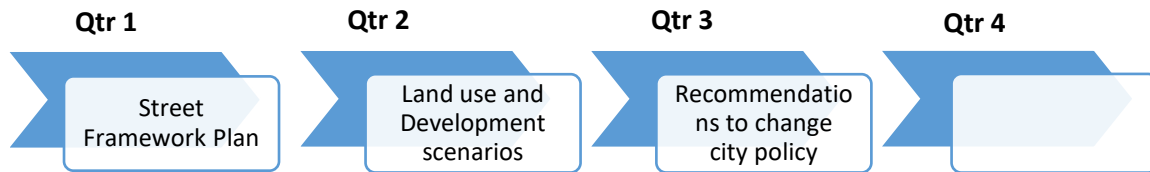
In FY 2024-25, the project will:

- 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.

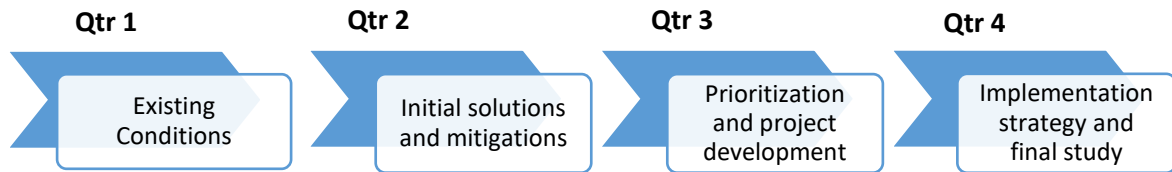
This planning study is funded through a grant from the federal Railroad Crossing Elimination Program and is expected to take roughly 12 months to complete and will primarily take place in FY 2024-2025. The scope includes:

- 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											
	Total Direct and Indirect Costs		PL	PL Set Aside ²	PL Match (ODOT) 10.27%	5303	5303 Match (Metro) 10.27%	STBG	STBG Match (Metro/ODOT) 10.27%	FTA, FHWA, ODOT, EPA Grants	FTA, FHWA, ODOT, EPA Grants Match (Metro) Match % Varies ³	Metro Direct Contribution	Local Support	Total
METRO-LED REGIONWIDE PLANNING														
1 Transportation Planning	1,988,586		343,623		39,330	123,470	14,132	696,333	79,698		692,001			1,988,586
2 Climate Smart Implementation	461,017							211,778	24,239		225,000			461,017
3 Metropolitan Transportation Improvement Program	1,646,103		1,409,751		161,352						75,000			1,646,103
4 Air Quality Program	27,717							24,871	2,847					27,717
5 Regional Transit Program	27,717							24,871	2,847					27,717
6 Regional Freight Program	194,007							174,083	19,925					194,007
7 Complete Streets Program	185,018							78,362	8,969					185,018
8 Regional Travel Options/Safe Routes to School Program	4,852,103								4,599,570	210,032		42,500		4,852,103
9 Transportation System Management & Operations - Regional Mobility Program	862,123							300,354	34,377	473,229	54,163			862,123
10 Better Bus Program	883,522											883,522		883,522
11 Connecting First and Last Mile: Accessing Mobility through Transit Study	910,290							149,212	17,078			744,000		910,290
13 EPA Climate Pollution Reduction Grant	648,702									1,409,308	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				50,445	105,876
Metro-led Regionwide Planning Total:	14,590,889		1,753,374		97,687	200,682	123,470	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	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
	<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
		<p>approach, though our own work will be subject to budget and capacity availability.</p>
	<p>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.</p>	<p>Metro staff will consider incorporating this recommendation as part of updating the regional equity analysis and findings for the 2023 RTP.</p>
<p>2. Transportation Improvement Program</p>	<p>Recommendation 5: Metro should include a breakdown of each federal funding source by amount and by year within the main document of the MTIP.</p>	<p>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.</p>
	<p>Recommendation 6: Metro should address ADA Transition Plan implementation in the TIP project prioritization and selection processes.</p>	<p>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.</p>
<p>3. Congestion Management Process</p>	<p>Recommendation 7: Metro should continue to address the following portions of their congestion management process (CMP):</p> <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; 	<p>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.</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
	<p>providing information supporting the implementation of actions; and evaluating the effectiveness of implemented actions;</p> <ul style="list-style-type: none"> • Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that contribute to the more effective use of and improved safety of existing and future transportation systems based on the established performance measures. • Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. 	<p>As part of the 2023 RTP update, Metro will be revising Chapter 4 (Existing Conditions) and completing our 4-year System Performance Report (as required by federal regulations). In addition, Metro will update a needs assessment to evaluate performance of our multimodal transportation system, and setting investment priorities following the CMP process described in the RTP.</p>
4. Consultation	<p>Corrective Action 2: By June 30, 2022, Metro must document its formal consultation process developing with applicable agencies that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies defined in 23 CFR 450.316(b), (c), and (d), as required in 23 CFR 450.316(e).</p>	<p>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>

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

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

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

Southwest Washington Regional Transportation Council

Unified Planning Work Program

for

State Fiscal Year 2025

July 1, 2024, to June 30, 2025

This Unified Planning Work Program has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration, and the Washington State Department of Transportation. The views expressed in this Program do not necessarily represent the views of these agencies.

1300 Franklin Street
Vancouver WA 98660
Telephone: 564-397-6067
Fax: 564-397-6132
Relay Service: #711 or (800) 833-6388

www.rtc.wa.gov



Title VI Notice

RTC operates its programs without regard to race, color, and national origin in accordance with applicable laws, including Title VI of the Civil Rights Act of 1964 and related statutes. To request additional information on RTC's Title VI nondiscrimination requirements, or if any person believes they have been aggrieved by an unlawful discriminatory practice under Title VI or other applicable law and would like to file a complaint, contact us at 564.397.6067 (TTY 711) or email info@rtc.wa.gov.

Persons who do not speak or read English well may request language assistance, oral interpretation and/or written translation, at no cost. Contact RTC at 564.397.6067 (TTY 711) or email info@rtc.wa.gov.

American with Disabilities Act (ADA) Information

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the ADA Coordinator, Jennifer Campos at 546-397-5213 (TTY 711), with two days advance notice.



Aviso del Título VI

RTC opera sus programas sin considerar raza, color y origen nacional, de acuerdo con las leyes aplicables, incluyendo el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos relacionados. Para solicitar información adicional de los requisitos de no discriminación de RTC Título VI, o si cualquier persona cree que ha sido perjudicada por una práctica discriminatoria ilegal bajo el Título VI u otra ley aplicable y desearía presentar una reclamación, póngase en contacto con nosotros en el 564.397.6067 (TTY 711) o por correo electrónico a info@rtc.wa.gov.

Las personas que no hablan o leen inglés bien pueden solicitar asistencia con el idioma, interpretación oral y/o traducción escrita, sin costo alguno. Comuníquese con RTC al 564.397.6067 (TTY 711) o por correo electrónico a info@rtc.wa.gov.

Información sobre la Ley de Estadounidenses con Discapacidades (ADA)

Las personas que requieran adaptaciones razonables pueden solicitar materiales escritos en formatos alternos, intérpretes de lenguaje de señas, adaptaciones de accesibilidad física, u otras adaptaciones razonables poniéndose en contacto con la Coordinadora de ADA, Jennifer Campos al 546-397-5213 (TTY 711), avisando con dos días de antelación.

Раздел VI Уведомление

RTC предоставляет участие в своих программах независимо от расы, цвета кожи и национального происхождения, в соответствии с применимыми законами, включая раздел VI Закона о гражданских правах 1964 года и связанные с ним законодательные акты. Чтобы запросить дополнительную информацию о требованиях RTC по разделу VI о запрете дискриминации, или подать жалобу, если какое-либо лицо считает, что оно пострадало от незаконной дискриминационной практики, запрещенной разделом VI или другим применимым законодательством, свяжитесь с нами по телефону 564.397.6067 (TTY 711) или электронной почте info@rtc.wa.gov.

Лица, которые плохо говорят или читают по-английски, могут бесплатно запросить помощь устного и письменного переводчика. Позвоните в RTC 564.397.6067 (TTY 711) или отправьте сообщение по эл. почте на адрес info@rtc.wa.gov.

Информация об американцах с ограниченными возможностями (ADA)

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第六章通知

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美国残疾人法案 (ADA) 信息

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RTC điều hành các chương trình của mình mà không phân biệt chủng tộc, màu da và nguồn gốc quốc gia theo luật hiện hành, bao gồm cả Đề Mục VI của Đạo Luật Dân Quyền năm 1964 và các luật có liên quan. Đề yêu cầu thông tin bổ sung về các quy định không phân biệt đối xử theo Đề Mục VI của RTC hoặc nếu bất kỳ người nào cho rằng mình bị ngược đãi bởi hành vi phân biệt đối xử trái pháp luật theo Đề Mục VI hoặc luật hiện hành khác và muốn nộp đơn than phiền, hãy liên hệ với chúng tôi theo số 564.397.6067 (TTY 711) hoặc email info@rtc.wa.gov.

Những người không nói hoặc đọc Tiếng Anh trôi chảy có thể yêu cầu dịch vụ hỗ trợ ngôn ngữ, thông dịch và/hoặc biên dịch miễn

phí. Hãy liên hệ với RTC theo số 564.397.6067 (TTY 711) hoặc email info@rtc.wa.gov.

Thông tin về Đạo luật Người khuyết tật Hoa Kỳ (ADA)

Những cá nhân cần hình thức hỗ trợ hợp lý có thể yêu cầu nhận các văn bản tài liệu ở các định dạng thay thế, dịch vụ thông dịch ngôn ngữ ký hiệu, hình thức hỗ trợ tiếp cận vật lý hoặc các hình thức hỗ trợ hợp lý khác bằng cách liên hệ với Điều Phối Viên ADA là Jennifer Campos theo số 546-397-5213 (TTY 711), kèm theo thông báo trước hai ngày.

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Introduction

The Unified Planning Work Program (UPWP) is the tool used by regional planning agencies to direct continuous, cooperative, and comprehensive transportation planning efforts. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN, and local jurisdictions.

The UPWP focuses on transportation planning tasks that are priorities for federal and state transportation agencies, as well as local jurisdictions. The tasks identified in the UPWP are consistent with the regional transportation goals and objectives. The development and implementation of the UPWP is one of several transportation planning requirements that must be fulfilled in order for regional transportation projects to be eligible for federal funding.

The UPWP is prepared annually by the Southwest Washington Regional Transportation Council (RTC). The state fiscal year 2025 (SFY 2025) UPWP runs from July 1, 2024, through June 30, 2025.

Southwest Washington Regional Transportation Council

The Southwest Washington Regional Transportation Council (RTC) is the federally designated Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area (See Figure 1).

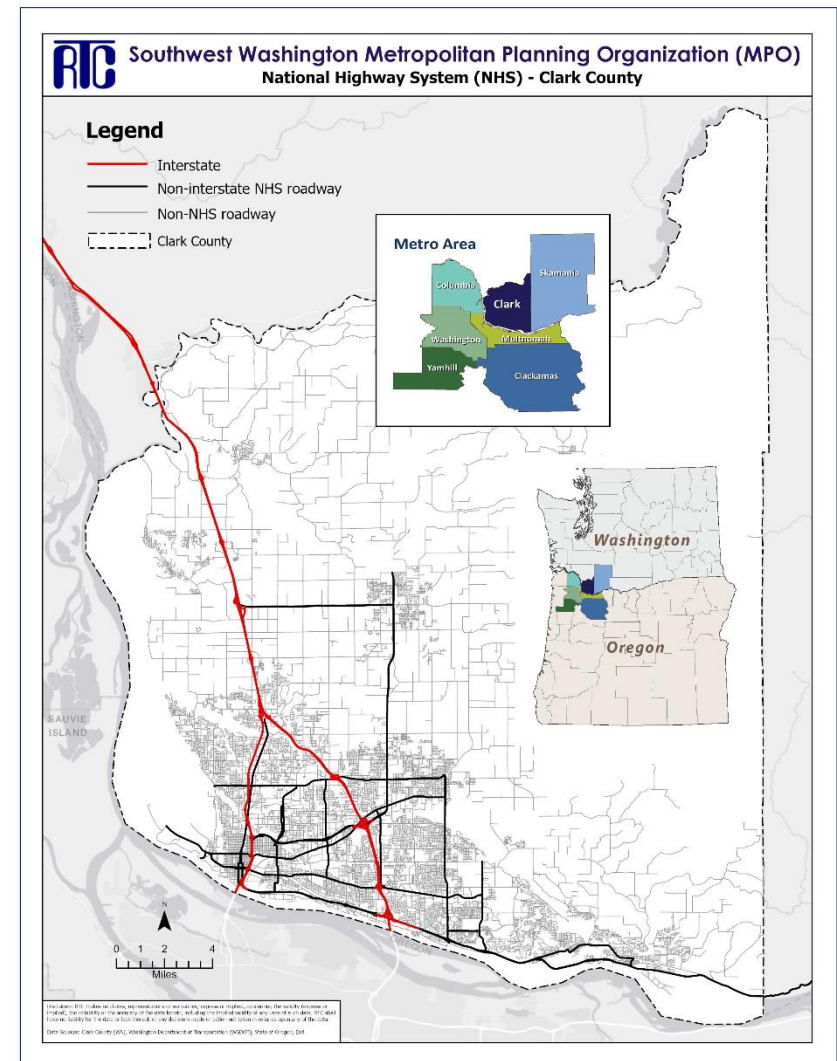


Figure 1. RTC, Metropolitan Planning Organization

As the [MPO](#), RTC conducts the federally required transportation planning process that is a condition for the receipt of federal transportation funds. The MPO carries out the following duties:

- Maintains a continuing, cooperative and comprehensive transportation planning process for developing plans and programs that consider all modes of transportation.
- Ensures that interstate transportation issues are coordinated between Washington and Oregon.
- Certifies the transportation elements of comprehensive plans adopted by counties, cities, and towns within the region to conform with the requirements of the Growth Management Act ([RCW 36.70A.070](#)).
- Provides citizens, affected public agencies, and other interested parties with opportunities to comment and participate in the regional transportation program.
- Develops a [Regional Transportation Plan](#) that serves as the region's long-range transportation planning document.
- Develops a [Transportation Improvement Program](#) that includes a four-year project list of all federally funded and regionally significant state and local transportation projects within Clark County.
- Conducts a continuing [Congestion Management Process](#) as defined in federal regulation and serves as a systematic process that provides for safe and effective integrated management and operation of the multimodal transportation system.
- Develops a [Unified Planning Work Program](#) that identifies the transportation planning activities in compliance with federal and state transportation planning requirements.
- Prepares a [Human Services Transportation Plan](#) to identify the special transportation needs of people with disabilities, vulnerable populations, the young and elderly, and those residing in rural locations.

RTC also serves as the Regional Transportation Organization ([RTPO](#)), as required by the state Growth Management Act, for our three-county area of Clark, Skamania and Klickitat (Figure 2).



Figure 2. RTC, Regional Transportation Organization

Transportation issues cross the boundaries and responsibilities of individual jurisdictions and organizations. Each member agency of RTC brings unique perspectives and jurisdictional responsibilities to the transportation planning process. However, when these members come together as RTC, they collectively pursue their shared vision for regional mobility and its relationship to future growth and development of the Clark County region. To carry their shared vision, the RTC has a decision-making board of directors that is assisted by a technical advisory committee.

A. RTC BOARD OF DIRECTORS

A three-county [RTC Board of Directors](#) provides a forum for local governments to work together on issues that affect residents on a regional level. The RTC Board is the governing body that acts to adopt the Regional Transportation Plan (RTP).

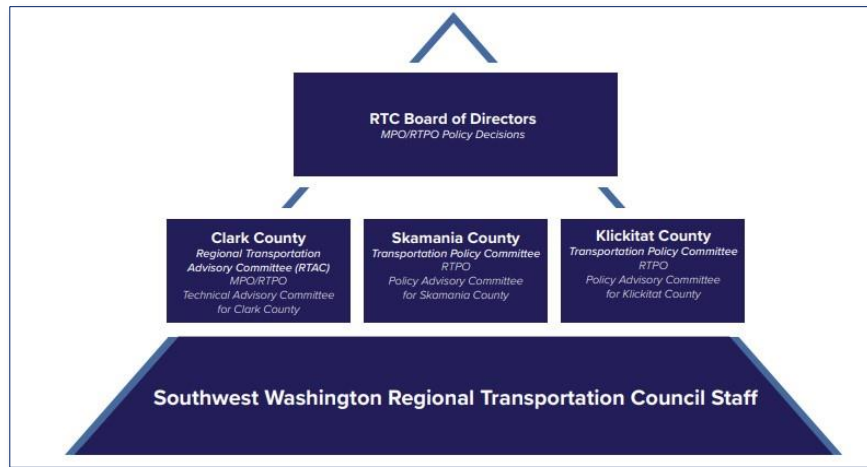


Figure 3. Southwest Washington Regional Transportation Council

The RTC Board currently includes three representatives from Clark County, one from Skamania County, one from Klickitat County, two from the City of Vancouver; one from the smaller cities in eastern Clark County (Camas and Washougal); one from the smaller cities in north Clark County; one from C-TRAN; one representative for the ports of Clark County; one from Washington State Department of Transportation; bistate representation from Oregon Department of Transportation and Metro; and state legislators from Washington’s 14th, 17th, 18th, 20th, and 49th districts.

B. REGIONAL TRANSPORTATION ADVISORY COMMITTEE

The Regional Transportation Advisory Committee ([RTAC](#)) provides technical advice and assistance to the RTC Board. RTAC coordinates and guides the regional transportation planning program in accordance with RTC Board policy.



Figure 4. Southwest Washington RTC Members

C. SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE

The Skamania County Transportation Policy Committee (TPC) was set up to provide a nexus for Skamania County regional transportation issues and policies to inform the Regional Transportation Planning Organization's (RTPO's) policy decisions for the region. It is composed of representatives of Washington State Department of Transportation, Skamania County, City Stevenson, City of North Bonneville, and the Port of Skamania.



D. KLICKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

The Klickitat County TPC was set up to provide a nexus for Klickitat County regional transportation issues and policies to inform the RTPO's policy decisions for the region. It is composed

of representatives of WSDOT, Klickitat County, City of Goldendale, City of White Salmon, City of Bingen, and the Port of Klickitat. The Klickitat County TPC carries out the regional transportation planning activities within Klickitat County.

E. BISTATE COORDINATION COMMITTEE

The Bistate Transportation Committee provides RTC, the [Metro Council](#), and the Joint Policy Advisory Committee on Transportation ([JPACT](#)) a forum to facilitate regional dialogue, review bistate transportation issues, and collaborate with stakeholders from Washington and Oregon.

F. TRIBAL PARTICIPATION

House Bill 1584 requires RTPOs to provide an opportunity for tribes with reservation or trust lands within its planning area boundaries to participate as voting members of the RTPO. RTC reached out to tribes in the region, which resulted in the Cowlitz Indian Tribe joining RTC and participating as an RTC Board member and Regional Transportation Advisory Committee member. The Yakama Nation opted to participate in the Klickitat County Transportation Policy Committee.

The Region's Key Emergent Issues

The RTC Board recognizes that regional transportation system development is at an evolutionary point where emerging issues, and programs can impact transportation networks. RTC provides the multi-jurisdictional forum for the region's collaborative transportation decision making process.

MAINTENANCE AND PRESERVATION

Maintenance work ensures a safe, reliable, and efficient transportation system on a day-to-day basis. Maintenance activities include pothole filling, repairing damaged bridges, incident response, maximizing operational efficiency by signal timing, snow clearing, vegetation planting and clearing, drainage, fence maintenance, and litter removal. Preservation projects ensure that investment in the regional transportation system is protected. Specific projects include highway repaving, refurbishing rest areas, and bridge rehabilitation. Needs and projects are identified by local agencies and WSDOT through such programs as the Highway Performance Monitoring System, Washington State Pavement Management System, and Bridge Management System.

SAFETY

RTC instituted quarterly reporting of fatality and serious injury collisions within the RTC region. The reports are provided to the Board of Directors. In addition, RTC has begun prototyping the use of a web-dashboard tool designed to improve traffic safety data analysis and reporting. The dashboard will be maintained by RTC using state datasets. Member agencies can use the dashboard to further enhance the region's analytical capabilities and response strategies.

AGING READINESS

Clark County is anticipating rapid growth in its population of older residents. By 2040, 25 percent of county residents will be 65 and older, up from 16.4 percent in 2020.

Clark County developed an Aging Readiness Plan that recognizes that people are working to create communities that are good places to live, work, grow up, and age in. Recommendations within this plan focus on connectivity of missing public infrastructure, support for social services, and zoning and planning standards that encourage age-friendly communities' older adults can thrive in.



ENVIRONMENTAL JUSTICE

Environmental justice in Washington, as defined in the 2021 [Healthy Environment for All \(HEAL\) Act](#), addresses disproportionate environmental and health impacts in all laws, rules, and policies by prioritizing vulnerable populations, providing equitable distribution of resources and benefits, and eliminating harm. The Federal Justice40 Initiative was established to address decades of under investments in disadvantaged communities and redress legacy pollution, climate change, and environmental hazards.

COMPLETE STREETS

"Complete streets" describes an approach to transportation planning, design, and construction that considers the needs of all

potential users. In practice, it is not always possible to accommodate all modes on a single street due to right-of-way constraints; so, a practical approach to Complete Streets also focuses broadly on building Complete Networks to provide connectivity for different modes of travel. Local jurisdictions within Clark County are focusing on nonmotorized projects to provide a balanced transportation system that safely accommodates all users by developing Complete Streets Plans for their jurisdictions and implementing Complete Street projects.

CLIMATE CHANGE

Climate-related severe weather events pose an immediate and long-term threat to the reliability and capacity of the transportation network. Continued and enhanced system maintenance, repairs, and preservation will increase the resiliency of regional infrastructure.

HB 1181 adds a climate goal to the GMA and requires local comprehensive plans to have a climate element with resilience and GHG mitigation sub-elements. Climate elements must maximize economic, environmental, and social co-benefits and prioritize environmental justice in order to avoid worsening environmental health disparities. The GHG emissions sub-element must include goals and policies to reduce emissions and VMT. Clark County and the jurisdictions within will develop GHG emissions goals and VMT reduction targets as part of their 2025 Comprehensive Plans.

CARBON REDUCTION

The [Washington State Transportation Carbon Reduction Strategy](#) (TCRS) describes the policy framework Washington State is using to reduce transportation emissions and identifies the types of strategic actions Washington is investing in to work toward achieving state statutory GHG emissions limits. The TCRS provides a roadmap for meeting the State's GHG emission limits. The law commits Washington to limits of 45 percent below 1990 levels by 2030 and 70 percent below 1990 levels by 2040. To achieve these statutory limits, the Washington State Legislature has policies and programs to reduce GHG emissions across every aspect of Washington's economy.



Unified Planning Work Program

The UPWP delineates transportation planning activities for a fiscal year in sufficient detail to indicate who will perform the work, the schedule for completing it, expected results from the activity, and a proposed funding estimate for each task. Work tasks listed in the document are based on the policies and strategies set by the region through the Regional Transportation Plan (RTP), by guidelines established in federal (23 USC 134) and state (RCW 47.80) laws, and Washington Administrative Code (WAC) 486. The UPWP is prepared annually by RTC. The state fiscal year 2025 (SFY 2025) UPWP runs from July 1, 2024, through June 30, 2025. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN, and local jurisdictions.

The UPWP focuses on transportation tasks that are priorities for federal and state transportation agencies, as well as local jurisdictions. The planning activities relate to multiple modes of transportation and address planning issues significant to the Clark County RTP and the RTPs for Skamania and Klickitat counties.

The work program describes regional transportation planning issues and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the Portland/Vancouver metropolitan area and the RTPO region with a useful basis for coordination.

Federal Planning Factors

The regulations guiding MPOs (see Appendix A, Statutory Requirements) define the factors they must consider throughout the planning process. These factors orient transportation funding for projects towards community-based outcomes, ensuring that projects benefit the communities in which they are built and make the most effective use of limited funds. The federal planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation;
- Enhance travel and tourism.

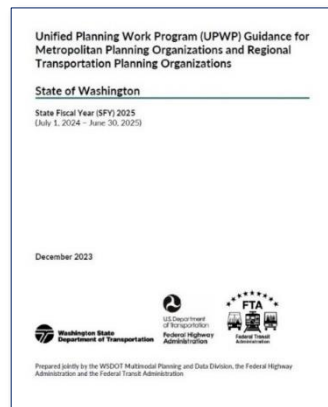
Planning Emphasis Areas

The UPWP describes the transportation planning activities and summarizes local, state, and federal funding sources required to meet the key transportation policy issues during the upcoming year. The UPWP implements federal, state and local transportation planning emphasis areas. The Federal Highway Administration, the Federal Transit Administration, and Washington State Department of Transportation identify transportation planning emphasis areas intended to guide the development of work programs for both metropolitan and statewide transportation planning processes.

A. FEDERAL PLANNING EMPHASIS AREAS

The Federal Highway Administration and Federal Transit Administration jointly issue updated Planning Emphasis Areas (PEAs) as deemed necessary. These PEAs can be found in this [guidance](#). In addition to continuing emphasis on the performance-based planning requirements, the federal emphasis areas that must be included in RTC's UPWP include:

- Tackling the Climate Crisis
- Equity and Justice in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network System/U.S. Department of Defense Coordination
- Federal Land Management Agency Coordination
- Planning and Environmental Linkages
- Data in Transportation Planning



B. WASHINGTON STATE EMPHASIS AREAS

Washington State's Growth Management Act established Regional Transportation Planning Organizations (RTPOs) as the institutions for identifying regional transportation priorities and coordinating transportation planning with local comprehensive plans at all jurisdictional levels. WSDOT has identified the following planning emphasis areas on which MPOs and RTPOs should focus:

Administrative

Update RTPO duties ([RCW 47.80](#))

- Post governing documents online
- Make planning processes more inclusive to members of historically underrepresented groups.

Planning Collaboration

MPOs and RTPOs are to collaborate with WSDOT in developing and reviewing statewide plans and the following planning efforts:

- Multimodal Planning and Data Division Planning Activities:
 - Washington Transportation Plan, Phase II
 - Performance-based project evaluation model
 - Update vehicle miles of travel reduction, land use/housing, and multimodal level of service planning efforts
- Active Transportation Division Planning Activities:
 - Sandy Williams Connecting Communities program
 - Regional active transportation plans
 - Assist local agencies in the development of active transportation grants
- Public Transportation Division Planning Activities:
 - State Transportation Demand Management (TDM) Plan
 - State Commute Trip Reduction Plan
 - Local Commute Trip Reduction plans

- Rail, Freight, and Ports Division Planning Activities:
 - State Rail Plan and State Freight Plan
 - Freight and Goods Transportation System.
- Comprehensive Plan Updates:
 - Local agencies' comprehensive plans

Federal Functional Classification Update

Collaborate with WSDOT in updating federal functional classification designations for qualifying roadways.

Transportation Asset Management Plan Reporting

Collaborate with local agencies to develop cost estimates (% by lane mile) for preservation and maintenance needs of roadway pavements and bridges on the locally managed National Highway System.

UPWP Adoption Process

The UPWP is the tool used to direct the continuous, cooperative, and comprehensive transportation planning efforts. In the UPWP, RTC describes tasks necessary to meet both MPO and RTPPO transportation planning requirements. Created in cooperation with member entities, the tasks identified in the UPWP are consistent with the regional transportation goals and objectives identified in the [Regional Transportation Plan](#).

The RTC UPWP is usually adopted in May of the calendar year by the RTC Board of Directors. RTAC has the opportunity to review the document three times: scoping, draft document, and final document. Prior to the document adoption the draft UPWP is review by planning partners from FHWA, FTA, C-TRAN, Metro, and WSDOT HQ and SWR. Their suggested edits are discussed at a formal consultation meeting. The input from RTAC and the regional, state, and federal planning partners is

incorporated into a final draft which is presented to the RTC Board in April of each calendar year. This timeline meets the federal and WSDOT required timeline to have UPWPs submitted by June 15, with FHWA and FTA approval by June 30 thus allowing the UPWP to take effect on July 1, 2024.

UPWP Amendments

As staff availability fluctuates and regional priorities change, it may become necessary to amend the UPWP. As necessary, the UPWP is kept current during the course of the fiscal year by UPWP amendments carried through an RTC Board resolution adoption process.



State Fiscal Year 2025 Work Elements

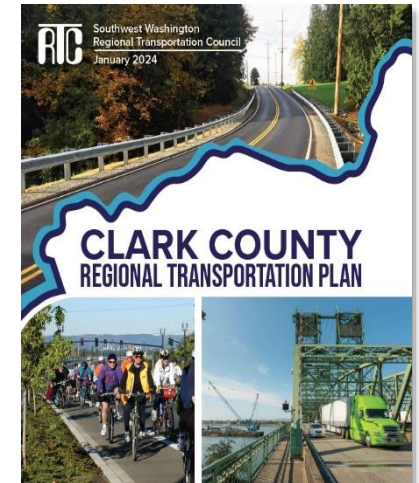
SFY 2025 UPWP Work Elements Deliverables	Due
Safety Action Plan (SS4A) – Clark County	March 2025
Freight Plan Update – Phase I	April 2025
Congestion Management Program - Update	May 2025
Vehicle Miles Traveled Target Setting Study	June 2025
Transportation Improvement Program	October 2025
Regional Timing Plans	December 2025
Regional Designated System Atlas	December 2025
Safety Action Plan (SS4A) – Skamania and Klickitat County	June 2026
Regional Transportation Plan - Amendment	December 2026

1. Regional Transportation Planning Program

A. REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan ([RTP](#)) for Clark County is the region’s long-range transportation plan. The Plan’s purpose is to promote and guide development of a multimodal transportation system for the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. To meet planning requirements, the RTP has a planning horizon of at least 20 years. The most recent update to the Regional Transportation Plan for Clark County was adopted in February 2024, with a horizon year of 2045.

The RTP maintains consistency between federal, state, and local plans. The RTP is consistent with local land uses outlined in local Comprehensive Growth Management Plans and addresses performance-based planning and programming requirements, with listings of federal performance measures and targets established to date. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments.



Amendments to the RTP must be consistent with RTC’s RTP Amendments Policies and Process. RTP amendments can be requested by member agencies and jurisdictions to maintain consistency between state, regional, and local plans.

RTP Tasks Pertaining to Federal Emphasis Areas

- Tackling the Climate Crisis
- Equity and Justice in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network System/U.S. Department of Defense Coordination
- Planning and Environmental Linkages
- Data in Transportation Planning

Relationship to Other Work Elements: RTP

The RTP considers the reciprocal connections between land use growth and multimodal transportation system needs and development. It also identifies the mix of transportation strategies to address future transportation system needs. The RTP for Clark County is interrelated with all other RTC transportation planning work elements.

SFY 2025 Funding: RTP

Revenues		Expenses	
Federal PL	\$205,350	RTC	\$791,287
Federal STBG	\$438,450		
State RTPO	\$47,010		
Local MPO Funds	\$100,477		
	\$791,287		\$791,287

Federal Program Funds matched by State RTPO and/or local MPO Funds.

SFY 2025 Tasks and Products: RTP

- Federal Functional Classification – work with local jurisdictions and WSDOT to update the federal functional classification system and reflect any changes in the next RTP update. (As needed)
- System Performance – RTC staff will continue to work with WSDOT and regional and local planning partners to monitor transportation system performance and report on transportation system performance measures and updates to targets in compliance with the federal transportation act. (Ongoing)

- Project Priorities – Criteria for project priority decision-making will be reviewed and revised as needed to ensure that project investments will help the region meet transportation system performance expectations and to support the RTP goals and objectives. (Ongoing)
- Safety – RTC will work with local agencies to implement Complete Streets/Safe Streets to ensure streets are designed for all users. Staff will develop quarterly collision data reports for the Clark County region, addressing safety as part of performance management, ensuring safety needs are programmed for funding in the TIP, and coordinating with local planning partners, WSDOT, and Washington Traffic Safety Commission in efforts to improve safety. (Ongoing)
- Transit – The RTP includes recommendations and guidance provided by the 20-Year Transit Development Plan, C-TRAN 2030. RTC participates in C-TRAN’s Highway 99 BRT Technical Advisory Committee and attends C-TRAN board meetings. (Ongoing)
- Efficiencies – RTC will continue to coordinate with planning partners in developing the Congestion Management Process, Transportation System Management (TSM) and Operations (TSMO) through RTC’s VAST program and Commute Trip Reduction plans. The solutions identified in these TDM and TSMO Plans are an important part of RTP transportation strategies to meet travel demands. (Ongoing)
- Commute Trip Reduction – RTC works with local partners to implement transportation demand strategies outlined in local and regional Commute Trip Reduction (CTR) plans. Affected local jurisdictions, as currently determined by the State’s CTR law, are Vancouver, Camas, Washougal, and unincorporated Clark County. (As needed)

- Active Transportation – RTC will continue to work with federal, state and local partners to plan for active transportation policies and transportation needs to support transportation options, community quality and health. To advance active transportation, RTC staff will continue to represent RTC at monthly meetings of the Clark Communities Bicycle and Pedestrian Advisory Committee and will continue to participate in the Clark County Walkability Action Institute team to maintain close working partnerships between transportation and public health staff at national, state, and local levels. RTC will work with local partners to review policies and suggest projects to improve



nonmotorized transportation modes in the region. (Ongoing)

- Human Services Transportation Planning – The *Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP)* for Clark, Skamania and Klickitat Counties update was adopted in November 2022, supporting funding applications for WSDOT’s consolidated public transportation

grant program. RTC staff will continue to participate in the Accessible Transportation Coalition Initiative. (Ongoing)

- Freight Transportation – RTC will orchestrate and facilitate the development of the Freight Plan update. Staff will work with partners and business interest groups, such as Identity Clark County and the Southwest Freight and Commerce Task Force Coalition, to focus attention on needed multimodal freight investments and critical economic corridors within the region. RTC will continue to work with local partners on opportunities to compete for freight grant funds. RTC will also coordinate with WSDOT to inform of freight needs in the region and with the Freight Mobility Strategic Investment Board. (Ongoing)
- Economic Development – RTC will continue to work with the Columbia River Economic Development Council (CREDC) to support implementation of the Economic Development Plan and regional transportation needs. RTC will compile data relating to economic analysis, including employment by industry, unemployment rates, wages and salary changes, household income, and commuting patterns to inform the transportation planning process and to support transportation funding applications. (Ongoing)
- Columbia Connects – RTC will continue to collaborate with Metro and CREDC to further develop recommended projects and strategies. (As needed)
- Regional Emergency Transportation Routes (RETR) – RTC will coordinate with Metro on a second phase for RETRs to prioritize/tier the updated routes and develop operational guidance for route owners/operators. (As needed)
- Emerging Transportation Technologies – RTC will continue to research emerging technologies and their use to serve transportation mobility, access, and equity for passenger, freight, and goods movement. (Ongoing)

- Air Quality and Climate Change – Staff will work with Metro, WSDOT, and local agencies to develop strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions. (As needed)
- Corridor Planning – RTC will coordinate with WSDOT in corridor planning and Transportation System Management and Operations implementation. (Ongoing)
- Consistency – RTC will continue work with planning partners to maintain consistency between state, local, and federal transportation plans. A [Certification Process Guide](#) and accompanying checklist guides this process. (Ongoing)
- Stakeholder and Public Outreach – RTC involves the public in development of the transportation planning process and, in particular, in development of RTP elements. Opportunities for public participation are offered with website information, media releases, communication with neighborhood groups, and stakeholders. Consultation with interested resource agencies and tribes with interests in the transportation system in the Clark County region continues. At monthly Board meetings, time is set aside for citizen comments on transportation planning issues, and their input is considered in the development of our work products. (Ongoing)
- The RTP implementation process involves RTAC, whose members provide technical review and recommendations with RTC staff providing informational briefings. The RTC Board is also updated, as needed, on the RTP implementation. (Ongoing)

B. TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) is a multi-year program of federally funded and regionally significant transportation projects within the Clark County, Washington region. The TIP includes a priority list of projects to be carried out in the next four years and a financial plan that demonstrates how it can be implemented. The projects programmed in the TIP originate from project recommendations made in the RTP or are developed into projects from a series of program recommendations, such as preservation, maintenance, and safety. The TIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, C-TRAN, and the Washington State Department of Transportation (WSDOT). The development process includes public outreach and participation.



TIP Tasks Pertaining to Federal Emphasis Areas

- Equity and Justice in Transportation Planning
- Complete Streets
- Public Involvement

Relationship to Other Work Elements: TIP

The TIP provides the link between the RTP and project implementation. The process to prioritize TIP projects uses data from the transportation database, guidance and criteria from the CMP, and regional travel forecasting model output. The TIP program requires coordination with local jurisdictions and implementing agencies in the Clark County region.

SFY 2025 Funding: TIP

Revenues	Expenses		
Federal PL	\$49,950	RTC	\$192,475
Federal STBG	\$106,650		
State RTPO	\$11,435		
Local MPO Funds	\$24,440		
	\$192,475		\$192,475

Federal Program Funds matched by State RTPO and/or local MPO Funds.

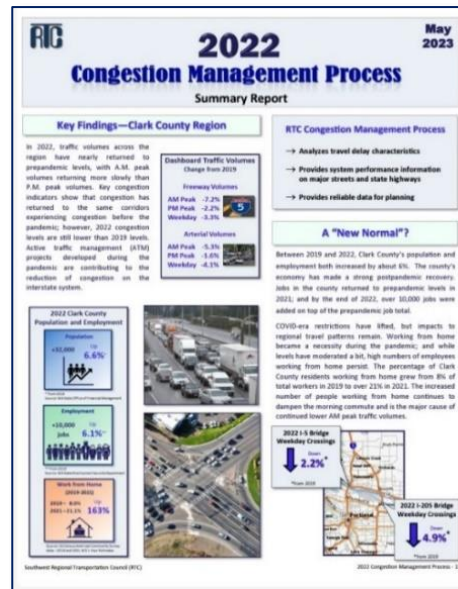
SFY 2025 Tasks and Products: TIP

- Review and update the Transportation Programming Guidebook: TIP Policies and Procedures. (As needed)
- Development of the RTC’s 2025-2028 Transportation Improvement Program will be coordinated with planning partners, and the public will be given an opportunity to comment on TIP process and projects. (Fall 2024)
- Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs. (Ongoing)
- TIP amendments as necessary. (Ongoing)
- Coordinate the grant application process for federal, state, and regionally competitive funding programs, such as federal Surface Transportation Block Grant program, federal Transportation Alternatives, Congestion Mitigation and Air Quality, and Carbon Reduction Program funds, state Transportation Improvement Board programs, Safe Routes to School programs, etc. (Ongoing)
- Reports on tracking of TIP project implementation and obligation of funding of TIP-programmed projects. (Ongoing)
- Maintain a project database to help project tracking efforts. More information on development of a project database to help project tracking efforts is found in the Data/Forecast work element. (Ongoing)
- Ensure TIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the STIP. (Ongoing)
- Provide input to the STIP update. (Ongoing)
- Public participation in TIP development, including providing information and ability to comment online. (Ongoing)

C. CONGESTION MANAGEMENT PROCESS

The Congestion Management Process (CMP) focuses on transportation performance within transportation corridors through monitoring of vehicular travel, auto occupancy, truck traffic, transit, travel demand management strategies, system management strategies, and traffic operations in an effort to identify solutions to address congestion. The CMP is used to identify system improvements, to guide investments, and to track the effectiveness, over time, of system improvements that are made.

The Congestion Management Process includes all six CMP elements. These elements include multimodal transportation system performance monitoring and evaluation, data collection, coordination with planning partners, evaluation of future system performance, identifying an implementation schedule, responsibilities and funding, and assessment of the effectiveness of implemented strategies.



CMP Tasks Pertaining to Federal Emphasis Areas

- Tackling the Climate Crisis
- Public Involvement
- Data in Transportation Planning

Relationship to Other Work Elements: CMP

The CMP assists in identifying the most effective transportation strategies and projects to address congestion. These identified strategies and projects are described and listed in the RTP and programmed for funding in the TIP. Data and information compiled for the CMP relates to the Regional Transportation Data and Travel Forecast work element and the region's Transportation Data Study, which will include decision on data acquisition to support the regional transportation planning process.

SFY 2025 Funding: CMP

Revenues		Expenses	
Federal PL	\$11,100	RTC	\$17,772
Federal STBG	\$23,700	Consultant*	\$25,000
State RTPO	\$2,541		
Local MPO Funds	\$5,431		
	\$42,772		\$42,772

Federal Program Funds matched by State RTPO and/or local MPO Funds.

*Average annual cost for consultant assistance from Quality Counts for traffic data collection e.g. traffic counts, travel time and speed, auto occupancy and vehicle classification data. Consultant is currently hired on a 3-year contract.

SFY 2025 Tasks and Products: CMP

- Updated traffic counts, turning movement counts, vehicle classification (truck) counts, travel delay, and other key data for numerous locations of transportation corridors throughout Clark County. (Ongoing)
- Coordinate with local agencies to ensure consistency of data collection, data factoring, and ease of data storage/retrieval. Traffic count data is collected, validated, factored, and incorporated into the existing count program. (Ongoing)
- Update other CMP corridor data including auto occupancy, roadway lane density, vehicle classification (truck counts), transit ridership, transit capacity, bike and pedestrian Level of Service Stress, travel time and speed. (Ongoing)
- Compare the most recent data with data from prior years (dating back to 1999) to support identifying system needs and transportation solutions, as well as monitoring of impacts of implemented improvements. (Summer 2024)
- Measure and analyze performance of the transportation corridors in the CMP network. This system performance information is used to help identify system needs and solutions. (Ongoing)
- Develop an updated annual CMP Report. (Summer 2024)
- Provide information to Federal Highway Administration to help in FHWA's assessment of the Congestion Management Process. (As needed)
- Communicate with bistate partners (Metro) on RTC's Congestion Management Process and keep informed on development of Metro's CMP. (Ongoing)
- Plan for regional freight and commercial needs, including data collection and reporting. (Ongoing)

D. VANCOUVER AREA SMART TREK PROGRAM

The Vancouver Area Smart Trek (VAST) program encompasses the ongoing coordination and management of regional Transportation System Management and Operations (TSMO) and Intelligent Transportation System (ITS) activities. The VAST program is a coalition of state, regional, and local agencies working together to implement ITS active traffic management and operational solutions to address the region's transportation needs. Partners in the coalition include the City of Vancouver, Washington State Department of Transportation (WSDOT), Clark County, C-TRAN, and RTC.



The TSMO Plan guides the implementation of operational strategies and supporting ITS technologies in Clark County and presents a strategic framework for accomplishing transportation system management objectives. It also supports future ITS technology investments and capital improvements necessary to accomplish those objectives.

Currently TSMO efforts in the region include: (1) the continued implementation of the TSMO Plan, (2) ensuring ITS and TSMO project consistency with the Regional ITS Architecture, and (3)

enhancement and utilization of Portland State University’s Portal data element that monitors congestion and supports the Congestion Management Process using TSMO performance metrics for recurring and nonrecurring congestion.

VAST Tasks Pertaining to Federal Emphasis Areas

- Data in Transportation Planning

Relationship to Other Work Elements: VAST

The VAST work program is the operations element of the Regional Transportation Plan, the region’s long-range plan. Operational strategies are identified in the RTP and are programmed for funding in the region’s TIP. The TSMO Plan serves to define operational improvement strategies and development of the metrics for measuring performance. The transportation data archive element also feeds into and supports the CMP. The CMP identifies regional transportation needs that can be addressed through application of TSMO strategies.



SFY 2025 Funding: VAST

Revenues		Expenses	
Federal PL	\$33,300	RTC/Consultant	\$128,317
Federal STBG	\$71,100		
State RTPO	\$7,623		
Local MPO Funds	\$16,294		
	\$128,317		\$128,317

Federal Program Funds matched by State RTPO and/or local MPO Funds.

SFY 2025 Tasks and Products: VAST

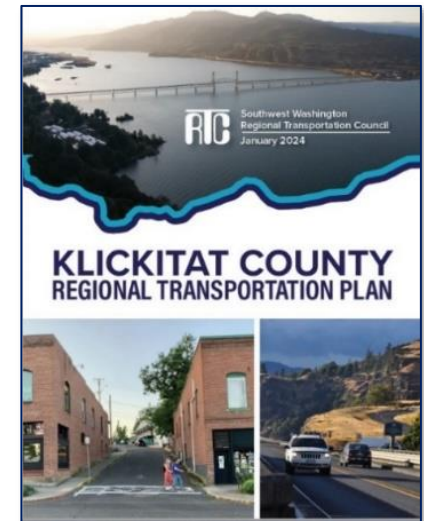
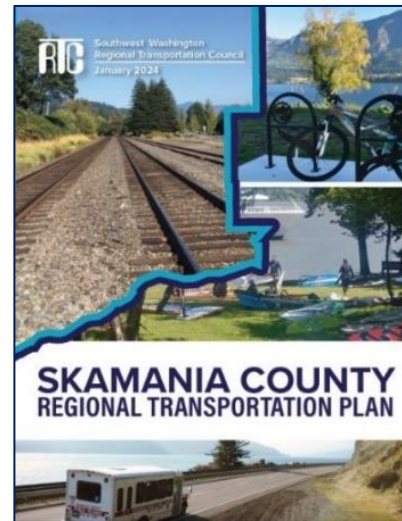
- Coordinate all VAST activities within Clark County and with Oregon. Provide a forum to host periodic VAST program events to promote regional discussion and education on TSMO and transportation technology issues. (Ongoing)
- Address regional ITS goals and policies for the Clark County region and for bistate ITS issues, including continuing development of policies for operational requirements, acceptable use, security, and other policies for the shared ITS network. (Ongoing)
- Manage the ITS element of the work program, including preparation of memoranda of understanding for coordinated ITS implementation, interlocal agreements, and operational and maintenance agreements, fiber sharing permits, and other coordination needed between partner agencies to deploy ITS projects. Technical support for ITS, communications and network development will be provided

by a consultant (DKS & Associates) procured thru the VAST team. (Ongoing)

- Prepare and publish the 2024 VAST Annual Report to summarize key accomplishments and recurring, recent, and upcoming activities of the program. (Ongoing)
- VAST Committee Meetings – RTC organizes and convenes meetings of the TSMO Steering Committee, the VAST Steering Committee, and the Communications Infrastructure Committee to support the VAST program. (Ongoing)
- Implement the Clark County TSMO Plan, which provides a strategic framework to guide transportation system management objectives, informs future ITS technology investments and capital improvements necessary to support the Plan’s objectives. (Ongoing)
- Maintain the Regional ITS Architecture for the VAST program. (Ongoing)
- Update, maintain, and utilize the database as new fiber projects are completed. (Ongoing)
- Adopt and implement standards for fiber optic communications, equipment, and infrastructure through the VAST Communications Infrastructure Committee. Maintain and continue expansion of the multi-agency shared asset management database and mapping system and facilitate the ongoing development of asset sharing and execution of permits between the VAST agency partners. (Ongoing)
- Update and expand PSU’s Portal database. Collaboration with partner agencies will also address ongoing refinement of Portal to improve data quality, visual interface, usability, and transmission of real-time data to the data archive. (Ongoing)
- Manage consultant technical support activities. (Ongoing)

E. SKAMANIA AND KLICKITAT COUNTY RTP

The regional transportation planning work program for Skamania and Klickitat counties was established in FY 1990, when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Skamania County and Klickitat County Transportation Policy Committees meet regularly to discuss regional transportation issues. RTC provides transportation planning technical assistance for each county and monitors transportation system performance. The most recent updates of the Skamania County and Klickitat County Regional Transportation Plans were adopted in February 2024.



RTPO Tasks Pertaining to Federal Emphasis Areas

- Tackling the Climate Crisis
- Equity and Justice in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network System/U.S. Department of Defense Coordination
- Planning and Environmental Linkages
- Data in Transportation Planning

Relationship to Other Work Elements: RTPO

The RTPO work program for Skamania and Klickitat counties is tailored to the counties’ specific needs and issues and, where applicable, coordinated across the RTPO region and with bistate partners in Oregon.

SFY 2025 Funding: RTPO

Revenues	Expenses		
State RTPO	\$50,000	RTC	\$50,000
	\$50,000		\$50,000

SFY 2025 Tasks and Products: RTPO

- Continued development of a coordinated, technically sound regional transportation planning process. (Ongoing)
- Review plans of local jurisdictions for consistency with the Regional Transportation Plans and Washington’s Transportation Plan.
- Ensure that Regional Transportation Plans are reviewed regularly.

- Assist counties in implementing the current federal transportation act. This will include continued assistance in development of federal and statewide grant applications and development of the Regional TIP.
- Development of the 2025-2028 Regional Transportation Improvement Program. (Fall 2024)
- Provide technical support needed for the Hood River-White Salmon Bridge Replacement Project.
- Gather data and update the regional transportation database. (Ongoing)
- Continue coordination with the Gorge TransLink Alliance partners and work toward the further identification of public transportation needs.



F. INTERSTATE BRIDGE REPLACEMENT PROGRAM

In its role as the MPO, RTC provides project support services and assists in key tasks for the Interstate Bridge Replacement (IBR) program. RTC staff serves on advisory committees and provides general input to the IBR project. RTC was invited by the federal lead agencies (Federal Highway Administration and Federal Transit Administration) to remain a Sponsor Agency to the IBR program Supplemental Environmental Impact Study. WSDOT (through the IBR program) has entered into an intergovernmental agreement with participant government agencies to recompense the agencies for staff time committed to project activities. RTC is committed to providing staff time and resources to the IBR program-led planning, financing, and related preliminary engineering studies.

IBR Tasks Pertaining to Federal Emphasis Areas

- Tackling the Climate Crisis
- Equity and Justice in Transportation Planning
- Public Involvement
- Strategic Highway Network System/U.S. Department of Defense Coordination
- Planning and Environmental Linkages
- Data in Transportation Planning

Relationship to Other Work Elements: IBR

Replacement of the I-5 bridge over the Columbia River is identified in the Regional Transportation Plan and also supported by several policy resolutions adopted by the RTC Board of Directors.

SFY 2025 Funding: IBR

Revenues		Expenses	
WSDOT Funds	\$175,000	RTC	\$175,000
\$175,000		\$175,000	

RTC and WSDOT entered into a Special Transportation Planning Study Agreement (GCB 3482) in April 2021. The Agreement was amended by the RTC Board in December 2022 to extend the Agreement through June 2025, with a total reimbursement budget of up to \$620,000.



SFY 2025 Tasks and Products: IBR

- Project Management/Administration: This task includes budget, scope and schedule. It also includes RTC's participation in IBR meetings, including Staff Level Group meetings, Executive Steering Group meetings, Community Advisory Group meetings, and Equity Advisory Group meetings. RTC staff will regularly brief RTC executives in preparation for Executive Steering Group meetings and will participate in IBR Working Groups. RTC staff will prepare meeting materials as needed and provide consolidated comments on documents and memos. (Ongoing)

- Project Controls: RTC will communicate key schedule, budget, and other issues to support Project Controls.
- Financial Structures: RTC will assist in developing project methodologies, analysis approaches, and criteria in the discussion and resolution of policy issues, which could include Finance Plan updates, Tolling; Funding and Financing Opportunities, Bistate Ownership Structures and Agreement, Construction Economic Impact Analysis, and Toll Traffic & Revenue Studies. RTC staff will research and provide comments on technical reports and participate in working group meetings. (Ongoing)
- Communications: RTC staff will coordinate with communications staff to align on program activities and milestones. RTC staff will provide support and staffing for public meetings and public outreach activities as applicable, including meetings with neighborhoods and interest groups as needed and appropriate. RTC staff will lead communications efforts with RTC boards and committees and promote IBR program communications through existing RTC communications channels such as its website and RTC-sponsored meetings. (Ongoing)
- Transportation Planning: RTC staff will be a key participant in the transportation planning process. RTC will assist in developing project methodologies, analysis approach, and criteria in the discussion and resolution of policy issues with emphasis in the following areas (Ongoing):
 - Participate with the Travel Demand Model Coordination team to ensure that the transportation demand model is developed based on commonly agreed upon inputs (land use, transit and highway networks, and transportation system operational data) for the analysis of TDM, traffic operations, tolling, and transit operations. RTC will assist in the post-processing of model results as needed to support the IBR project team.
 - Participate and engage in climate target development, technical analysis through participation in the Climate Technical Work Group.
 - Participate in the transportation analysis by providing input into the existing and future transportation conditions. RTC will coordinate with IBR partners to analyze transit, nonmotorized, and auxiliary lane data.
 - Participate in the transit analysis by providing input into transit design and impacts. This will include assisting in the analysis of modeling results.
 - Coordinate with Metro on the development of documentation around potential impacts due to tolling and capacity expansion, utilizing analysis from CRC, and the ODOT Tolling Program work.
 - Coordinate the review of the transportation planning element with the RTC Board and RTAC as appropriate.
 - Assist as needed on transportation analyses to support design engineering, financial structures, environmental, and other tasks.
- Environmental (NEPA): RTC will coordinate in the IBR environmental process, including meetings, and the review of materials. RTC staff will assist in the development and/or review of the following activities:
 - Development and evaluation of options
 - Various technical studies
 - NEPA strategy, agency coordination, and tribal consultation
 - Endangered Species Act, including the biological assessments
 - National Historic Preservation Act
 - Permitting

G. SAFE STREETS AND ROADS FOR ALL – CLARK COUNTY

Safe Streets and Roads for All (SS4A) is a federal discretionary grant program established under the Bipartisan Infrastructure Bill (BIL) to prevent roadway deaths and serious injuries. SS4A funds the creation and implementation of safety plans related to engineering, education, and enforcement. RTC was awarded a grant to develop safety action plans. Once action plans are developed, SS4A funding can be used for the planning, design, development, and construction of projects and strategies.

SS4A Tasks Pertaining to Federal Emphasis Areas

- Equity and Justice in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning

Relationship to Other Work Elements: SS4A Clark

Development of an SS4A Action Plan relates directly to metropolitan transportation planning in the region, with safety planning relating to the RTP implementation and the identification of safety improvement projects to be funded and programmed in the region’s Transportation Improvement Program.

SFY 2025 Funding: SS4A Clark

Revenues		Expenses	
Federal SS4A	\$130,000	RTC/ Consultant	\$150,289
Local MPO Funds	\$20,289		
	\$150,289		\$150,289

Federal Program Funds matched by local MPO Funds

SFY 2024 Tasks and Products: SS4A Clark

- Develop a Comprehensive Safety Action Plan for the Clark County MPO region. Completion of an action plan would also make the region and jurisdictions eligible to apply for SS4A implementation funds.
- RTC will work collaboratively with 11 different agencies to develop a regionwide approach for improving safety for all transportation system users. Coordination will be with local jurisdictions, as well as other planning partners, including C-TRAN, Metro, Clark County Public Health, and WSDOT.



H. REGIONAL SIGNAL TIMING PLANS

The Bipartisan Infrastructure Bill (BIL) established the Carbon Reduction Program (CRP), which is a regionally competitive grant program managed by Metropolitan Planning Organizations. RTC and planning partners will use the initial allocation of the CRP funds to work on regional signal timing plans. Projects such as developing or improving regional signal timing plans are designed to reduce transportation emissions.

The scope of work includes tasks to develop regional signal timing plans for major multimodal corridors in urban Clark County. Corridors will be evaluated and prioritized to develop the list of locations to be included in the final project limits.

Signals Timing Plans Tasks Pertaining to Federal Emphasis Areas

- Tackling the Climate Crisis
- Complete Streets
- Public Involvement
- Data in Transportation Planning

Relationship to Other Work Elements: Signal Timing Plans

Signal timing plans support the CMP and the VAST work program. The project is consistent with the CMP and air quality requirements. The project meets the goals of the RTP by improving the regional transportation system.

SFY 2025 Funding: Signal Timing Plans

Revenues	Expenses		
Federal CRP	\$500,000	RTC/Consultant	\$500,000
	\$500,000		\$500,000

Federal Program Funds matched using Toll Credits.

SFY 2025 Tasks and Products: Signal Timing Plans

- Coordinate all project tasks with the consultant and the VAST Steering Committee. *(Ongoing)*
- Work with consultant to develop internal and an external communication plans throughout the project. *(Ongoing)*
- Work with consultant to develop a prioritization methodology. *(Ongoing)*
- Work with consultant to prioritize CMP corridors. *(Ongoing)*
- Work with consultants to develop signal timing plans. *(Ongoing)*



I. STRATEGIC REGIONAL PLANNING: CLARK COUNTY FREIGHT MOBILITY STUDY

Each year RTC commits STBG funds to provide for strategic regional planning to support RTC’s metropolitan transportation planning activities and RTC’s planning partners. In SFY2025 RTC will update Clark County’s Freight Mobility Study. The updated Freight Study for Clark County may also be informed by Metro’s Regional Freight Delay and Commodities Movement Study and will consider the influence of e-commerce on the transportation system and on land use.

Freight Plan Update Tasks Pertaining to Federal Emphasis Areas

- Equity and Justice in Transportation Planning
- Public Involvement
- Data in Transportation Planning

Relationship to Other Work Elements: Freight Plan update

Update to the Freight Mobility Study for Clark County will support RTP and TIP development.



SFY 2025 Funding: Freight Plan Update

Revenues	Expenses	
Federal STBG	\$100,000	RTC/Consultant \$115,607
Local MPO Funds	\$15,607	
	\$115,607	\$115,607

Federal Program Funds matched by local MPO Funds.

SFY 2025 Tasks and Products: Freight Plan Update

- Update the Clark County Freight Mobility Study (Ongoing)
 - Include a review of existing conditions
 - Identify future priority project needs
 - Address performance measures
 - Incorporate a review of current local, state and federal policy and funding programs related to freight and commerce activities
- Update land use information and location of new warehousing relevant to freight movement. (Ongoing)
- Coordinate with the three Clark County ports on freight movement. (As needed)

J. SAFE STREETS AND ROADS FOR ALL – KLICKITAT AND SKAMANIA COUNTIES

Safe Streets and Roads for All (SS4A) is a federal discretionary grant program established under the Bipartisan Infrastructure Bill (BIL) to prevent roadway deaths and serious injuries. SS4A funds the creation and implementation of safety plans related to engineering, education, and enforcement. RTC was awarded a grant to develop safety action plans for Klickitat and Skamania counties. Once action plans are developed, SS4A funding can be used for the planning, design, development, and construction of projects and strategies.

SS4A Tasks Pertaining to Federal Emphasis Areas

- Equity and Justice in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning

Relationship to Other Work Elements: SS4A Klickitat and Skamania Counties

Development of SS4A Action Plans for Klickitat and Skamania counties relates directly to regional transportation planning in the region, with safety planning relating to the development of the RTPs; and once safety improvement projects are identified, then projects can be funded and programmed in the region’s TIP.

SFY 2025 Funding: SS4A Klickitat and Skamania

Revenues		Expenses	
Federal SS4A	\$150,000	RTC/Consultant	\$173,410
Local MPO Funds	\$23,410		
	\$173,410		\$173,410

Federal Program Funds matched by local MPO Funds

FY 2025 Tasks and Products: SS4A Klickitat and Skamania Counties

- Develop a Comprehensive Safety Action Plan for the Klickitat and Skamania Counties' RTPO region. Completion of an Action Plan would also make the region and jurisdictions eligible to apply for SS4A implementation funds.

RTC will work collaboratively with local agencies to develop a regionwide approach for improving safety for all transportation system users.



K. REGIONAL DESIGNATED SYSTEM ATLAS

RTC will work collaboratively with local agencies to develop a regionwide approach for improving safety for all transportation system users. The development of this guidance will consider the needs of all users of the regional transportation system and integrate complete streets policies and guidelines.

Regional Designated System Atlas Tasks Pertaining to Federal Emphasis Areas

- Equity and Justice in Transportation Planning
- Complete Streets
- Data in Transportation Planning

Relationship to Other Work Elements: Regional Designated System Atlas

Development of the Regional Designated System Atlas will support the RTP and TIP.

SFY 2025 Funding: Regional Designated System Atlas

Revenues	Expenses	
Federal STBG	\$100,000	RTC/Consultant \$115,607
Local MPO Funds	\$15,607	
	\$115,607	\$115,607

Federal Program Funds matched by local MPO Funds

FY 2025 Tasks and Products: Regional Designated System Atlas

- Develop a guiding document to establish regional principles and best practices for multimodal corridors.
 - Integrate Complete Street policies
 - Ensure consistency and system connectivity across jurisdictional boundaries.
 - Review the regional designated system to include the addition or deletion of transportation facilities and the identification alternative routes to corridor critical to commerce and emergency services



2. Data Management, Travel Forecasting, and Technical Services

A. REGIONAL TRANSPORTATION DATA AND TECHNICAL SERVICES

This element includes the development, maintenance, and management of the regional transportation database and website to support the regional transportation planning program. The database is used to monitor transportation system performance, evaluate level of service standards, and for calibration of the regional travel forecasting model. The element also includes development and use of the regional travel forecasting model to estimate and analyze future transportation needs, air quality planning, and technical support to local jurisdictions.

Regional Transportation Data and Technical Services Tasks Pertaining to Federal Emphasis Areas

- Data in Transportation Planning



SFY 2025 Funding: Regional Transportation Data and Technical Services

Revenues		Expenses	
Federal PL	\$144,300	RTC	\$556,040
Federal STBG	\$308,100		
State RTPO	\$33,034		
Local MPO Funds	\$70,606		
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	\$556,040		\$556,040

Federal Program Funds matched by State RTPO and/or local MPO Funds

A1. Regional Transportation Data

Provide data and mapping to support regional transportation planning activities, such as development of regional plans, regional travel forecast model development, and in mapmaking. Maps are used by RTC as visualization tools to help make transportation plans more understandable.

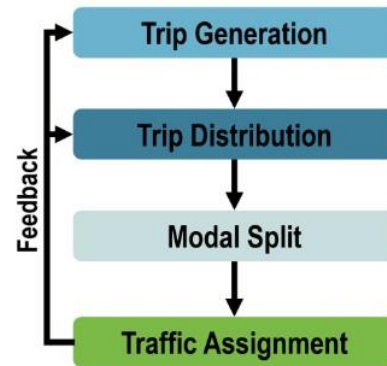
SFY 2025 Tasks and Products: Regional Transportation Data

- Update the regional transportation database and mapping with data from sources such as the U.S. Census, including Census Transportation Planning Products and the American Community Survey, as well as the National Household Travel Survey. (Ongoing)
- Compile crash data for use in development of safety management plans and project priorities. (Ongoing)

- Analysis of Clark County transportation data. The main elements include transportation performance measures, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations are used to address environmental justice issues. (Ongoing)
- A project database with completed and planned transportation projects is developed and will continue to be updated. The project database is designed to complement the TIP and RTP work elements. The database includes information on the STBG- and CMAQ-funded projects and is planned to include all proposed RTP projects to enable information and data retrieval for these projects. The intention is to make the project information easily accessible on RTC's website. (Ongoing)
- Assist local jurisdictions in analyzing data and information from the regional transportation database in updating and implementing comprehensive plans required under the State's Growth Management Act, capital facilities plan development, and transportation concurrency. Clark County's Comprehensive Plan update is required by June 2025. (As needed)
- Continue to integrate transportation planning and GIS data and work with County GIS Department to incorporate and use GIS data in the County's ArcGIS system. Clark County's Maps Online is used as a resource by RTC to obtain layers of information such as zoning, comprehensive plan, service district boundaries, and geophysical and environmental elements, such as stream channels, floodplains, hydric soils, shoreline buffers, watersheds, groundwater protection areas, slopes, and geologic hazards. (Ongoing)
- Coordination with Clark County jurisdictions on maintenance and update of the highway network, local street system, and federal functional classification system in a GIS coverage. (As needed)
- Update the region's traffic count database. (Ongoing)
- Continue to work with regional bistate partners on freight transportation planning, including ongoing work to improve truck forecasting ability. Continue to integrate freight traffic data into the regional transportation database. (Ongoing)
- Regularly update the content of RTC's website as the region's primary public participation, information, and outreach platform, allowing public access to the regional transportation planning program. The RTC website is a valuable tool for both disseminating information and receiving feedback from the public, as well as the RTC Board and its member jurisdictions. RTC will continue to maintain the RTC website, providing current data and information in order to inform and engage the public in the transportation planning process. (Ongoing)
- Maintain and update RTC's computer equipment and software. Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to allow for the regional transportation planning program to be carried out efficiently. Provide computer training opportunities for MPO/RTPO staff. (Ongoing)

A2. Regional Travel Forecasting Model

Coordinate with local jurisdictions, state agencies and Metro to continue developing and improving the regional travel forecast model. The travel forecast model is used as a tool to help analyze the transportation system in the region; its output is used to identify deficiencies in the regional transportation system, to develop performance measures and standards, and to assess transportation demand management and transit planning applications. RTC will provide a forum for local model developers and users to meet and discuss model development and enhancement.



SFY 2025 Tasks and Products: Regional Travel Forecasting Model

- Continue to coordinate with Metro in updating the regional travel forecast model. RTC will work with Metro to refine travel forecast methodology using EMME and will continue to work with Metro to assess the most useful modeling tools for use in the region. (Ongoing)
- Assist WSDOT, C-TRAN, and local agencies by supplying regional travel model data for use in planning studies, environmental analyses, development reviews, sub-area plans, capital facilities planning, and transportation impact fee program updates. (Ongoing)

- Analysis of Commute Trip Reduction (CTR), congestion pricing, and Transportation System Management/Intelligent Transportation System (ITS) impacts. (As needed)
- Participate in the Oregon Modeling Steering Committee to keep informed about model development in Oregon and the Portland region. (Ongoing)
- Review and update future model transportation system networks, including highway and transit. (Ongoing)
- Document regional travel forecasting model procedures. (Ongoing)
- Continue implementation of interlocal agreements relating to use of RTC's model and implementation of sub-area modeling. (As needed)
- Host Transportation Model Users' Group (TMUG) meetings. (As needed)

A3. Air Quality Planning

The tasks under this subelement will address air quality and greenhouse gases to meet state and federal policy directives. RTC's region is now in attainment status for both ozone and carbon monoxide. Under the Ozone National Ambient Air Quality Standards (NAAQS), the Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated as in "attainment" for ozone. As of October 2016, the Vancouver AQMA successfully completed the 20-year "maintenance" period and is no longer required to make a conformity determination.



SFY 2025 Tasks and Products: Air Quality Planning

- Monitor federal guidance on the federal Clean Air Act and state Clean Air Act legislation and implementation of requirements. (Ongoing)
- Consult with local agencies, WSDOT, DOE, EPA, SWCAA, Metro, and Oregon Department of Environmental Quality on emerging air quality and transportation issues. (Ongoing)
- Work to support RCW 80.80 relating to greenhouse gas reduction, including Vehicle Miles Traveled (VMT) and VMT per capita in the region. (Ongoing)
- Coordinate with Metro to ensure collaboration on possible future conformity requirements and consistency of mobile emissions estimation procedures and air quality emissions methodology that uses the travel forecasting model in the bistate region. (As needed)

A4. Transportation Technical Services

RTC will provide technical transportation planning and analysis services for member agencies and provide a common and consistent regional basis for traffic analysis. Technical service activities are intended to support micro traffic simulation models, the input of population, employment and household forecasts, and the translation of land use and growth forecasts into the travel demand model.



SFY 2025 Tasks and Products: Transportation Technical Services

- Fulfill local jurisdictions' needs for travel modeling and analysis. (Ongoing)
- Use output from the regional travel forecast model in local transportation GMA/development concurrency analyses. As part of the process, the travel model is used and applied in the defined transportation concurrency corridors to determine available traffic capacity and development capacity and to identify six-year transportation improvements. (As needed)
- Travel Demand Forecast Model Workshops will be organized and held as needed. Invitees will include staff of local agencies and jurisdictions. These workshops help to improve understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region. (As needed or requested)
- Use of model results for local development review purposes. (Ongoing)
- RTC staff will continue to provide requested transportation technical services for the cities' and County's Comprehensive Growth Management Plans, transportation elements, and transportation capital facilities plans. (As needed or requested)
- Provide modeling and technical assistance to the Metro region's and ODOT's congestion pricing projects through the Regional Mobility Pricing Project (RMPP) meetings. (As needed or requested)
- Provide modeling support and technical assistance to WSDOT and ODOT as the IBR Project continues.

B. REGIONAL HOUSEHOLD BEHAVIOR TRAVEL STUDY

A regional household travel study is conducted roughly every 10 years, as household demographics and related travel behaviors change over time. Local, real-world travel behavior data improves the accuracy of and confidence in travel forecasts and other analyses, which often serve as the basis for many public policy and transportation investment decisions. Since 1994 RTC has collaborated with regional partners to periodically collect household travel study data.



The Clark County Travel study collects updated household travel data. Household travel data is an essential building block for the region’s travel forecast model and other analysis tools. The survey will provide data for the following travel modeling objectives:

- To improve the conventional 4-step travel models (trip generation, trip distribution, mode split, and assignment).
- To develop the tour-based travel models for estimating and predicting trip chaining behavior associated with congestion, fuel price increase, and mode choice.
- To respond to differences in the local urban environment, such as street and sidewalk design, land use types, housing types, etc.
- To measure the relationships between household characteristics and mode choices for transit planning and analysis.
- To estimate car ownership and car utilization associated with congestion, road and fuel pricing, and air quality control.

- To develop quantitative methods to respond to TDM actions, including issues of urban design effect, pedestrian, bike, and transit oriented environmental effect, and others.

Regional Household Travel Behavior Survey Tasks Pertaining to Federal Emphasis Areas

- Public Involvement
- Data in Transportation Planning

Relationship to Other Work Elements: Regional Household Travel Behavior Survey

Information from the travel activity and behavior survey is used to develop the regional travel forecast model to support regional transportation planning, including in developing the region’s RTP and TIP and in meeting federal metropolitan planning requirements. The work element is consistent with RTC’s practice of collecting and maintaining travel behavior data to assist in transportation planning analysis and the development of regional travel forecasting tools. This data will be made available to local agencies for their analyses of local travel behavior.

SFY 2025 Funding: Regional Household Travel Behavior Survey

Revenue	Expenses	
Federal STBG	\$29,000	RTC \$33,526
Local MPO Funds	\$4,526	
	\$33,526	\$33,526

Federal Program Funds matched by State RTPO and/or local MPO Funds

SFY 2025 Tasks and Products: Regional Household Travel Behavior Survey

- Data Processing and Weighting – The consultant team will process the survey data and run a series of quality assurance and quality control checks, after which the sample weights will be developed for the dataset to allow for the expansion of the sample to represent Clark County as a whole. (Ongoing)
- Final Data Delivery and Report – The consultant team will provide documentation for the final dataset and deliver a final report. The report will include data about recruitment, conversion, and completion rates for sample and geographic strata. Additionally, the report will include descriptive statistics for a wide range of travel behaviors, including (1) Household variables, including size, income, number of workers or students, residence type, and vehicle ownership; (2) Person variables, including age, race, ethnicity, employment or student status, typical commute mode, and telecommute frequency; (3) Trip variables, including trips by travel mode, number of modes per trip, trip distance and purpose; and (4) Trip replacement activities, including telecommuting, online shopping, and food deliveries.

C. TRANSPORTATION DATA STUDY AND DATA ACQUISITION

RTC collects and maintains transportation datasets to assist in transportation analysis of the regional transportation system. Traditionally this data was based on limited manual or stationary data collection methods. In the past few years, data vendors have been providing transportation data that is collected from connected vehicles, cell phones, fleet GPS units, and other mobile sources. With this new wave of data-rich transportation data, RTC initiated a pilot project to test and evaluate probe data to better understand transportation system performance and trip-making behavior in the region.

Transportation Data Study and Data Acquisition Tasks Pertaining to Federal Emphasis Areas

- Data in Transportation Planning

Relationship to Other Work Elements: Transportation Data Study and Data Acquisition

The metropolitan transportation planning process is designed to improve transportation policymaking and investment decisions across the metropolitan planning region. RTC and member agencies use performance analysis to inform decision-making and monitor progress toward meeting policy goals, which is informed by regional transportation data. The data will support development of the Congestion Management Process and other metropolitan transportation planning uses.

SFY 2025 Funding: Transportation Data Study and Data Acquisition

Revenues		Expenses	
Federal STBG	\$100,000	RTC/ Consultant*	\$100,000
\$100,000		\$100,000	

Federal Program Funds matched using Toll Credits

**Cambridge Systematics, Inc., was selected as consultant to provide transportation travel time/speed and origin-destination data for three years (2023-2025) for an amount not to exceed \$300,000. Matching funds are available through toll credits.*

FY 2025 Tasks and Products: Transportation Data Study and Data Acquisition

Transportation data products and services to be provided by Cambridge Systematics, in association with TomTom, include Traffic Stats O/D Analysis, LOCUS Product, customized reports, and training.

- TomTom Traffic Stats and O/D Analysis products are web-based tools utilizing vehicle travel patterns. They provide insights into traffic situations on the road network for select time periods. Traffic Stats data can be used for a variety of applications, including travel time, travel time reliability, speeds, congestion, and bottleneck identification, while O/D Analysis can be used for understanding travel patterns and origin-destination flows for autos.
- Cambridge Systematics' LOCUS is a web-based tool that provides behaviorally based multimodal origin and

destination flows. LOCUS contains trips made by all modes, which may be segmented by walk, bike, and motorized trips. This tool is valuable for understanding how people move within the region.

- Consultant staff will work with RTC and partner agencies to understand analysis needs and develop a plan for customizing results and reports to streamline work steps and visualize and interpret results in ways that are meaningful to our region. (Ongoing)
- Training will be provided on licensed tools and products to ensure partners can get the most out of these products. (As needed or requested).



D. VEHICLE MILES TRAVELED TARGET SETTING STUDY

Recent Washington State legislation has identified the importance of reducing of per capita vehicle miles traveled (VMT) as part of state and community goals related to climate, health, safety, and livability.

As the MPO for Clark County, RTC is uniquely positioned to support city, county, and regional efforts to develop strategies, policies, and plans to reduce per capita VMT and transportation greenhouse gases (GHG).

This project proposes to evaluate regional strategies and policies to reduce per capita VMT using VisionEval as a strategic analysis tool to assess the impacts and outcomes of a broad range of strategy and policy options. The results will provide RTC and its regional partners with broad understanding of GHG and VMT reduction strategies and policy options, including their effectiveness in helping the region support the State to reach its climate goals.

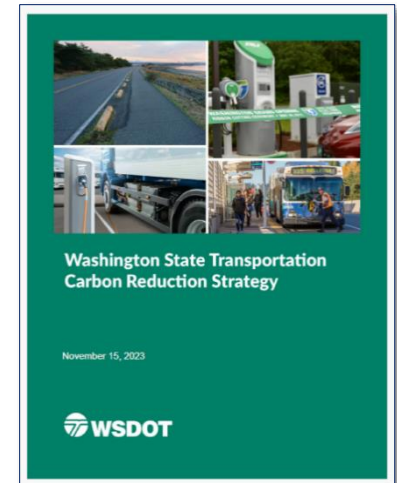
VMT Study Tasks Pertaining to Federal Emphasis Areas

- Tackling the Climate Crisis
- Data in Transportation Planning

Relationship to Other Work Elements: VMT Study

House Bill 1181 (2023) amended Washington State’s Growth Management Act to require local climate action in comprehensive plans. The Washington State Department of Commerce has published guidance for local governments to meet the new planning requirements, including per capita VMT reduction in land use, transportation, and climate elements.

Additionally, WSDOT’s 2023 [Transportation Carbon Reduction Technical Report](#) identifies the reduction of VMT through expanded telework, transit, active transportation, pricing, and land use changes as an important strategy to reduce the state’s transportation GHG emissions and meet state limits set to reduce overall state GHG emissions.



SFY 2025 Funding: VMT Study

Revenues		Expenses	
WSDOT Funds	\$138,000	RTC/Consultant	\$138,000
		\$138,000	\$138,000

FY 2025 Tasks and Products: VMT Study

- Develop regional per capita VMT reduction strategies with regional partners and evaluate them against the current baseline and trend of existing policies (Fall 2024)
- Update VisionEval model (As needed)
- Evaluate policies and strategic bundles using VisionEval to assess impacts and outcomes relative to the baseline for Clark County. (Winter 2025)

3. Transportation Program Coordination and Management

A. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

This element provides for overall coordination and management required of the regional transportation planning program. Ongoing coordination includes holding regular RTC Board and RTAC meetings. It also provides for bistrate coordination with Metro and ODOT to address both transportation and land use issues of bistrate significance. In addition, this coordination and management work element provides for public participation activities, as well as federal and state transportation planning compliance.

Transportation Program Coordination and Management Tasks Pertaining to Federal Emphasis Areas

- Equity and Justice in Transportation Planning
- Public Involvement
- Strategic Highway Network System/U.S. Department of Defense Coordination
- Federal Land Management Agency Coordination



SFY 2025 Funding: Transportation Program Coordination and Management

Revenues		Expenses	
Federal PL	\$111,000	RTC	\$427,723
Federal STBG	\$237,000		
State RTPO	\$25,411		
Local MPO Funds	\$54,312		
	\$427,723		\$427,723

Federal Program Funds matched by State RTPO and/or local MPO Funds

A1. Coordination and Management

Regional transportation coordination activities are vital to the success of the regional transportation planning program and relate to all UPWP work elements. The UPWP represents a coordinated program that responds to regional transportation planning needs.

SFY 2025 Tasks and Products: Coordination and Management

- Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, RTAC, Skamania County Transportation Policy Committee, and Klickitat County Transportation Policy Committee. (Ongoing)
- Report to the Board on key transportation issues. These may include Federal Transportation Act implementation, livability,

performance measures, legislation and planning regulations, and funding programs. (Ongoing)

- Participate on regional and statewide transportation committees and advisory boards, such as the Statewide MPO/RTPO Coordinating Committee, and specific modal plan studies as commissioned by WSDOT and other state agency partners. (Ongoing)
- Complete Transportation Management Area Certification review process in collaboration with WSDOT, Tribal and Regional Integrated Planning, FHWA, and FTA. (Ongoing)
- Coordinate and support efforts for transportation entities, agencies, and jurisdictions. In SFY 2025, RTC anticipates continued coordination with the Washington State Joint Transportation Committee, with the Washington State Transportation Commission, and with WSDOT on statewide transportation plans as listed on page xii of this document. RTC staff will also represent RTC's interests when working with organizations such as the Greater Vancouver Chamber of Commerce and the Columbia River Economic Development Council. (Ongoing)
- Consult with, communicate with, and outreach to tribes with interests in the three-county region regarding transportation issues. (Ongoing)
- Facilitate ranking process for local public transportation applications submitted to WSDOT's Consolidated Grant Program. (Fall 2024)
- Year 2025 Budget and Indirect Cost Proposal. (Fall 2024)
- Develop the Annual Performance and Expenditure Report. (Fall 2024)
- RTC staff will participate in training opportunities, including transportation webinars and workshops. (Ongoing)

A2. Bistate Coordination

Coordination with bistate transportation planning partners, including Metro and ODOT. Metro and RTC will continue to implement the bistate Memorandum of Understanding between Metro and RTC, both acting as Metropolitan Planning Organizations in the Portland metropolitan region but in two separate states: Oregon and Washington.

RTC and Metro jointly staff the Bi-State Coordination Committee, which at times has served as the communication forum to address transportation and land use issues of bistate significance. The committee will meet as needed for topical discussions relevant to the committee's charter.



SFY 2025 Tasks and Products: Bistate Coordination

- Provide leadership and coordination and represent RTC on policy and technical issues at committee meetings within the

Portland-Vancouver region, specifically participate in Metro's regional transportation planning process and ODOT's transportation planning activities, including participation at Metro's and ODOT's transportation committees; JPACT, TPAC, and joint MTAC/TPAC meetings, as well as ODOT's Regional Tolling Advisory Committee (RTAC). (Ongoing)

- Continue to address bistate transportation strategies and participate in any bistate transportation studies, such as the Interstate Bridge Replacement (IBR), Columbia Connects study to unlock the potential for equitable development and programs made more difficult by infrastructure barriers, and state and jurisdictional separation in a subdistrict of the region near the Columbia River. (Ongoing)
- Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement. There is bistate interest in Portland/Vancouver population and employment forecasts, transportation plans, freight mobility, and priority projects for federal consideration. RTC has particular interest in Metro/ODOT's update to regional mobility corridor policy, tolling, and congestion pricing efforts. There is also bistate interest in rail and marine modes: BNSF rail lines cross the Columbia River between the two states, and there has been expressed interest in establishing a ferry service on the Columbia and Willamette rivers between Portland and Vancouver. (Ongoing)
- Clark County is part of the Portland–Vancouver–Hillsboro Metropolitan Statistical Area for the EPA's Climate Pollution Reduction Grant (CPRG) program. The CPRG program is designed to provide flexibility to update climate, energy, or sustainability plans. (Spring 2024)

A3. Public Participation

The tasks under this subelement include the involvement with and provision of information to all sectors of the public, including the traditionally underserved and underrepresented populations, in development of regional transportation plans, programs, and projects; to incorporate public participation at every stage of the planning process and actively recruit public input and consider public comment during the development of the RTP and TIP. In addition, RTC will conduct public outreach and solicit public participation in the regional transportation planning process, allowing for the earliest public involvement in the transportation planning program.



SFY 2025 Tasks and Products: Public Participation

- Participate in public outreach activities related to regional transportation planning programs and projects to increase public awareness of and provide information on regional and transportation issues. (Ongoing)
- Hold public outreach activities that may include meetings, virtual meetings, and website updates relating to RTC's transportation planning activities, including the RTP and regional TIP, in coordination with outreach events and activities hosted by local jurisdictions, WSDOT Southwest Region, WSDOT Headquarters, and C-TRAN. Also, conduct public participation efforts for special projects and planning studies led by RTC, with outreach tailored to the specific plan or project. (As needed)
- Regularly update RTC's website <http://www.rtc.wa.gov>, providing public access to monthly RTC Board agenda materials, the Board's CVTV coverage, as well as information on planning studies being developed by RTC. The website allows public access to RTC's regularly updated traffic count database, as well as RTC published reports. (Ongoing)
- Review the Public Participation Process for effectiveness and Public Participation Plan to determine when it should be updated. (As needed)
- Media communication through press releases and interviews, as well as through regular updates to RTC's website on significant issues and outcomes relating to the regional transportation planning process. (As needed)
- Respond to requests from various groups, agencies, and organizations to provide information and give presentations on regional transportation topics. Such groups include the C-TRAN Citizens' Advisory Committee, Vancouver's Neighborhood Traffic Safety Alliance, Clark County's Commission on Aging, the Accessible Transportation

Coalition Initiative and Clark Communities Bicycle and Pedestrian Advisory Committee. (As needed)

- Support Identity Clark County's efforts to raise awareness and solicit feedback from the public on transportation issues. Identity Clark County is a private, non-profit organization focused on Clark County's community and economic development. RTC will collaborate with Identity Clark County to publish an annual Transportation Alliance Policy statement to publicize transportation priorities for the region. (Ongoing)
- Maintain a mailing list of interested citizens, stakeholders, agencies, and businesses. (Ongoing)
- Respond to public records requests. (As needed)



A4. Federal Compliance

Tasks under this sub-element include conducting consultation, coordination, and collaboration with resource agencies to address environmental considerations in regional transportation planning documents. Consultation may address local and state conservation plans or maps and inventories of natural or historic resources, as available. In addition, through the tasks under this subelement, RTC will comply with federal laws that require development of an RTP, a TIP, an UPWP, a CMP, and certification of the regional transportation planning program.



SFY 2025 Tasks and Products: Federal Compliance

- Implement the current federal transportation act and monitor new legislative activities as they relate to regional transportation planning requirements. (Ongoing)
- Ensure that required governing documents, Memoranda of Understanding, or Memorandum of Agreement are in place and are regularly reviewed for currency. Currently MOAs/MOUs are in place among RTC, WSDOT, and C-TRAN (314 Agreement) and between RTC and Metro. (Ongoing)
- Update MPO self-certification documentation, including a certification statement in the regional TIP to self-certify that the regional transportation planning process meets federal laws.
- Adopt the SFY 2025 UPWP; prepare an annual report on the FY 2024 UPWP; and, if needed, provide amendments to the SFY 2025 UPWP. Monthly UPWP progress reports with elements and subtasks described will be submitted to WSDOT together with monthly invoices. (As needed)
- Use updated demographic profile to report on Title VI, LEP, equity, and Environmental Justice (Executive Order 12898) as part of the regional transportation planning process. (Ongoing)
- RTC will periodically conduct an ADA self-evaluation to identify access barriers and method and timeline to remove any identified barriers. (Ongoing)

Consultant Assistance on RTC's SFY 2025 Work Elements

During SFY 2025 RTC will engage with qualified, competitively selected consultant(s) to support implementation of RTC's regional transportation planning programs and planned activities. Agreements expected between RTC and other parties related to SFY 2025 UPWP work task are included in the following tables. Descriptions of the work tasks are included in their respective UPWP elements. Estimated costs are for SFY 2025 only.

	Work Element	Total RTC Budget for Work Element	Consultant Assistance (<i>estimate</i>)	Consultant Assistance - Notes	Consultant(s) Identified or Project Status
I C.	Congestion Management Process	\$42,772	\$25,000	estimated base amount per year	Quality Counts
I D.	Vancouver Area Smart Trek	\$128,317	\$163,000	for 1 year	DKS Associates (approx. \$88K per year); Portland State University Portal (\$75K per year)
I G.	Safe Streets and Roads for All (Clark Co.)	\$150,289	\$130,000	Multi-year Contract	Kittelson & Associates, Inc.
I H.	Regional Signal Timing Plans	\$500,000	\$450,000	Multi-year Contract	DKS Associates
I I.	Strategic Regional Planning: Clark County Freight Mobility Study	\$115,607	\$80,000		On-Call Transportation Planning Consultant Roster
I G.	Safe Streets and Roads for All (Klickitat and Skamania Counties)	\$300,000	\$150,000	Multi-year Contract	<i>TBD</i>
I K.	Regional Designated System Atlas	\$115,607	\$50,000		On-Call Transportation Planning Consultant Roster
II B.	2020 Regional Household Travel Behavior Survey	\$33,871	\$30,000	Multi-year Contract	Resource Systems Group, Inc. (contract expires June 30, 2024. May supplement as needed to complete study)
II C.	Transportation Data Study and Data Acquisition	\$100,000	\$100,000	Multi-year Contract	Cambridge Systematics/TomTom
II D.	Vehicle Miles Traveled Target Setting Study	\$138,000	\$125,000		<i>TBD</i>
I A-C, I-E, II-A, III-A	On-call consultant assistance - planning assistance to RTC on UPWP work elements may be provided by selected consultants from the On-Call Consultant agreement(s)	Amount not to exceed \$100,000 annually for each on-call consultant for the next three years			On-Call Transportation Planning Consultant Roster

SFY 2025 Summary of Expenditures by Funding Source

SFY 2025 UPWP - SUMMARY OF PROGRAMS and EXPENDITURE ESTIMATES BY FUNDING SOURCE											
Work Element and Agreement #	N O T E S	SFY 2025 Federal FHWA PL	SFY 2025 Federal FTA PL	Federal FHWA STBG	SS4A (FHWA)	Carbon Reduction Program CRP	State RTPO	State WSDOT GCB	Other Local Funds	1. Local Match	RTC TOTAL Estimated Expenditures
I REGIONAL TRANSPORTATION PLANNING PROGRAM											
A	Regional Transportation Plan (GCB 3864)	123,210	82,140	438,450			47,010			100,477	791,287
B	Transportation Improvement Program (GCB 3864)	29,970	19,980	106,650			11,435			24,440	192,475
C	Congestion Management Process (GCB 3864)	6,660	4,440	23,700			2,541			5,431	42,772
D	Vancouver Area Smart Trek Program (GCB 3864)	19,980	13,320	71,100			7,623			16,294	128,317
E	Skamania and Klickitat RTPO (GCB 3864)						50,000			0	50,000
F	Interstate Bridge Replacement Project (GCB 3482)							175,000		0	175,000
G	Safe Streets and Roads For All (SS4A) (FHWA)				130,000					20,289	150,289
H	Regional Signal Timing Plans (GCB 3851)	2.				500,000				0	500,000
I	Strategic Regional Planning - Freight (GCB 4051)			100,000						15,607	115,607
J	Safe Streets and Roads for All (SS4A - Skamania and Klickitat) (New FHWA)				150,000					23,410	173,410
K	Regional Designated System Atlas (GCB 3864)			100,000						15,607	115,607
	Subtotal	179,820	119,880	839,900	280,000	500,000	118,609	175,000		221,556	2,434,765
II DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES											
A	Regional Data, Travel Forecasting & Technical Services (GCB 3864)	86,580	57,720	308,100			33,034			70,606	556,040
B	2020 Regional Household Travel Behavior Survey (GCB 3864)			29,298					4,573		33,871
C	Transportation Data Study and Data Acquisition (GCB 3760)	2.		100,000						0	100,000
D	Vehicle Miles Traveled Target Setting Study (New GCB 1)							138,000		0	138,000
	Subtotal	86,580	57,720	437,398			33,034	138,000	4,573	70,606	827,910
III TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT											
A	Transportation Program Coordination & Management (GCB 3864)	66,600	44,400	237,000			25,411			54,312	427,723
	Subtotal	66,600	44,400	237,000			25,411			54,312	427,723
TOTALS		333,000	222,000	1,514,298	280,000	500,000	177,053	313,000	4,573	346,474	3,690,398

4/8/2024

NOTES:

1. Minimum local match for federal CPG and STBG funds is provided from state RTPO, MPO and local funds except where otherwise noted. Local match for CPG and STBG funds is assumed at 13.5%.
2. Work elements IH And IIC show use of 100% federal funds; toll credits are used as the match.
3. Transportation planning assistance to RTC on UPWP work elements may be provided by on-call consultant(s).

SFY 2025 Expenditures and Revenues by Fund Type

FEDERAL FUNDS

Funding Source	Regional Transportation Planning Program	Data Management, Travel Model Forecasting & Technical Services	Transportation Program Coordination & Management	Total Estimated SFY 2025 Expenditures	New Grant Revenue for SFY 2025	Estimated Carry-Forward from SFY 2024 /1	Total Grant Revenue Available	Est. Carry Forward to SFY 2026
FHWA PL SFY 2025	\$179,820.00	\$86,580.00	\$66,600.00	\$333,000	\$721,063	\$823,000	\$1,544,063	\$1,211,063
Local Match 13.5%	\$28,064	\$13,512	\$10,394	\$51,971				
FTA 5303 SFY 2025	\$119,880.00	\$57,720.00	\$44,400.00	\$222,000	\$273,576	\$100,000	\$373,576	\$151,576
Local Match 13.5%	\$18,710	\$9,008	\$6,929	\$34,647				
FHWA STBG Planning	\$639,900	\$308,100	\$237,000	\$1,185,000	\$885,000	\$300,000	\$1,185,000	\$0
Local Match 13.5%	\$99,869	\$48,085	\$36,988	\$184,942				
FHWA SS4A - Clark (I-G)	\$130,000			\$130,000	\$0	\$130,000	\$130,000	\$0
Local Match 13.5%	\$20,289			\$20,289				
FHWA CRP (I-H)	\$500,000			\$500,000	\$0	\$500,000	\$500,000	\$0
Local Match: Toll Credits				\$0				
FHWA STBG Planning (I-I)	\$100,000			\$100,000	\$100,000		\$100,000	\$0
Local Match 13.5%	\$15,607			\$15,607				
FHWA SS4A - S/K (I-J)	\$150,000			\$150,000	\$300,000		\$300,000	\$150,000
Local Match 13.5%	\$23,410			\$23,410				
FHWA STBG Planning (I-K)	\$100,000			\$100,000	\$100,000		\$100,000	\$0
Local Match 13.5%	\$15,607			\$15,607				
FHWA STBG Planning (II-B)		\$29,298		\$29,298	\$0	\$29,298	\$29,298	\$0
Local Match 13.5%		\$4,573		\$4,573				
FHWA STBG Planning (II-C)		\$100,000		\$100,000	\$0	\$200,000	\$200,000	\$100,000
Local Match: Toll Credits				\$0				

STATE FUNDS

Funding Source	Regional Transportation Planning Program	Data Management, Travel Model Forecasting & Technical Services	Transportation Program Coordination & Management	Total Estimated SFY 2025 Expenditures	Estimated New Revenue for SFY 2025	Estimated Carry-Forward from SFY 2024	Total Revenue Available	Est. Carry Forward to SFY 2026
RTPO	\$118,609	\$33,034	\$25,411	\$177,053	\$0	\$177,053	\$177,053	\$0
WSDOT IBR	\$175,000	\$0	\$0	\$175,000	\$0	\$425,000	\$425,000	\$250,000
WSDOT VMT	\$0	\$138,000	\$0	\$138,000	\$138,000	\$0	\$138,000	\$0

NOTE:

1. Carry Forward Estimates are as of March 2024. Final carry-forward from SFY 2024 will be reconciled as of July 1, 2024 (after June 30, 2024 grant billings).

SFY 2025 UPWP Funding Agreements

Existing Agreements for SFY 2025

Agreement #	Work Element(s)
GCB 3864	I-A-E, I-K, II-A, II-B, III-A
GCB 3760	II-C
GCB 3482	I-F
FHWA 693JJ32340330	I-G
GCB 3851	I-H
GCB 4051	I-I

New GCB for SFY 2025

Agreement #	Work Element(s)
(GCB 1)	II-D

New FHWA Direct for FY 2025

Agreement #	Work Element(s)
(FHWA TBD)	I-J

Appendix A. Safe and Accessible Transportation Tasks

IJJA requires MPOs to use at least 2.5 percent of funds apportioned for Metropolitan Planning on one or more activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

Safe and accessible transportation tasks to be performed by RTC staff:

- Assist local agencies in completing safety plans for Battle Ground, Bingen, Camas, Clark County, Goldendale, Klickitat County, La Center, North Bonneville, Ridgefield, Skamania County, Stevenson, Vancouver, Washougal, and White Salmon.
 - Review existing policies and show how these policies can be changed/improved/updated to meet the targets for reducing fatalities and serious injuries and show how they will adapt and change over time.
 - Prioritized list of projects/strategies with associated timelines for implementation that will likely support significant reduction of elimination of roadway fatalities and serious injuries and that ensure equitable investment in underserved communities.
 - Complete a regional safety plan and implementation plan
 - Evaluate each project submitted through RTC grant process for safety.
 - Provide quarterly collision report to RTC Board.
 - Collaborate with C-TRAN and other regional stakeholders on the TAC committees for Highway 99 and Fourth Plain BRT lines.
 - Assist with transit modeling.
 - Develop a regional designated system atlas to include complete streets standards.
- Integrate safety and accessibility in the development of the 2026 RTP amendment and 2029 RTP update.
 - Incorporate safety into all elements of the RTC work program.
 - Coordinate and collaborate with regional, state and federal partners to achieve a more walkable, movable, bikeable Clark County through the development and implementation of Walkability Action Institute (WAI) Action Plan.
 - Integrate equity elements into regional plans, grant administration, and analytical processes: continue development of RTC's equity policy by updating related census data and review and evaluation of current practices.

Appendix B. Unfunded Planning Activities

RTC is asked to include a list in the UPWP of planning activities that could be undertaken by RTC if additional funding and/or staff were made available to support regional transportation planning activities. These unfunded planning activities includes:

REGIONAL ACTIVE TRANSPORTATION PLAN

RTC will work with local agencies to develop a regional transportation plan to establish a framework to better understand active transportation in the RTP region. The proposed plan will:

- Promote and improve bicycling and walking as viable transportation options and as a means to improve public health and maintain environmental quality by identifying and addressing multimodal system gaps, such as sidewalk, bicycle facilities, or trail
- Implement Level of Traffic Stress guidelines for active transportation
- Ensure consistency and system connectivity across jurisdictional boundaries.
- Cost Estimate: \$250,000 - \$300,000 (scope dependent).

INTEGRATE EQUITY INTO TRANSPORTATION PLANNING PROCESS

- Prioritize investments that ensure marginalized and underserved populations have equitable access to safe, reliable, affordable, and convenient travel choices to key destinations
- Update the TIP project evaluation criteria to support projects that benefit underserved populations
- Cost Estimate: \$50,000 - \$75,000 (scope dependent).

TRANSPORTATION CORRIDOR VISIONING STUDY, PHASE II

- To identify and assess potential new regional transportation corridors in Clark County to address congestion, safety and mobility concerns, optimizing regional mobility.
- Cost Estimate: \$1,000,000 - \$1,500,000 (scope dependent).

REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGY

Research study for a comprehensive TDM strategy for an update to the regional Commute Trip Reduction Plan, which implements RCW 70.94.527.

- Study strategies would be evaluated and paired with corridor operations strategies and capital investment plans to promote corridor specific management strategies.
 - The intent of the TDM strategy is to optimize existing and future transportation corridor network performance and multimodal systems. Study findings would support regional implementation of Commute Trip Reduction plan(s).
- Cost Estimate: \$50,000 - \$100,000 (scope dependent).

REGIONAL TRAVEL DEMAND MODEL TOOLS

Research and application development for the regional travel demand modeling process.

- The purpose of this research and application development is to enhance RTC travel demand model tool application for use in countywide and subarea model applications, particularly in the application of dynamic traffic assignment tools.
- Cost estimate: \$50,000 - \$75,000 (scope dependent).

TRANSPORTATION PERFORMANCE MEASURES IMPLEMENTATION ACTIONS

RTC provides technical and policy support to the statewide implementation of federal transportation performance measures.

- On occasion, RTC may advance special studies and implementation activities that advance progress toward the region's implementation of Safety and Congestion Management targets. Scopes of work for implementation actions are defined through the multi-agency planning consultation process.
- Cost estimate: \$25,000-\$75,000 (scope dependent).

RESEARCH PARTNERSHIP

Partner with University Transportation Research and Education Center—for example, Portal Data Archive, University of Washington, Washington State University—for utilization academic researchers to study specific topics or provide data analysis of regional interest.

- Cost estimate: \$15,000 to \$25,000 (scope dependent)

CITY OF CAMAS DOWNTOWN SUBAREA PLAN

- Study to establish a more detailed vision and action plan for downtown Camas.
 - Scope includes an evaluation of bike/ped safety and traffic analysis of future land use and development scenarios for some specific sites downtown.
- Cost Estimate: \$300,000 - \$400,000 (scope dependent).

CITY OF RIDGEFIELD NW 219TH ST EXTENSION/ RIDGEFIELD SOUTH CONNECTION DESIGN STUDY

Study of potential connection south of Ridgefield between I-5 and Hillhurst Rd.

- The I-5 South Connection project will improve regional mobility and accommodate existing and planned population and employment growth in the project area. The proposed study will include:
 - Completion of alternatives analysis
 - Preliminary design of top alternatives for further assessment
- Cost Estimate: \$1,500,000 - \$2,000,000 (scope dependent).

CITY OF RIDGEFIELD S 35TH AVENUE EXTENSION ALTERNATIVES ANALYSIS

- Conduct an alternative analysis study to connect S 35th Avenue between Pioneer Street and S. 10th Way vicinity.
 - This study intends to evaluate multiple concepts to improve local travel reliability and connectivity within the study area and connect the local roadway network between S 10th Way (formerly NW 259th Street) to Pioneer Street, connecting with the existing 35th Avenue on the north with the Gee Creek Plateau on the south. The only existing connection to the study is Bertsinger Road, which is functionally obsolete.
- Cost Estimate: \$100,000 - \$150,000 (scope dependent).

Appendix C. State, Regional, and Local Agencies Planning Studies

Federal legislation requires that all regionally significant transportation planning studies to be undertaken in the region are included in the MPO's UPWP regardless of the funding source or agencies conducting the activities. Appendix C provides a description of identified planning studies provided by local, regional and state agencies in Clark County.

BATTLE GROUND

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.
- Old Town Master Plan - Create master plan for Old Town including analyzing transportation network.

CAMAS

- Comprehensive Plan update, including Transportation Element (Transportation System Plan, Transportation Impact Fee & Capital Improvement Plan) - Update of the 20-year vision for the community and the plan's corresponding elements.
- Downtown Subarea Plan - Study to establish a more detailed vision and action plan for downtown. Scope includes an evaluation of bike/ped safety and traffic analysis of future land use and development scenarios for some specific sites downtown.

CLARK COUNTY

- Comprehensive plan update, including: Transportation Element (Transportation Systems Plan), Capital Facilities Plan, and Arterial Atlas - Update of the 20-year vision for the community and the plan's corresponding elements
- ADA Plan and incorporation into Transportation System Plan

C-TRAN

- C-TRAN 2045: Long Range Transit Plan - C-TRAN will complete a comprehensive update to its long-range plan in collaboration with the public and regional partners. The update will include and update to agency Service Performance and Design Standards and prioritized phasing of service and capital improvement project delivery through 2045.
- Transit Development Plan

LA CENTER

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.
- Timmen's Landing Area Planned Action - Subarea plan to create framework for future development.

RIDGEFIELD

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements
- NW 219th St Extension/Ridgefield South Connection Design Study - Study of potential connection south of Ridgefield between I-5 and Hillhurst Road.
- S 35th Avenue extension alternatives analysis - Conduct an alternative analysis study to connect S 35th Avenue between Pioneer Street and S. 10th Way vicinity

VANCOUVER

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.
- 112th Safety and Mobility - Complete Streets planning project exploring safety and mobility improvements on 112th from NE 51st Street south to McGillivray Boulevard.
- McGillivray Safety and Mobility - Complete streets planning project exploring safety and mobility improvements on McGillivray Boulevard between Chkalov and 164th.
- Upper Main Street Safety and Mobility - Complete Streets planning project exploring ways to improve safety and mobility for people using Main Street from Fourth Plain Boulevard to the northern city limits (just south of NE 63rd Street / Minnehaha Street).
- NE Burton Road - Complete Streets planning project exploring safety and mobility improvements on NE Burton Road between NE Andresen Road and NE 112th Street
- NE 28th Street - Complete Streets planning project exploring safety and mobility improvements on NE 28th Street between 112th and 124th for potential safety and mobility improvements.
- 29th and 33rd Street Safety and Mobility - Complete Streets planning project exploring ways to improve safety and mobility for people using 29th and 33rd. Project extents are 29th Street from Kauffman Avenue to Neals Lane and 33rd Street from Kauffman Avenue to Grand Boulevard.
- St. Johns/St. James Safety and Mobility - Complete Streets planning project studying the opportunity to create

safety and mobility improvements between Fourth Plain Blvd and NE 68th St.

WASHOUGAL

- Comprehensive Plan update, including Transportation Capital Facilities Plan - Periodic update of comprehensive plan and corresponding elements.
 - The CFP combines current and future land use patterns, existing and planned transportation systems and alternatives to vehicular transportation

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

- Cascadia: High-Speed Rail and I-5 Program – Develop master plan for high speed rail in Washington and for the I-5 Corridor.
- SR 500/NE Fourth Plain Blvd to NE 76th St - Complete Streets predesign phase.
- SR 502/NW 29th Avenue Vicinity to SR 503 - Complete Streets predesign phase.
- SR 141/Bingen to White Salmon - Complete Streets predesign phase.
- SR 141/White Salmon to Skamania County Line - Complete Streets predesign phase.
- SR 14/E of Bingen Vicinity to US 97 - Complete Streets predesign phase.

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

**4.3 Resolution No. 24-5418 For The Purpose Of Adopting The 2027-2030
Metropolitan Transportation Improvement Program Program Direction For
The Portland Metropolitan Area**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, May 23, 2024

JPACT Worksheet

Agenda Item Title: 2027-30 Metro Transportation Improvement Program (MTIP) Program Direction Resolution 24-5418 Recommendation to Metro Council (action item)

Presenters: Blake Perez & Ted Leybold

Contact for this worksheet/presentation: blake.perez@oregonmetro.gov

Purpose/Objective

To provide JPACT with an overview of the 2027-2030 MTIP Program Direction and recommendation to Metro Council (**Resolution 24-5418**)

Outcome

JPACT becomes familiar with the 27-30 MTIP program direction and the four objectives.
JPACT approves recommendation of the 27-30 MTIP program direction to Metro Council.

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

An initial step of updating the MTIP is the development and approval of the program direction. In previous years, JPACT has been briefed with MTIP policy direction for specific planning timeframes. The MTIP objectives are largely a continuation of MTIP program direction adopted as part of previous cycles. Small refinements and updates have been made to the program direction to reflect changes in federal laws, funding programs, as well as the goals adopted in the 2023 RTP. Furthermore, the region has coordinated on nominating funding priorities for competitive national discretionary grants. Referencing this in the 2027-2030 MTIP program direction is an effort to formalize this regional practice.

What packet material do you plan to include?

Worksheet
Resolution 24-5418
2027-30 Metro Transportation Improvement Program (MTIP) program direction
Staff Report

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2027-)	RESOLUTION NO. 24-5418
2030 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM PROGRAM)	Introduced by Chief Operating Officer
DIRECTION FOR THE PORTLAND)	Marissa Madrigal in concurrence with
METROPOLITAN AREA)	Council President Lynn Peterson
)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP), which reports on the performance and programming of all federal surface transportation funds to be spent in the Portland metropolitan region, must be periodically updated in compliance with federal regulations; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per Code of Federal Regulations Title 23 Section 450.300 and 450.340 to develop and implement a long-range metropolitan transportation plan and four-year investment program in a cooperative manner with the regions stakeholders; and

WHEREAS, the Metro Council and JPACT have developed a program direction defining how the region coordinates and cooperatively develops the 2027-2030 MTIP per federal regulations, which is represented by Exhibit A; and

WHEREAS, the Metro Council and JPACT adopted an updated Regional Transportation Plan in Fall 2023; and

WHEREAS, the three year process to 2023 RTP engaged stakeholders throughout to the region to develop the goals, objectives, and policies for the long-range transportation plan and the associated transportation investment priorities; and

WHEREAS, the adopted 2023 RTP specified five priorities to focus on in the near-term with the region’s transportation investments; and

WHEREAS, the updated MTIP program direction addresses expectations of the performance and programming of the Portland metropolitan region’s transportation investments for federal fiscal years 2027 through 2030; and

WHEREAS, the expectations outlined in 2027-2030 MTIP program direction are a continuation of existing policies and practices, but with minor updates and adjustments to reflect current adopted policies and funding programs; and

WHEREAS, the 2027-2030 MTIP program direction provides clarity as to the role of 2023 RTP and the 2023 RTP policy priorities will set policy foundation for transportation investment in the 2027-2030 MTIP; and

WHEREAS, the 2023 RTP policy priorities will inform the 2027-2030 MTIP performance-based programming and measuring MTIP progress; and

WHEREAS, input utilized from the extensive engagement as part of the 2023 RTP informed and shaped the 2027-2030 MTIP Program Direction; and

WHEREAS, input has been sought and received from the Transportation Policy Alternatives Committee as well as JPACT on the policy update; now therefore,

BE IT RESOLVED that the Metro Council adopt the 2027-2030 Metropolitan Transportation Improvement Program Program Direction.

ADOPTED by the Metro Council this 13th day of June 2024.

Lynn Peterson, Council President

Approved as to Form:

Nathan Sykes, Metro Attorney

2027 – 2030

Program Direction

*For the Metropolitan Transportation
Improvement Program*

April 26, 2024

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions.

Project web site: oregonmetro.gov/mtip

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

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DRAFT

Introduction

The Metropolitan Transportation Improvement Program (MTIP) is a multipurpose, federally required document that tracks all federal transportation funding that is spent in the region as well as regionally significant projects that are state- and locally-funded. As a planning document, the MTIP demonstrates how near-term planned transportation projects advance the Portland metropolitan region’s shared vision and goals for the transportation system, as adopted in the Regional Transportation Plan (RTP). The MTIP also demonstrates how these projects comply with federal regulations – such as fiscal constraint and public involvement. As a financial planning document, the MTIP outlines the implementation schedule of federally funded transportation projects in the region for the next four years and helps to manage the delivery of transportation projects. Lastly, as a monitoring tool, the MTIP is used to report on implementation of federal and regional transportation goals policies for the Portland metropolitan region during a four-year cycle.



Adopted by the Joint Policy Advisory Committee on Transportation and the Metro Council in November 2023, the 2023 Regional Transportation Plan defines the region's shared vision and goals for the transportation system in the greater Portland area.

Purpose

The purpose of the 2027-2030 MTIP program direction is to provide clarity on the guiding direction for the investments to request inclusion as part of the 2027-2030 MTIP. The 2027-2030 MTIP program direction establishes the expectations among regional partners and guides federal and relevant state and local transportation investments proposed for federal fiscal years 2027 through 2030 in the metropolitan planning area. It does this by describing the policy priorities and outcomes transportation investments are expected to advance in support of the RTP. For those partners with responsibilities to administer federal transportation funds, the 2027-2030 MTIP program direction is a reaffirmation of the common goals and objectives the planned investments are expected to make progress towards while in their stewardship.

MTIP Overview

What is the Metropolitan Transportation Improvement Program (MTIP)? How is it created?

The Metropolitan Transportation Improvement Program (MTIP) is a multipurpose, federally required document. As a planning document, the MTIP demonstrates how planned transportation projects advance the Portland metropolitan region’s shared vision and goals for the transportation system as defined in the RTP and comply with federal regulations – such as fiscal constraint and public involvement.

A large component of the MTIP is the implementation schedule of federally funded transportation projects in the region for the next four years. The schedule information provides the management of project delivery of transportation projects and continually demonstrates fiscal constraint. In this function, the MTIP can be viewed as a financial planning and project delivery tool for the metropolitan region. As a tool, the MTIP assists in ensuring the region does not overspend and tracks the delivery of transportation projects.

The Federal-Aid Highway Act of 1962 established metropolitan planning organizations (MPOs), like Metro, to ensure regional cooperation in transportation based on a continuing, cooperative, and comprehensive (“3C”) planning process. MPOs conduct long-range planning and fund programming for the regional transportation system. For Metro, that means developing and implementing two planning and policy documents: the RTP and the MTIP. The RTP serves as the long-range transportation vision and policy document. It outlines the vision for the region’s urban transportation system, establishes goals and policies to facilitate achieving those goals, and identifies priority investments that are eligible for federal and some state funding. The MTIP then serves as a key tool for implementing the RTP by providing a snapshot of where federal transportation funds are anticipated to be spent over the first four federal fiscal years of the RTP.

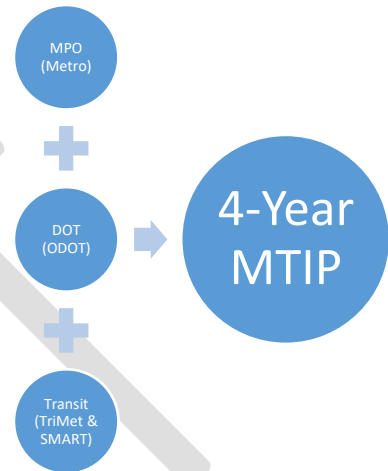


Figure 1. Agency partners that comprise the four-year MTIP

Per federal requirements, planning and policy documents are "constrained to reasonably expected revenue." This means Metro, working with partner agencies, makes long-term (for the RTP) and short-term (for the MTIP) projections of transportation revenue secured and/or expected to the region from federal and state, regional, or local sources programmed to be spent on regionally significant projects. The projected revenues set the anticipated capacity of the region to make long and short-term transportation investments without over-expending available funds. These revenue projections are updated with each RTP and each MTIP cycle.

What is included in the Metropolitan Transportation Improvement Program?

The MTIP is comprised of several components, but can be categorized into the following major elements:

1. A list of projects within the federally-recognized metropolitan planning area (MPA) for the upcoming four fiscal years and numerous project details.
2. Descriptions of funding allocation processes, system-level performance of the package of projects included in the MTIP, demonstration of federal regulatory compliance including financial constraint, and RTP implementation.

3. A description of protocols, administrative procedures, and other related expectations for managing the MTIP once effective.

The following bulleted list describes in more detail the typical content and components of the MTIP.¹ Additionally, Figure 1 illustrates the entities responsible for identifying projects and programs which go into the project list and the components which go into the MTIP.

Project List

- A project list with the year-by-year anticipated expenditure schedule, phasing, and funding amounts

Discussion Sections

- Discussion by each partner agency on the policy direction and process used to identify and prioritize projects for entry in the MTIP.
- A programmatic discussion of how the MTIP complies with applicable federal regulations.
- A discussion of fiscal constraint and fund monitoring to ensure funds are not overspent.
- A discussion of the performance of the four-year investment program relative to federal and regional performance goals, objectives, and targets.
- A discussion on the public involvement process used to develop the MTIP. (Public involvement is also discussed as part of the sections by individual partner agencies on the policy direction and process for identifying and prioritizing investments.)

Administration and Monitoring

- A section discussing the policies, protocols, and expectations in the administration of the MTIP, including change management procedures (e.g. administrative modifications and amendments).

How does the MTIP get used?

The primary functions of the MTIP, once adopted and approved, are implementation, monitoring, and federal compliance. As a monitoring tool, the project list component of the MTIP can be considered the “living” portion of the document whereas the discussion sections (e.g. individual funding allocation processes, federal compliance, and system performance and the administrative protocols) and the administrative protocols remain static. The “living” component assists in tracking spending and delivery of transportation projects and ensure continued compliance with federal regulations, such as fiscal constraint. Since transportation projects can run into numerous unexpected hurdles, project leads regularly submit amendments are regular to reflect changes to their projects. This ultimately creates the need for having a living portion of the document to

¹ Bulleted list represents standard content, but additional components may be part of the MTIP in response to federal requirements or guidance.

monitor implementation, adjust as necessary, and continue to ensure continued compliance with federal regulations.

Metro continues to use the approved MIP for the current program cycle to monitor the status of the included projects while also developing the MTIP for the upcoming program cycle. Information from the approved MTIP usually feeds into the development of the MTIP for the next program cycle. Figure 2 illustrates how the approved MTIP for the current cycle is related with the MTIPs for the previous and upcoming cycles.

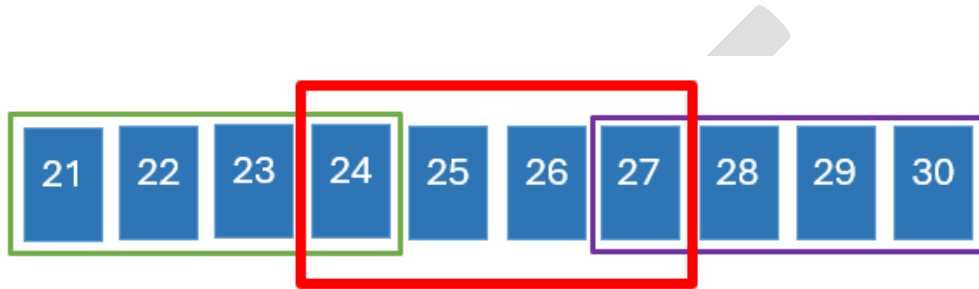
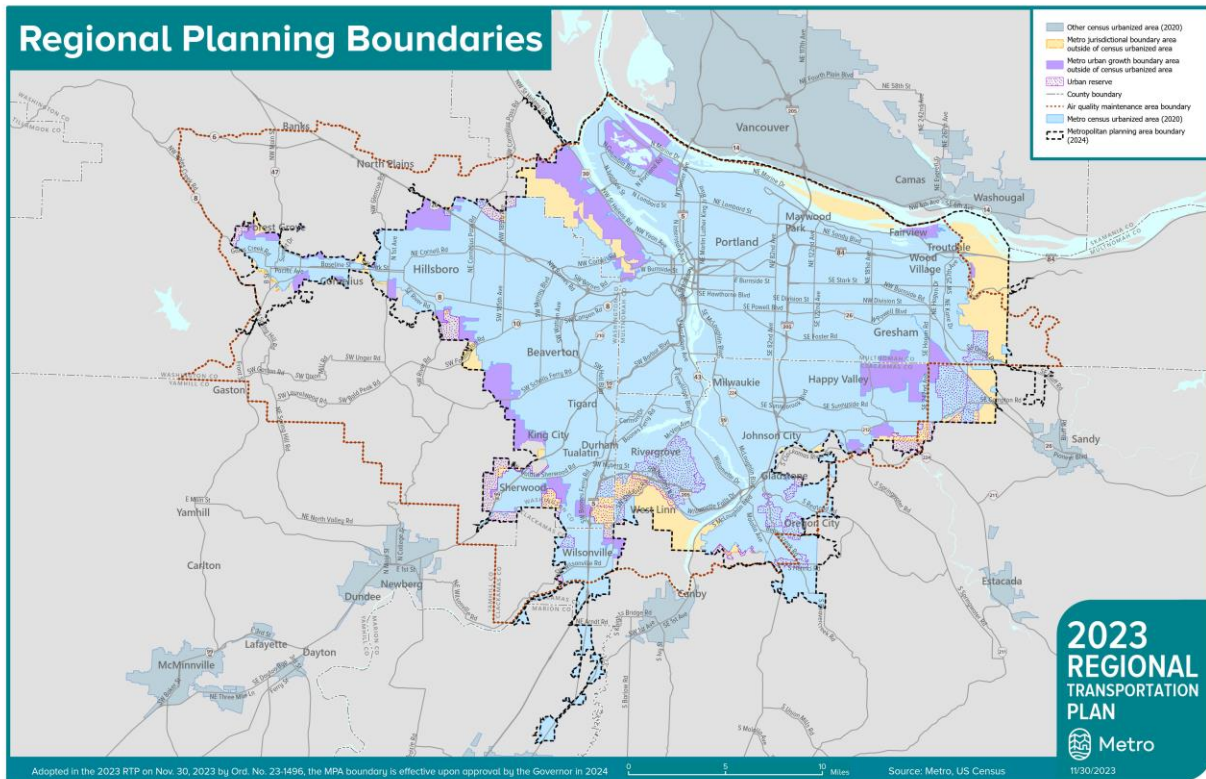


Figure 2. The overlap of fiscal years between an approved MTIP and a MTIP under development. The red box represents the fiscal years encompassing the approved MTIP and the purple box represents the fiscal years for the MTIP in development. The green box represents the previously approved MTIP.

What is the relationship between the MTIP and the State Transportation Improvement Program (STIP)?

The MTIP comprises the regionally significant, federally funded transportation projects and programs located within the metropolitan planning area (MPA). For the Portland metropolitan region, the MPA encompasses the urbanized areas of Multnomah, Washington, and Clackamas counties as defined by the US Census Bureau, and additional areas expected to urbanize within the next twenty years. Figure 3 shows the MPA boundary defined (Bold, dotted line) for the Portland metropolitan region. The MPA boundary shown in Figure 3 reflects the urban area as defined by the 2020 Census and represents the Metro region recommendation submitted to the Oregon Department of Transportation. The updated MPA will be effective upon approval of the new boundary by the Governor in 2024. Metro, as the MPO for the region is responsible for development, implementation, and stewardship of the MTIP.

Figure 3. Federal metropolitan planning area for the Portland (OR) metropolitan region



The state department of transportation is responsible for the development, implementation, and stewardship of the STIP. Each MPO is responsible for developing and adopting a MTIP for each respective metropolitan planning area. The STIP includes all MTIPs from across the state as well as projects approved by the state department of transportation outside of the MPO planning areas. The state department of transportation coordinates with each MPO during their funding allocation processes and when allocating funds to projects within an MPO, requests the MPO include those project funding awards in the MTIP.

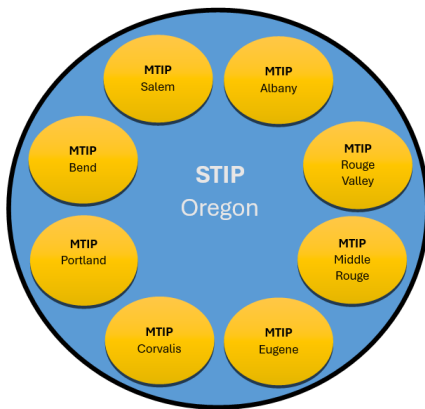


Figure 4. MTIP and STIP relationship – MTIPs are not to scale.

By federal law, the MTIP is required to be included as part of the STIP without change once approved by the MPO governing board and the Governor. The STIP is then approved by the Governor and submitted to U.S. Department of Transportation for approval. Figure 4 shows the MTIP and STIP relationship.

Who are the partners and who makes the decisions around the MTIP?

Development of the MTIP is a cooperative effort between regional and state partner agencies. Metro acts as the main coordinator, author, and administrator of the MTIP, but works closely with ODOT, TriMet, and SMART to report the allocation of all federal as well as regionally significant state and local transportation dollars within the MPA. Each of these agencies plays a different role in advancing the region's transportation system based on enabling legislation and has authority over different state and federal transportation funds. For example, TriMet and SMART's roles in the regional transportation system is to provide public transit service and utilize funding from the Federal Transit Administration (FTA) to support capital programs to operate services. Since Metro, ODOT, TriMet, and SMART each have a role in administering FTA funds, each agency is responsible for providing details of expenditures from year to year as well as demonstrating how the transportation expenditures help advance federal, state, and regional priorities. A brief synopsis of each agency's role is provided below.



Metro is a directly elected regional government, serving more than 1.7 million people in Clackamas, Multnomah, and Washington counties. The agency's boundary encompasses 24 cities. Metro's main function is to provide regionwide planning, coordination, and services to manage the urban growth boundary and address transportation, solid waste, and land development issues that cross jurisdictional boundaries.

For federal purposes, Metro is the Metropolitan Planning Organization (MPO), as defined by federal law and designated by the State of Oregon, for the Oregon side of the Portland-Vancouver urbanized area. As the MPO, Metro is the lead agency responsible for developing the regional transportation plan every five years and the MTIP – the schedule of federal transportation spending in the Portland region. Metro conducts these activities in cooperation and coordination with the region's cities, counties, the Port of Portland, the Oregon Department of Transportation, transit providers and other partners, and provides meaningful opportunities for public input. Metro also coordinates and develops the region's transportation goals and policies and identifies the range of road, public transit and bike/pedestrian transportation projects and transportation management programs that are needed to implement them.

Metro is the nation's first directly elected regional government, led by the Metro Council, which consists of a president, elected regionwide, and six councilors who are elected by district every four years in nonpartisan races. The Metro Council works with community leaders and constituents across city and county boundaries to shape the future of the greater Portland region. For purposes of meeting federal regulations pertaining to Metro's MPO designation, the Metro Council is advised

by the Joint Policy Advisory Committee on Transportation (JPACT) specifically related to MPO activities.

The **Joint Policy Advisory Committee on Transportation (JPACT)** is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including updating the RTP and MTIP. 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. Final approval of each item, therefore, requires the concurrence of both bodies.

The **Transportation Policy Alternatives Committee (TPAC)** provides technical input, helps develop policy options and makes recommendations for consideration by JPACT. TPAC's membership consists of 21 technical staff from the same governments and agencies as JPACT, plus a representative from the Southwest Washington Regional Transportation Council, and six community members appointed by the Metro Council. In addition, the Federal Highway Administration and C-TRAN have each appointed an associate non-voting member to the committee.

TPAC reviews regional plans, federally funded transportation projects, monitors the development of the MTIP, and advises and makes recommendations to JPACT on transportation investment priorities and policies related to transportation. Such efforts include reducing greenhouse gas emissions and creating communities with easy access to mobility options. The committee also helps identify needs and opportunities for involving the public in transportation matters.



The **Oregon Department of Transportation** is a statewide transportation agency. ODOT is responsible for the state-owned transportation facilities across Oregon. This includes state highways and the interstate freeway system. ODOT also administers state generated public transit funding and provides support to transit agencies serving areas outside of large metropolitan areas to comply with federal regulations as well as supporting intra-city rail and bus services. The ODOT Region 1 office oversees the state facilities for the Portland metropolitan area. Responsible for administering federal transportation funds, ODOT is a key partner in providing important transportation investment information for the development of the MTIP.

TRI MET  **Tri-County Metropolitan Transportation District (TriMet)** is the largest public transportation service provider within the Portland metropolitan region. The agency provides both local and regional public transportation services from neighborhood bus routes to multi-county light rail service. As an

entity responsible for administering federal transportation funds, TriMet is a key partner in providing important transit investment information for the development of the MTIP.



The **South Metro Area Regional Transit (SMART)** is a public transportation service provider for the City of Wilsonville. SMART provides local public transportation services and some regional transit services. As an entity responsible for administering federal transportation funds, SMART is a key partner in providing important transit investment information for the development of the MTIP.

2027-2030 MTIP Program Direction

The 2027-2030 MTIP has four objectives that will guide development and implementation of the 2027-2030 MTIP. The four 2027-30 MTIP objectives are:

1. **Advance 2023 Regional Transportation Plan implementation** – Advance implementation of the 2023 RTP and demonstrate progress toward the plan’s vision and goals in addressing the region’s transportation needs.
2. **Apply the strategic funding approach** – Follow the direction laid out in the Strategic Funding Approach, which prioritizes certain funding sources for certain types of projects.
3. **Foster regional funding coordination** – Develop the MTIP and conduct funding allocation processes in a coordinated and transparent manner, collaborating across agencies to identify opportunities to leverage other funds.
4. **Ensure federal compliance** – Follow federal regulations² and address relevant federal certification corrective actions and recommendations related to development and administration of the MTIP, performance-based planning and programming, consultation, and public involvement for the MTIP.

The MTIP objectives are largely a continuation of MTIP program direction adopted as part of previous cycles. Small refinements and updates have been made to the program direction to reflect changes in federal laws, funding programs, as well as the goals adopted in the 2023 RTP. Furthermore, the region has coordinated on nominating funding priorities for competitive national discretionary grants. Referencing this in the 2027-2030 MTIP program direction is an effort to formalize this regional practice.

In developing the 2027-2030 MTIP, partners acknowledge these objectives and agree to work in a cooperative fashion as described in “Three C’s: continuous, cooperative, and comprehensive” of federal regulation pertaining to metropolitan planning. The cooperative “Three C’s” process is to achieve the objectives outlined and align investments accordingly.

To provide further clarity, a description of each objective guiding the 2027-2030 MTIP is provided.

² Code of Federal Regulations (CFR) 23 CFR 450.300 – 450.340 outline these requirements.

Objective 1 – Advance 2023 RTP Implementation

Metro is responsible for demonstrating the programmatic four-year investment package in the MTIP advances implementation of the RTP. The RTP is the blueprint for transportation in the greater Portland region and a key tool for implementing the region’s [2040 Growth Concept](#) and [Climate Smart Strategy](#). The plan guides investments for all forms of travel – driving, transit, biking, and walking – and the movement of goods and services throughout greater Portland. It identifies urgent and long-term transportation needs and priority investments to meet those needs.

Adopted by JPACT and the Metro Council in November 2023, the 2023 RTP provides the policy foundation for investments in the 2027-2030 MTIP, defining a vision, goals, objectives, and policies for all investments made on the regional transportation system.

Figure 5. 2023 RTP vision and goal areas for the regional transportation system



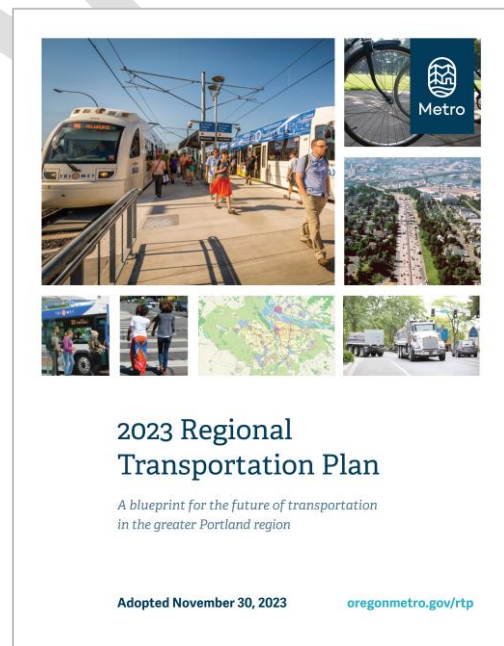
Source: 2023 Regional Transportation Plan (Chapter 2)

Shown in Figure 5, the goal areas in Chapter 2 of the 2023 RTP are:

- **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.
- **Safe system** – Traffic deaths and serious crashes are eliminated, and all people are safe and secure when traveling in the region.
- **Equitable transportation** – Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes are eliminated. The disproportionate barriers that 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.
- **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.
- **Climate action and resilience** – People, communities and ecosystems are protected, healthier and more resilient. Carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling. People travel shorter distances to get where they need to go.

Investments proposed for the 2027-2030 MTIP are expected to make progress toward achieving the vision and goals of the RTP and be drawn from the 2023 RTP financially constrained project list (2023 RTP Appendix A)—only projects that are included in the RTP financially constrained project list are eligible for inclusion in the MTIP. The 2023 RTP financially constrained project list includes more than \$69 billion in priority investments with nearly \$28 billion invested in capital projects and related programs and more than \$41 billion invested in operations and maintenance of the system. Projects and programs in the RTP come from adopted local, regional, or state planning efforts that provided opportunities for public input.

As the 2027-2030 MTIP investments get compiled into a four-year investment program, an evaluation of the package of investments assesses how well the investments make progress towards the 2023 RTP goals. Recognizing the role and function of 2027-2030 MTIP, the program direction places greater emphasis on demonstrating that individual funding allocations administered by Metro, ODOT, TriMet and SMART considered and utilized the 2023 RTP goals in deliberations for their respective prioritization and selection of projects and programs to award funds.



Objective 2 – Apply the Strategic Regional Funding Approach

In May 2009, JPACT and the Metro Council developed a strategic regional funding approach to direct how the transportation needs of the region are to be addressed by existing or potential transportation funding sources. Since 2009, the strategic regional funding approach provides a starting point for the various funding programs or sources that are addressed in the MTIP and State Transportation Improvement Program (STIP).

The approach identifies funding mechanisms agencies use and a regional strategy for sources to be pursued to address unmet needs of the different elements of transportation system in the region. The approach has been utilized in the development of Regional Flexible Funds Allocation (RFFA) processes since the 2010-2013 and 2012-2015 MTIP cycles, with the most recent strategic regional funding approach adopted as part of 2025-2027 Regional Flexible Fund Allocation program direction.

Since the adoption of the 2019-2021 and 2022-2024 RFFA program direction (formerly policy statement), new revenue sources as well as administrative and process changes to certain sources of funds (e.g. restructuring of ODOT allocation programs) necessitates administrative updates to the adopted strategic regional funding approach.

Attachment 1 provides the updated version of the strategic regional funding approach reflecting these administrative changes. Additionally, knowing funding and revenue raising conversations are set to take place throughout 2024 and 2025, these conversations may reshape the region's funding approach and strategy. Therefore, the strategic regional funding approach will remain an interim approach for the purposes of guiding the MTIP development process to be undertaken in the same period. As further discussion takes place regarding any of the source funds identified, periodic updates will be made. However, Attachment 1 represents the previously agreed upon regional transportation funding approach, as updated to reflect new funding actions and administrative updates.

Objective 3 – Foster Regional Funding Coordination

Regional Coordination on Federal Discretionary Funding Opportunities

As part of the implementation of the strategic regional funding approach, the region's partners agree to regional coordination and information sharing when competing on the national stage for federal competitive discretionary funding programs. Examples of these programs include, but not limited to: Federal Transit Administration's Capital Investment Grants – New Starts and Small Starts, and Federal Highway Administration's Infrastructure for Rebuilding America (INFRA). Regional coordination is in effort to make regional partners aware of what competitive applications are being put forward and ensure any necessary MPO programming or planning requirements have been met to allow access to funds if awarded. Information of these coordinated efforts may also be shared with the region's congressional delegation to inform them of regional funding priorities.

Coordination and Leveraging of Federal Funds Across Funding Allocation Programs

Recognizing the scarcity of funding resources for the transportation system, JPACT and the Metro Council supports leveraging funding opportunities being administered by different agencies within the region. However, JPACT and Metro Council desire to see leverage opportunities be discussed in a transparent and open manner that allows for partners to provide feedback and bring awareness to potential funding leveraging opportunities. To facilitate leveraging opportunities, regional agency are encouraged to:

- identify opportunities to leverage funding early, particularly in the program design phase (e.g. program direction update for the 2028-2030 Regional Flexible Fund, Carbon Reduction Program Funding or the 2027-2030 STIP allocation of revenues to ODOT programs) and prior to the solicitation of projects for individual funding programs.
- identify whether federal funds or a regionally significant project would be involved in leveraging other funding (whether federal or local) to ensure eligibility requirements and other factors are appropriately met; and
- begin coordination early between potential administering agencies and determine a pathway for proposals or approvals by appropriate entities, as necessary.

Regional partners that may have intentions of pursuing additional sources of funding should share the agency's intentions early in the process with the MPO. Working closely and early in the process with the MPO during the application process allows for improved regional coordination, affirms project eligibility, and assures funding is secured in an expedited fashion. Funding proposals can be shared with MPO staff for review. The funding proposal review process allows for MPO staff to prepare for administration and coordination of funds.

Administrative funding proposals (e.g. funding swaps, changing the federal fund type) are exempt from this process, but must undergo the procedural MTIP change management process (administrative modification or amendment) depending on the significance of the changes requested.

Objective 4 – Ensure Federal Compliance

As a federal requirement to remain eligible to expend federal transportation funding, the 2027-2030 MTIP and the process by which it is developed is expected to comply with all applicable federal regulations. Applicable regulations include, but are not limited to:

- 23 CFR 450.300 – 23 CFR 450.340– Metropolitan Planning
 - with particular emphasis on section 23 CFR 450.326 - Development and content of the transportation improvement program (TIP).
- Civil rights legislation (e.g. Title VI, Americans with Disabilities Act) and public involvement.
- Performance-based planning and programming.
- Congestion management process.
- Financial constraint (23 CFR 450.326(j))

Additionally, the findings from the 2021 Transportation Management Area (TMA) Certification, findings that will emerge from the 2024 TMA Certification, the 2024-2027 STIP Approval, and Statewide Planning Findings are expected to be addressed and guide the development and implementation of the 2027-2030 MTIP.

As part of Metro's responsibilities, the agency's evaluation of the programmatic four-year investment package will assess the region's implementation progress towards federal, state, and regional performance targets and if necessary, identify areas for course correction for future MTIPs.

The 2027-2030 MTIP program direction is intended to provide clarity to regional partners on the federal requirements with which the 2027-2030 MTIP is obligated to comply. The information from the 2027-2030 MTIP program direction is expected to be communicated to regional partners conducting funding allocations as a means of informing those processes and ensure submitted projects comply with federal mandates. This is to ensure the region does not jeopardize its eligibility to expend federal funding and demonstrate to federal partners' stewardship in the planning, programming, and expenditure of federal transportation funds.

2027-2030 MTIP Program Development and Implementation Process

As part of the process for implementing the 2027-2030 MTIP program, Metro, as the MPO, will serve in the lead role for coordinating information sharing and other MTIP-related development activities. The Transportation Policy Alternatives Committee (TPAC) will serve as the main venue for coordination pertaining to the development and implementation of the 2027-2030 MTIP program. The TPAC work program will be updated to include discussion items pertaining to the development of the 2027-2030 MTIP, including the individual funding allocation processes undertaken by the entities which administer federal transportation funds. TPAC will also be requested to recommend approval of the adoption draft of the 2027-2030 MTIP to JPACT in summer 2026. Figure 6 illustrates the 2027-2030 MTIP timeline.

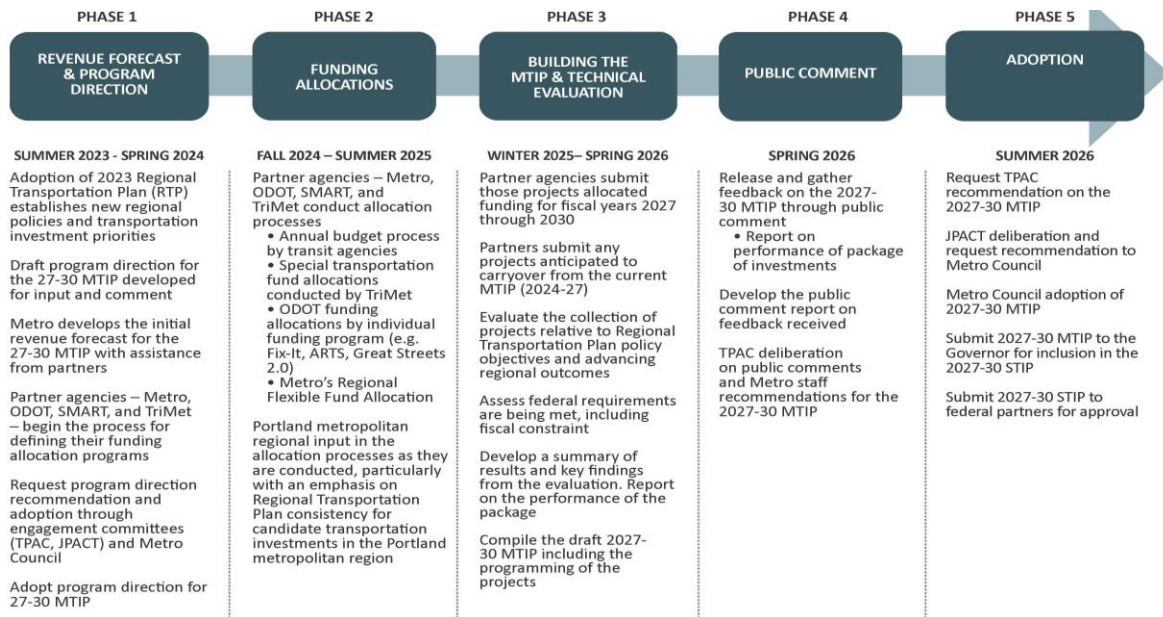


Figure 6. 2027-2030 Metropolitan Transportation Improvement Program Process and Adoption Timeline.

DRAFT

Attachment 1: Updated Strategic Regional Funding Approach

The following table is an updated version of the 2018 adopted regional funding approach. The updates, although not exhaustive, reflect new revenue sources and administrative changes to funding sources and the eligible activities. As policy direction for funds may change, federal transportation reauthorization may change eligibility requirements of existing funds, or through JPACT and the Metro Council direction, the regional funding approach may be updated to reflect the administrative or policy direction changes. The 2027-2030 MTIP program direction includes the current regional funding approach as follows.

Table A.1: Updated Regional Transportation Funding Approach – (Interim May 2024)

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Local/Neighborhood Street Reconstruction and Maintenance	<ul style="list-style-type: none"> • State pass through funds • Street utility fees • Local gas tax • System development charges 	<ul style="list-style-type: none"> • Increases in state gas tax (e.g. House Bill 2017) • Increases in vehicle registration fees • New street utility fees or equivalent • Additional or new local gas tax
Active Transportation (includes bicycle, pedestrian, and small on-street transit capital improvements like bus shelters)	<ul style="list-style-type: none"> • Regional Flexible Funds • STBG – Transportation Alternatives Set Aside • ODOT Community Paths • ODOT Great Streets 2.0 • ODOT ADA curb ramp and push buttons program • ODOT Safe Routes to Schools Infrastructure • Statewide Transportation Improvement Fund (STIF) • ODOT 1% gas tax dedication • Privilege tax on bicycle sales • Local gas or property tax, vehicle registration, system development charges, or street utility • Carbon Reduction Program – Regional • Carbon Reduction Program - State 	<ul style="list-style-type: none"> • Pursue new federal program • State Urban Trail fund • Increases in state gas tax (e.g. House Bill 2017) • New local or regional funds

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Highway & Bridges Preservation	<ul style="list-style-type: none"> • Federal Highway Formula Programs (NHPP, STBG, Bridge) State gas tax & weight/mile fees dedicated to ODOT Fix-It program. • Other state (e.g. House Bill 2017) directed funding 	<ul style="list-style-type: none"> • Increases in state gas tax • Increases in vehicle registration fees • New street utility fees or equivalent • Congestion Pricing/Tolling
Transit Operations	<ul style="list-style-type: none"> • Employer tax • Employee tax • Passenger fares • Section 5307 urbanized area formula • Section 5310 special transportation • Advertising revenue • Statewide Transportation Improvement Fund (STIF) 	<ul style="list-style-type: none"> • Increases in employee and employer tax rate • New funding mechanism • Passenger fare increases
Minor & Major Arterial Expansion, Improvements, and Reconstruction	<ul style="list-style-type: none"> • Development Fees (e.g. Frontage, Impact Fees, System Development Charges) • Urban Renewal • ODOT Region 1 operations allocation program (Fix-it) • Other federal or state (e.g. House Bill 2017) directed spending • Regional Flexible Funds³ • Federal Discretionary Grants • National Freight Program 	<ul style="list-style-type: none"> • Development fees rate increases • New local or regional funds • Increase in state gas tax • Increase in vehicle registration fee • Congestion Pricing/Tolling mitigation funds
Throughway Expansion	<ul style="list-style-type: none"> • ODOT 2027-2030 STIP Strategic Investment Fund • Regional Flexible Funds⁴ • National Highway Preservation Program • National Freight Program • Other federal or state (e.g. House Bill 2017) project directed funding 	<ul style="list-style-type: none"> • More from existing sources • Congestion Pricing/Tolling • Increase in state gas tax or equivalent (e.g. HB 2017) • New local or regional funds • New Federal Discretionary funds (EG INFRA, MEGA)

³ Limited to project development, ITS on arterial freight facilities, and small capital projects.

⁴ Limited to project development with large discretionary funding leverage opportunities.

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
	<ul style="list-style-type: none"> • Federal Discretionary grants • Privilege tax on vehicles 	
High-Capacity Transit Expansion	<ul style="list-style-type: none"> • Federal Capital Investment Grants (e.g. New Starts/Small Starts) • State lottery, right-of-way donation or legislative allocation • Regional Flexible Funds • TriMet General Fund • Local contributions 	<ul style="list-style-type: none"> • More from existing sources • New local or regional funds
TSMO/Travel Options	<ul style="list-style-type: none"> • ODOT transportation demand management program allocation to regions • Regional Flexible Funds • Carbon Reduction Program – Regional • Carbon Reduction Program – State • Regional Safe Routes to School 	<ul style="list-style-type: none"> • New local or regional funds • More from existing sources
Land Use – TOD	<ul style="list-style-type: none"> • Regional Flexible Funds 	<ul style="list-style-type: none"> • New local or regional funds • More from existing sources

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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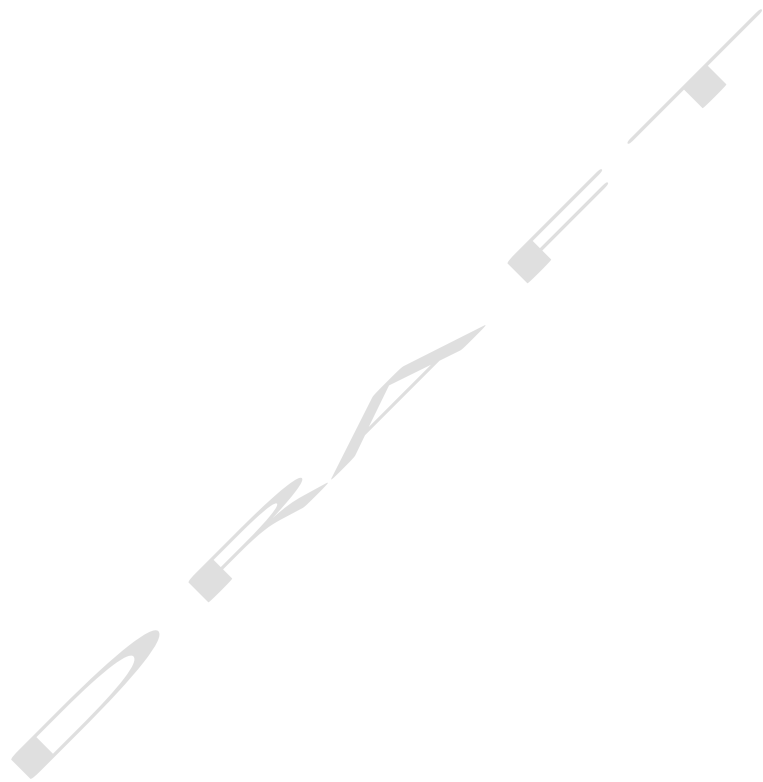
Auditor

Brian Evans

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1700



STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 24-5418, FOR THE PURPOSE OF ADOPTING THE 2027-30 METRO TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) PROGRAM DIRECTION

Date: 05/08/2024
Department: Planning
Meeting Date: June 13th, 2024

Presenter(s), (if applicable): Blake Perez,
he/him, Associate Transportation
Planner; Ted Leybold, he/him, Resource
Development Manager
Length: 30 minutes

Prepared by: Blake Perez,
blake.perez@oregonmetro.gov

ISSUE STATEMENT

The purpose of the 2027-2030 MTIP program direction is to provide clarity on the guiding direction for the investments to request inclusion as part of the 2027-2030 MTIP. The 2027-2030 MTIP program direction establishes the expectations among regional partners and guides federal and relevant state and local transportation investments proposed for fiscal years 2027 through 2030 in the metropolitan planning area. It does this by describing the policy priorities and outcomes transportation investments are expected to advance in support of the RTP. For those partners with responsibilities to administer federal transportation funds, the 2027-2030 MTIP program direction is a reaffirmation of the common goals and objectives the planned investments are expected to make progress towards while in their stewardship.

ACTION REQUESTED

- Staff will be seeking approval of recommendation of the 2027-30 MTIP program direction at the May 23rd JPACT meeting.
- Adoption of 27-30 MTIP program direction by Metro Council on June 13th.

IDENTIFIED POLICY OUTCOMES

The desired objectives for the 2027-2030 MTIP program direction is for all regional partners to come to a shared understanding of the policy direction guiding the development and implementation of the 2027-2030 MTIP. The four 2027-30 MTIP objectives are:

1. **Advance 2023 Regional Transportation Plan implementation** – Advance implementation of the 2023 RTP and demonstrate progress toward the plan’s vision and goals in addressing the region’s transportation needs.

2. **Apply the strategic funding approach** – Follow the direction laid out in the Strategic Funding Approach, which prioritizes certain funding sources for certain types of projects.
3. **Foster regional funding coordination** – Develop the MTIP and conduct funding allocation processes in a coordinated and transparent manner, collaborating across agencies to identify opportunities to leverage other funds.
4. **Ensure federal compliance** – Follow federal regulations¹ and address relevant federal certification corrective actions and recommendations related to development and administration of the MTIP, performance-based planning and programming, consultation, and public involvement for the MTIP.

In developing the 2027-2030 MTIP, partners acknowledge these policies and agree to work in a cooperative fashion as described in “Three C’s: continuous, cooperative, and comprehensive” of federal regulation pertaining to metropolitan planning. The cooperative “Three C’s” process is to achieve the directives outlined and align investments accordingly.

POLICY QUESTION(S)

The 2023 RTP provides the policy foundation for investments in the 2027-2030 MTIP, defining a vision, goals, objectives, and policies for all investments made on the regional transportation system.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

None at this time.

STAFF RECOMMENDATIONS

Approve Resolution 24-5418 adopting the 2027-30 Metro Transportation Improvement Program (MTIP) program direction.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The MTIP objectives are largely a continuation of MTIP program direction adopted as part of previous cycles. Small refinements and updates have been made to the program direction to reflect changes in federal laws, funding programs, as well as the goals adopted in the 2023 RTP. Furthermore, the region has coordinated on nominating funding priorities for competitive national discretionary grants. Referencing this in the 2027-2030 MTIP program direction is an effort to formalize this regional practice.

Staff presented the draft 27-30 MTIP program direction to TPAC on Friday, May 3rd. Several topics were discussed, which include:

- Clarification on highway and arterial roadway funding strategy.
- Defining electric infrastructure in the regional funding strategy.

- Utilizing the interim regional funding strategy as a starting point for future legislative priorities.

After discussion, TPAC voted unanimously to recommend 27-30 MTIP program direction to JPACT.

ATTACHMENTS

- Worksheet
- Resolution
- 27-30 MTIP program direction
- Staff report

[For work session:]

- Is legislation required for Council action? **X Yes** No
- If yes, is draft legislation attached? **X Yes** No
- What other materials are you presenting today? Slides to be provided

**5.1 Resolution No. 24-5412 For the Purpose of Adding Two new ODOT Managed Projects to
the 2024-27 MTIP to Meet Federal Transportation Project Delivery Requirements**

Action Items

Joint Policy Advisory Committee on Transportation
Thursday, May 23, 2024

JPACT Worksheet

Agenda Item Title: May 2024 MTIP Formal Amendment Approval Request – Resolution 24-5412

Presenters: None. The item is requested to proceed as a Consent calendar item. If not, Ken Lobeck, Funding programs Lead, or Ted Leybold will be present at JPACT to provide a presentation if required.

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

Purpose/Objective:

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

Outcome:

JPACT approval and final approval recommendation to Metro Council. Final action is the inclusion of the amended projects in the 2024-27 MTIP and STIP.

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

Prior TPAC action: TPAC received their official notification on May 3, 2024, and has provided their approval recommendation to JPACT.

JPACT: Not Applicable. This is the first time the May 2024 MTIP formal amendment has been brought before JPACT for approval.

What packet material do you plan to include?

1. Draft Resolution 24-5412 covering the May 2024 MTIP Formal Amendment
2. Exhibit A to draft Resolution 24-5412 (also referred to as the MTIP Worksheets) containing the specific changes to the project and required approvals Metro must complete IAW our FHWA delegated MTIP management responsibilities.
3. Staff Report in support of the May 2024 MTIP Formal Amendment providing a summary of the project changes, review processes, and required approval steps.

May Amendment Summary:

The May 2024 MTIP Formal Amendment bundle contains two new ODOT projects to be added to the MTIP and STIP. A summary of both is included below:

- **ODOT Key 22636 – US30B: (N Lombard St) N Delaware Ave - N Denver:**
 - **Description:** The project is on N Lombard St from N Delaware St to N Denver and will complete design street upgrades to include curb & ramps ADA upgrades, redesign and add bike lanes, reconfigure roadway to 3 lanes (Boston to Lancaster) and traffic signal upgrade at Denver St.
 - **Funding:** \$3,342,141 of ODOT appropriated Surface Transportation Block Grant (STBG) funded from the ODOT Great Streets program along with required match for a programming total of \$3,724,664
 - **Added Note:** Preliminary Engineering, Right-of-Way, and Utility Relocation phases are being programmed through this amendment The Construction is expected to be added in 2027 as part of the next STIP cycle.

- **Key 23638 - I-205 Sunnybrook Rd - Stafford Rd Bus on Shoulder:**
 - Description: The project will expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way.
 - Added Notes:
 - TPAC discussion raised questions about the proposed description. The project does not really expand transit service but supports greater transit service delivery capabilities. As a result, ODOT is examining the project description for MTIP and STIP inclusion. An updated description if deemed required will be included with the amendment submission to Metro Council.
 - The Staff Report has been expanded from the TPAC submission to include added details about the project which initially were not available when the amendment was first submitted to Metro.
 - ODOT has been notified of JPACT's request for a short presentation during their May 2024 meeting.
 - Funding: The I-205 Bus on Shoulder Lane project as an approved project within ODOT's Carbon Reduction Strategy Plan. The project funding has been previously approved by the Oregon Transportation Commission. \$1,988,143 of ODOT federal Carbon Reduction Program (CRP) funds are being programmed for the project. Along with the match, the total programming amount is \$2,215,695.

- **Summary:**

Expected final approval from FHWA for both projects should occur by mid-July 2024. There is some urgency to ensure Metro approvals occur in a reasonable fashion to ensure enough time exists to move forward with the federal fund obligation process through FHWA. The amendment processing schedule as submitted appears satisfactory to meet the 2024 obligation deadlines for both projects.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING TWO NEW) RESOLUTION NO. 24-5412
ODOT MANAGED PROJECTS TO THE 2024-27)
MTIP TO MEET FEDERAL TRANSPORTATION) Introduced by: Chief Operating
PROJECT DELIVERY REQUIREMENTS) 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, the Oregon Department of Transportation (ODOT) is adding two new projects to the MTIP which include a Great Streets program funded safety upgrade project and a Carbon Reduction Strategy funded I-205 Bus on Shoulder Lane project; and

WHEREAS, the ODOT's North Lombard Street safety upgrade project from North Delaware Ave to North Denver Ave includes \$3.3 million of federal plus matching funds supporting preliminary engineering, right-of-way, and utility relocation activities with the construction phase to be added in the next State Transportation Improvement program cycle; and

WHEREAS, the North Lombard Street project will design and various complete street upgrades to include curb & ramps ADA upgrades, redesign and add bike lanes, reconfigure roadway to 3 lanes (Boston to Lancaster) and traffic signal upgrade at Denver St.; and

WHEREAS, the Oregon Transportation Commission's approved State of Oregon Carbon Reduction Program includes \$2.5 million of appropriated Carbon funds to design and implement a Bus on Shoulder Lane project on I-205 from Sunnybrook Rd to Stafford Rd and utilize existing ODOT right-of-way; and

WHEREAS, ODOT's proposed delivery schedule requires the I-205 Bus on Shoulder Lane preliminary engineering phase to obligate the programmed federal funds before the end of September 2024 to be ready to start construction during federal fiscal year 2025; and

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

WHEREAS, on May 3, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on May 23, 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 the two 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
May FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: MA24-08-MAY

The May Federal Fiscal Year 2024 Formal MTIP Amendment adds two 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 23636 - US30B: (N Lombard St) N Delaware Ave - N Denver (ODOT):** The formal amendment adds the new Great Streets complete streets upgrades project on North Lombard Street to the MTIP. Funding is being sourced from Key 23310. This is a non-MPO project grouping bucket (PGB) supporting ODOT's Great Streets program upgrades.
- **Key 23638 - I-205 Sunnybrook Rd - Stafford Rd Bus on Shoulder (ODOT):** The formal amendment adds the new ODOT project that will design and implement a new bus on shoulder dedicated lane on I-205 to the MTIP.

The Exhibit A Table starting below provides 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 24-5412

May FFY 2024 Formal Transition Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: MA24-08-MAY

Total Number of Projects: 2

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 May 2024 Formal Amendment				
None				
Category: New Projects Being Added to the MTIP				
(#1) ODOT Key # 23636 MTIP ID	ODOT	US30B: (N Lombard St) N Delaware Ave - N Denver	On N Lombard St from N Delaware St to N Denver complete design street upgrades to include curb & ramps ADA upgrades, redesign and add bike lanes,	ADD NEW PROJECT: The formal amendment adds the preliminary engineering (PE), Right-of-Way (ROW), and Utility Relocation (UR)

TBD <i>New Project</i>			reconfigure roadway to 3 lanes (Boston to Lancaster) and traffic signal upgrade at Denver St.	phases to the MTIP through this amendment. The construction phase will be added as part of the next STIP cycle in FFY 2027.
(#2) ODOT Key # 23638 MTIP ID TBD <i>New Project</i>	ODOT	I-205 Sunnybrook Rd - Stafford Rd Bus on Shoulder	Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way	<u>ADD NEW PROJECT:</u> The formal amendment adds the new OTC approved project that will design and implement a new bus on shoulder dedicated lane on I-205 to the MTIP

Proposed Amendment Review and Approval Steps:

- Tuesday, April 30, 2024: Post amendment & begin 30-day notification/comment period.
- Friday, May 3, 2024: TPAC meeting (Required Metro amendment notification)
- Thursday, May 23, 2023: JPACT meeting.
- Thursday, May 30, 2024: End 30-day Public Comment period.
- Thursday, June 6, 2024: Final approval from Metro Council anticipated.
- Early to mid-July 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 ODOT Great Streets funded project to the MTIP

Project #1

Project Details Summary							
ODOT Key #	23636	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:		MA24-08-MAY	STIP Amendment ID:		24-27-0952		

Summary of Amendment Changes Occurring:
The formal amendment adds the new Great Streets complete streets upgrades project to the MTIP. Funding is being sourced from Key 23310. This is a non-MPO project grouping bucket (PGB) supporting ODOT's Great Streets program upgrades. Key 23310 is a non-MPO PGB. By shifting the funds to Key 23626, new funding is being added to the MTIP In the MPA boundary. This impacts the MTIP's fiscal constraint finding which triggers the need for the MTIP formal amendment.

Project Name:	US30B: (N Lombard St) N Delaware Ave - N Denver						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:
On N Lombard St from N Delaware St to N Denver complete design street upgrades to include curb & ramps ADA upgrades, redesign and add bike lanes, reconfigure roadway to 3 lanes (Boston to Lancaster) and traffic signal upgrade at Denver St.

MTIP Detailed Description (Internal Metro use only):
Project uses Great Streets and ADA funding in North Portland on N. Lombard St/US30BY (MP 4.50 to MP5.20) to upgrade curb ramps and add and redesign bike lanes for the safety of all roadway users along Lombard St between Delaware and Denver. From Boston to Lancaster the project will reconfigure the roadway to three lanes, adding bike lanes. At Denver, the project will implement a variety of safety improvements and upgrade the traffic signal (ODOT SW Great Street program funding)

STIP Description:
Project uses Great Streets and ADA funding to upgrade curb ramps and add and redesign bike lanes for the safety of all roadway users along Lombard St between Delaware and Denver. From Boston to Lancaster the project will reconfigure the roadway to three lanes, adding bike lanes. At Denver, the project will implement a variety of safety improvements and upgrade the traffic signal.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets ODOT Work Type:	Active Trans - Motor Vehicle	Lane Reduction	Capital Improvement
	Active Trans - Bike	Separated (aka Protected) lanes	
	Active Trans - Pedestrian ADAP, BIKEPED	Sidewalk Reconstruction	

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		\$ 2,454,720					\$ 2,454,720
AC-STBGS	ACPO	2024		\$ 77,205					\$ 77,205
State STBG	Y240	2026			\$ 498,594				\$ 498,594
State STBG	Y240	2026				\$ 311,622			\$ 311,622
Federal Totals:			\$ -	\$ 2,531,925	\$ 498,594	\$ 311,622	\$ -	\$ -	\$ 3,342,141

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Y240)	Match	2024		\$ 280,954					\$ 280,954
State (ACPO)	Match	2024		\$ 8,836					\$ 8,836
State (Y240)	Match	2026			\$ 57,066				\$ 57,066
State (Y240)	Match	2026				\$ 35,667			\$ 35,667
State Totals:			\$ -	\$ 289,790	\$ 57,066	\$ 35,667	\$ -	\$ -	\$ 382,523

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	\$ -	\$ 2,821,715	\$ 555,660	\$ 347,289	\$ -	\$ -	\$ 3,724,664

Total Estimated Project Cost							\$9 million
Total Cost in Year of Expenditure:							\$9 million

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The construction phase programming will be added later (probably as part of the next STIP).					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 2,821,715	\$ 555,660	\$ 347,289	\$ -	\$ -	\$ 3,724,664
Phase Change Percent:	0.0%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 289,790	\$ 57,066	\$ 35,667	\$ -	\$ -	\$ 382,523
Amended Phase Matching Percent:	N/A	10.27%	10.27%	10.27%	N/A	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 2,531,925	\$ 498,594	\$ 311,622	\$ -	\$ -	\$ 3,342,141
State	\$ -	\$ 289,790	\$ 57,066	\$ 35,667	\$ -	\$ -	\$ 382,523
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 2,821,715	\$ 555,660	\$ 347,289	\$ -	\$ -	\$ 3,724,664

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	89.73%	0.0%	0.0%	89.73%
State	0.0%	10.27%	10.27%	10.27%	0.0%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	100.0%	100.0%	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%	68.0%	13.4%	8.4%	0.0%	0.0%	89.7%
State	0.0%	7.8%	1.5%	1.0%	0.0%	0.0%	10.3%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	75.8%	14.9%	9.3%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Completion Date Notes:					Estimated Project Completion Date:		Not Specified
Are federal funds being flex transferred to FTA?		Yes/No		If yes, expected FTA conversion code:		N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? ODOT Great Street program approved funding	
2. Does the amendment include changes or updates to the project funding? Yes. The funds are being added to the MTIP for the first time.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes. The funds are being split from Key 23310 and committed to 23636.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT program 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
	Yes	USBY30	4.50	5.20	0.7 miles
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street	
	North Lombard St	North Delaware St	North Denver St		

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes EFA north of Lombard St = Yes POC = No LEP = No 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:	Air Quality - Bicycle and pedestrian facilities.
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 #1 and Name:	(ODOT) ID# 12095 - Safety & Operations Projects: 2023-2030
RTP Project Description #1: <i>The North Lombard Greats Streets upgrade project can be considered a subset of two RTP constrained entries as shown at right)</i>	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.
RTP Constrained Project ID #2 and Name:	(Portland) RTP ID 10299 - N. Lombard Corridor Improvements: Local Contribution to State-owned Arterial (North Richmond St east to MLK)
RTP Project Description #2:	Design and implement transportation improvements including signal upgrades, lane reconfiguration, enhanced crossings, in-roadway and/or parallel bikeways, and pedestrian improvements along the corridor. Improve pedestrian safety and accessibility of the crossing of I-5. Project will coordinate with ODOT to identify locations and design treatments.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Minor Arterial in the Motor Vehicle network
No	Transit	Frequent Bus in the Transit network
No	Freight	No designation
No	Bicycle	Regional Bikeway in the Bicycle network
No	Pedestrian	Pedestrian Parkway in the Pedestrian network

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	North Lombard St	No designation
Functional Classification	Yes	North Lombard St	Urban Minor Arterial
Federal Aid Eligible Facility	Yes	North Lombard St	4 - Minor Arterial

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? Yes.
3. Is the project included as part of the approved: UPWP? No. Not applicable.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goals: <u>Goal # 1 - Mobility Options:</u> Objective 1.2 - 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 - Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <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 30, 2024 to May 29, 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	Advance Construction funds with the anticipated conversion code to be GARVEE funds
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.
State	General state funds used to provide the minimum match to the federal funds

Project Name: US30B: (N Lombard St) N Delaware Ave - N Denver (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	ACPO	ADVANCE CONSTRUCT PR	3.05%	86,041.36	89.73%	77,204.91	10.27%	8,836.45	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	96.95%	2,735,674.00	89.73%	2,454,720.28	10.27%	280,953.72	0.00%	0.00
	PE Totals		100.00%	2,821,715.36		2,531,925.19		289,790.17		0.00
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	555,660.00	89.73%	498,593.72	10.27%	57,066.28	0.00%	0.00
	RW Totals		100.00%	555,660.00		498,593.72		57,066.28		0.00
UR	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	347,288.00	89.73%	311,621.52	10.27%	35,666.48	0.00%	0.00
	UR Totals		100.00%	347,288.00		311,621.52		35,666.48		0.00
Grand Totals				3,724,663.36		3,342,140.43		382,522.93		0.00

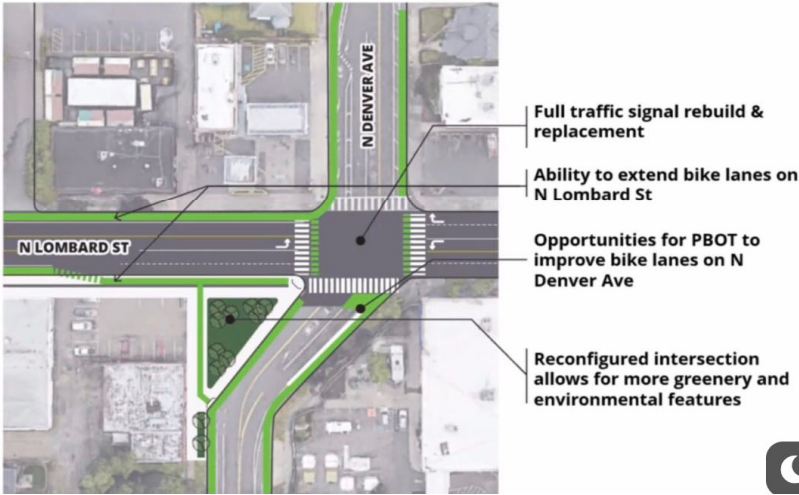
Name: Great Streets Program FFY25						Key: 23310	
Description: Funding for the Great Streets program in federal fiscal year 2025. Projects will be selected at a later date, based on program requirements.						Region: 6	
MPO: Non-MPO			Work Type: BIKPED				
Applicant: ODOT			Status: BUCKET OF FUNDS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				STATEWIDE	STATEWIDE		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$11,666,666.66		\$11,666,666.66
Fund 1				Y240	\$10,468,499.99		
Match					\$1,198,166.67		
Footnote:							

Proposed North Denver Street intersection upgrade details sourced from Jonathan Maus, BikePortland article October 30, 2023



Great Streets: N Lombard St & N Denver Ave

- Developing a "Great Streets" grant application in coordination with ODOT
- Advanced to "Round #2" of grant selection process.
- Will request a letter of support from BAC, other advisory bodies, and community-based organizations.

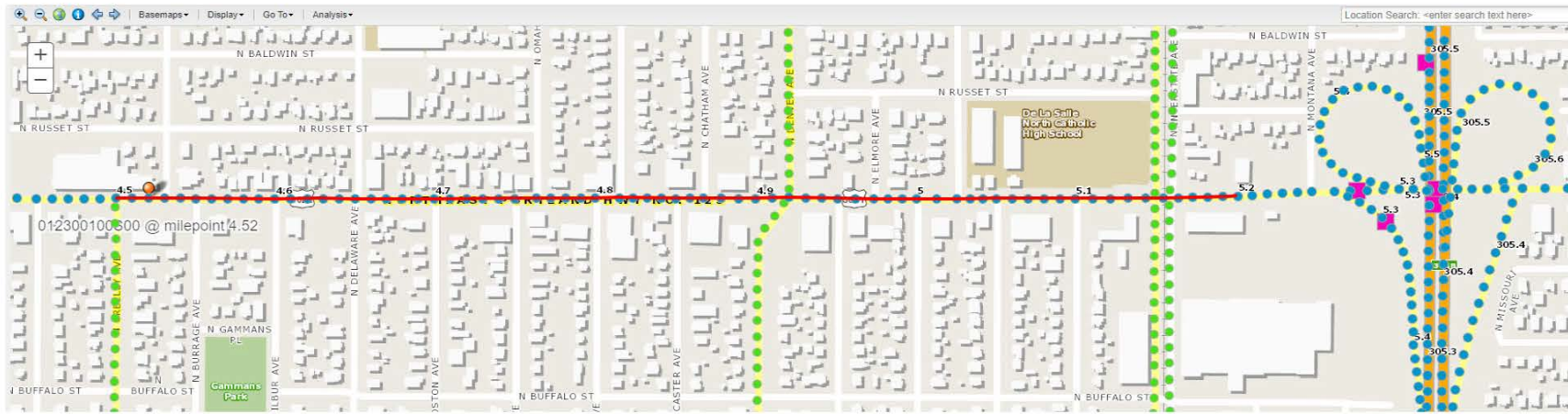




N Lombard looking just east of Delaware. Note the bike lane ends and there are two general purpose lanes ahead.

The Oregon Department of Transportation (ODOT) announced today they will award a \$9 million grant for the Portland region allowing us to extend the North Lombard bike lanes to Denver and redesign the Denver intersection. The project will make significant changes to a major Kenton neighborhood intersection and close a key gap in the north Portland bike network.

ODOT added bike lanes to Lombard (aka Highway 30) on a 1.2-mile segment from N Fiske to Delaware last summer as part of a major repaving project. One of the problems with the new lanes is that they stopped short — by about 10 blocks — of the major bikeway on N Denver.





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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new ODOT Carbon funded project to the MTIP

Project #2

Project Details Summary							
ODOT Key #	23638	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:		MA24-08-MAY		STIP Amendment ID:		24-27-0952	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new ODOT project that will design and implement a new bus on shoulder dedicated lane on I-205 to the MTIP

Project Name:	I-205 Sunnybrook Rd - Stafford Rd Bus on Shoulder						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:
 Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way.

MTIP Detailed Description (Internal Metro use only):
 Along the I-205 corridor from Sunnybrook Rd to Stafford Rd (MP 3.00 to MP 10.76), design, construct and implement a bus on shoulder dedicated transit lane to expand transit service using existing ODOT right-of way. (ODOT Statewide Carbon Program funding. Funding is not Metro allocated Carbon funds)

STIP Description:
 Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Transit	Bus on Shoulder	Systems Management, ITS, and Operations
ODOT Work Type:	OP-CARBON		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ST- CARBON	Y601	2024		\$ 254,613					\$ 254,613
ST- CARBON	Y601	2025					\$ 1,733,530		\$ 1,733,530
									\$ -
Federal Totals:			\$ -	\$ 254,613	\$ -	\$ -	\$ 1,733,530	\$ -	\$ 1,988,143

Note: The approved Carbon Reduction Funds belong to ODOT and are separate from Metro's \$18.8 million Carbon Reduction Program allocation

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024		\$ 29,142					\$ 29,142
State	Match	2025					\$ 198,410		\$ 198,410
									\$ -
State Totals:			\$ -	\$ 29,142	\$ -	\$ -	\$ 198,410	\$ -	\$ 227,552

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	\$ -	\$ 283,755	\$ -	\$ -	\$ 1,931,940	\$ -	\$ 2,215,695
Total Estimated Project Cost							\$ 2,215,695
Total Cost in Year of Expenditure:							\$ 2,215,695

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The construction phase programming will be added later (probably as part of the next STIP).					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 283,755	\$ -	\$ -	\$ 1,931,940	\$ -	\$ 2,215,695
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 29,142	\$ -	\$ -	\$ 198,410	\$ -	\$ 227,552
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 254,613	\$ -	\$ -	\$ 1,733,530	\$ -	\$ 1,988,143
State	\$ -	\$ 29,142	\$ -	\$ -	\$ 198,410	\$ -	\$ 227,552
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 283,755	\$ -	\$ -	\$ 1,931,940	\$ -	\$ 2,215,695

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	10.27%	0.0%	0.0%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	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%	11.49%	0.0%	0.0%	78.24%	0.0%	89.73%
State	0.0%	1.32%	0.0%	0.0%	8.95%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	12.81%	0.0%	0.0%	87.19%	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
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT Carbon Reduction Program funding approved by OTC.
2. Does the amendment include changes or updates to the project funding? Yes. The funds are being added to the MTIP for the first time.
3. Was proof-of-funding documentation provided to verify the funding change? Yes. OTC approved the Carbon fund last September.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval was required.
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
	Yes	I-205	3.00	10.76	7.76
Cross Streets	Route or Arterial		Cross Street		Cross Street
	I-205		Sunnybrook Rd		Stafford Rd

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes EFA northern limits = Yes POC = Yes LEP = No LI = Yes
	X	X		X	X		

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	The project c is not a SOV capacity enhancing project, but a ATM 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:	Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
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.
RTP Constrained Project ID #1 and Name:	ID# 11305 - I-205 Active Traffic Management
RTP Project Description #1:	Construct improvements to address recurring bottlenecks on I-205. Specific improvements as identified in operational analysis, Mobility Corridor analysis, refinement planning and Active Traffic Management Atlas.
RTP Constrained Project ID #2 and Name:	ID# - 12351 - ODOT Carbon Reduction & Electric Vehicle Infrastructure Programs: 2024-2030
RTP Project Description #2:	Projects to reduce carbon emissions and to support electrification of vehicles, consistent with the federal Carbon Reduction funding program, the federal National Electric Vehicle Infrastructure funding program, the Statewide Transportation Strategy, and Climate Smart Strategy.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	I-205 is designated as a Throughway
Yes	Transit	I-205 is designated as a Frequent Bus in the Transit Network
Yes	Freight	I-205 is designated as a Main Roadway Route in the Freight Network
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-205	I-205 is designated as an Interstate on the NHS
Functional Classification	Yes	I-205	Urban Interstate
Federal Aid Eligible Facility	Yes	I-205	1 = Interstate

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? Yes.
3. Is the project included as part of the approved: UPWP? No. Not applicable.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goals: <u>Goal # 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. <u>Goal #5 - Climate Action and Resilience:</u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.

5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project does not exceed \$100 million in total project cost.**

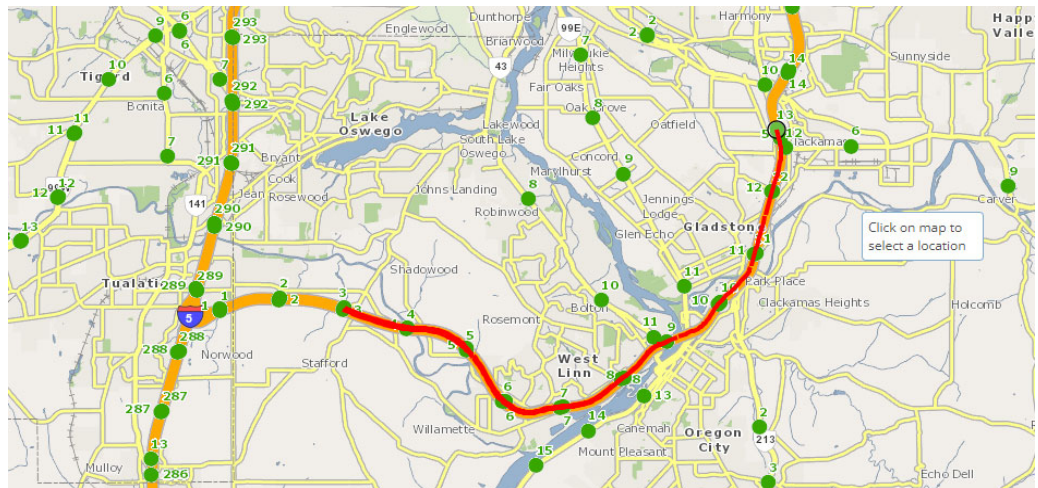
Public Notification/Opportunity to Comment Consistency Requirement

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 30, 2024 to May 29, 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? **Comments are expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **May be required.**

Fund Codes References

Carbon	Federal appropriated funds supporting the Carbon Reduction Program (CRP). The purpose of the CRP is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions
State	General state funds used to provide the minimum match to the federal funds

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y601	Carbon reduction program greater than 200,000 population IIA	100.00%	283,755.00	89.73%	254,613.36	10.27%	29,141.64	0.00%	0.00
	PE Totals			100.00%	283,755.00		254,613.36		29,141.64	0.00
CN	Y601	Carbon reduction program greater than 200,000 population IIA	100.00%	1,931,940.00	89.73%	1,733,529.76	10.27%	198,410.24	0.00%	0.00
	CN Totals			100.00%	1,931,940.00		1,733,529.76		198,410.24	0.00
Grand Totals					2,215,695.00		1,988,143.12		227,551.88	0.00





Oregon Transportation Commission
Formal Meeting Agenda; Thursday, Sept. 14, 2023
 Hybrid: In-Person & Zoom – Inn at the 5th, Maple Banquet Room
205 E. 6th Ave., Eugene, OR 97401



Oregon
 Tina Kotek, Governor

Oregon Transportation Commission
 Office of the Director, P
 355 Capitol Bldg
 Salem, OR 97301

Formal Meeting ~ 9:00 AM – 4:00 PM

Please note: This meeting will be in person at [Inn at the 5th](#), but also can be viewed on our ODOT YouTube at <https://www.youtube.com/c/OregonDOT>. Closed Captioning is available on the livestream.

The Oregon Transportation Commission welcomes written and oral testimony for this meeting. Written testimony to be submitted and signups for oral testimony by **9:00 am, Wednesday Sept. 13, 2023**.


To sign-up and submit written testimony please complete the [comment form](#) on our website at https://www.oregon.gov/odot/Get-involved/Pages/OTC_Main.aspx.

Note: The Commission may choose to take agenda items out of order, pull, defer or shorten presentation times of agenda item(s) to accommodate unscheduled business needs. All portions of the meeting are open to the public unless noted as an executive session. Anyone wishing to be present for a particular item should join the webinar when the meeting begins to avoid missing an item of interest. [Website address to view agendas/minutes/materials](#)

The meeting is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to [Sabrina Foward](#), Commission Coordinator, at 503-986-3450 (or statewide relay 711).

(Pre-Meet with Leadership and OTC Members: 8:00-8:45 AM for briefing in Maple Banquet Room)

Time	Order	Type	REGULAR AGENDA
9:00 AM	A)	Chair's Report	Welcome and comments from the Chair (10 min., OTC Chair Julie Brown)
9:10 AM	B)	Public Comment	The Commission allots 2 minutes per person (may change at the Chair's discretion) for public comments. (20 min., OTC Commission Staff)
9:30 AM	C)	Director's Report & Consent Agenda	Director's Report & Consent Agenda Items: Receive agency report from the Director followed by approval of the consent agenda. (10 min., ODOT Director Kristopher Strickler)
9:40 AM	D)	Informational	Committee Updates: Receive an update from Commissioners on their respective committees: ACT's, EMAC and CIAC (25 mins., OTC Members)
10:05 AM		BREAK	10 Minutes
10:15 AM	E)	Informational	Region 2, Area 5, Lane ACT Update: Local Project Updates (60 mins., ODOT Area 5 Manager Vidal Francis, Lane ACT Representatives: ACT Chair and City of Creswell Airport Manager, Shelley Humble, City of Eugene, Mayor Lucy Vinis, City of Veneta, Mayor Keith Weiss, Lane County Transportation Senior Planner, Becky Taylor and City of Creswell, Councilor Shelly Clark)
11:15 AM	F)	Informational	Climate Office Update: Receive an update from the ODOT Climate Office on the Carbon Reduction Program development and the required Climate Reduction Strategy for the Federal Highway Administration. (20 mins., Policy, Data, and Analysis Division Administrator Amanda Pietz and Climate Office Administrator Suzanne Carlson)
11:35 AM		LUNCH	75 Minutes-Gordon Hotel Restaurant

DATE: August 31, 2023
TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
 Director
SUBJECT: Agenda Item F – Climate Office Update on the Carbon Reduction Program

Requested Action:
 Receive an update from the ODOT Climate Office on the Carbon Reduction Program development and the required Climate Reduction Strategy for the Federal Highway Administration.

Background:
 ODOT and its Climate Office works on reducing GHG emissions from transportation, adapting to the impacts of climate change, and on sustainability. The September Oregon Transportation Commission update will focus on the new Carbon Reduction Program, created by the Bipartisan Infrastructure Law, which provides funding for projects that reduce transportation related greenhouse gas emissions. Eligible project types include but are not limited to public transportation, transportation options programs, walking and biking, alternative fuels including electrification, technologies that support congestion management, energy efficient traffic control devices and diesel retrofits. Through the Carbon Reduction Program, Oregon is apportioned \$82.4 million over 5 years for fiscal years 2022-2026 and must submit a state Carbon Reduction Strategy to the Federal Highway Administration.

Oregon Carbon Reduction Program and Strategy:
 The Bipartisan Infrastructure Law requires each State, in consultation with any Metropolitan Planning Organization designated within the State, to develop a carbon reduction strategy and update the strategy every four years. The Bipartisan Infrastructure law requires carbon reduction strategies to "support efforts and identify projects and strategies to support the reduction of transportation emissions."

The Oregon Carbon Reduction Strategy is based on the *Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction* (STS). It identifies projects and actions that ODOT and local jurisdictions are undertaking to reduce greenhouse gas emission from the transportation sector. The Carbon Reduction Strategy will provide the Federal Highway Administration with an overview and status of Oregon's work to reduce transportation related greenhouse gas emissions. As required by federal regulations, ODOT coordinated with the state's Metropolitan Planning Organizations, as well as Association of Oregon Counties, League of Oregon Cities and environmental representatives, to develop the Carbon Reduction Strategy and priorities for the Small Urban and Rural and ODOT Statewide funding.

STATEWIDE CARBON REDUCTION PROJECTS*				
Project Name	Project Description	Total Cost	CRP Funding	Justice40
NEVI Medium and Heavy-Duty Charging Infrastructure	Install fast charging stations for medium and heavy-duty vehicles at intervals to be located along either I-5, I-84, US 20, or US 97 to expand capabilities of NEVI sites.	\$4,900,000	\$4,396,770	TBD
ODOT Fleet Electric Vehicle Purchase	Procure 15 light duty battery electric vehicles.	\$982,719	\$881,794	Some Locations
Statewide Vanpool Expansion	Provide additional vanpools for shared commute trip solutions to reduce vehicle miles traveled and greenhouse gas emissions.	\$3,890,000	\$1,440,000	Yes
ODOT Fleet Charging Equipment	Install 11 level 2 dual-head charging stations, 2 direct current fast chargers and make-ready infrastructure for additional level 2 stations and fast chargers.	\$1,795,353	\$1,610,970	Some Locations
Low Emission Materials Construction Pilot	ODOT Research, Pavements, Climate Office and other relevant disciplines to research the effectiveness of low carbon materials, including low carbon concrete and asphalt and implement the use of these materials in CRP eligible projects.	\$1,300,000	\$1,100,000	TBD
Incident Response Preservation	This project funds the preservation of three dedicated Incident Response units in the 25-27 Biennium. Incident Response supports the agency's ability to clear traffic incidents quickly thus reducing congestion and associated greenhouse gas emissions.	\$1,000,000	\$897,300	No
TriMet Zero Emission Buses	Purchase of 3 zero emission buses to support regional travel options and diversion mitigation.	\$3,375,579	\$3,000,000	Yes
I-205 Bus on Shoulder	Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way.	\$2,815,800	\$2,525,800	Yes
Mode-Based Benefit-Cost Analysis Calculator	Identify areas of transportation impacts for different modes and produce a calculator for easy application to expand ODOT's climate and modeling analysis and inform future investments.	\$200,000	\$179,460	Yes
R1 Signal System Coordination Project	The project will include making improvements to 62 signalized intersections throughout 5 corridors to allow for coordinated signal timing. Corridors include: Tualatin Valley Hwy between 20th Ave and 26th Ave, SW 72nd Ave at OR217 interchange, Tualatin Valley Hwy downtown Hillsboro, Beaverton-Tualatin Hwy between SW Hunziker Rd and SW Satler St, and Pacific Hwy between SW 64th Ave and SW Fischer Rd.	\$999,300	\$897,300	Some Locations
E-Micro-mobility Pilot Program	Provide capital funding for electric micromobility (e-micromobility) lending libraries in 4-6 communities with limited or no access to shared micromobility systems.	\$1,000,000	\$897,300	TBD



Memo

Date: May 6, 2024
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: May FFY 2024 MTIP Formal Amendment & Resolution 24-5412 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

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

BACKGROUND

What This Is - Amendment Summary:

The May 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle adds two new project projects. Both are ODOT funded and manage projects.

The first project is an Americans with Disabilities Act (ADA)/ Complete Streets type upgrade project on north Lombard Street/US30BY. The project will provide ADA curb and ramp upgrades, redesign and add bike lanes, reconfigure roadway to 3 lanes (Boston to Lancaster) and complete a traffic signal upgrade at Denver St.

The second new project is a Bus on Shoulder Lane on I-205. The project will design, construct, and implement a bus on shoulder lane to expand transit service on I-205 between Sunnybrook Rd and Stafford Rd.

What is the requested action?

TPAC received their official notification and amendment overview on May 3, 2024, and now is providing JPACT an approval recommendation to approve Resolution 24-5412 to add the two new projects to the 2024-27 MTIP.

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

TPAC May 3, 2024, Meeting Summary:

TPAC members met on May 3, 2024, and received their official May 2024 MTIP Formal Amendment notification and overview briefing. Ken Lobeck, Metro provided an overview of the amendment bundle contents. After the presentation, Karen Buehrig, Clackamas County, asked if the submitted project description was consistent with the project delivery goal. She stated that the inclusion of “Expand transit services” could be considered misleading because no additional transit services would be implemented as a result of the new Bus On Shoulder Lane project. Chris Ford, ODOT concurred with Karen’s observation and noted that the description may need to be tweaked. Ken Lobeck added that he would send the Region 1 STIP Coordinator a summary of the discussion and ask ODOT to review the description and update it if deemed appropriate. If a project description tweak occurs, the updated description will be incorporated into Exhibit A to Resolution 24-5412 (MTIP Worksheets and other support documents as needed).

Added note: The initial I-205 Bus on Shoulder Lane project amendment submission resulted in a few clarification questions from Metro. ODOT has submitted their response. Key 23638 in the staff report has been updated to include the questions and replies from ODOT.

A summary of the two projects is included below:

- **Key 22636 – US30B: (N Lombard St) N Delaware Ave - N Denver**

- Lead Agency: ODOT
- Description: The project is on N Lombard St from N Delaware St to N Denver and will complete design street upgrades to include curb & ramps ADA upgrades, redesign and add bike lanes, reconfigure roadway to 3 lanes (Boston to Lancaster) and traffic signal upgrade at Denver St.
- Funding Summary: A total of \$3,342,141 of ODOT managed federal funds are being committed to the project as part of the Great Street program. With the required match, the programming total is \$3,724,664. The programming total does not include the Construction phase. The approximate total project is about \$9 million.
- 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 Preliminary Engineering (PE), Right-of-Way (ROW), and Utility Relocation (UR) phases are being added to the 2024-27 MTIP at this time.



- The Construction phase is anticipated to be added as part of the next cycle in FFY 2027



Great Streets: N Lombard St & N Denver Ave

- Developing a "Great Streets" grant application in coordination with ODOT
- Advanced to "Round #2" of grant selection process.
- Will request a letter of support from BAC, other advisory bodies, and community-based organizations.

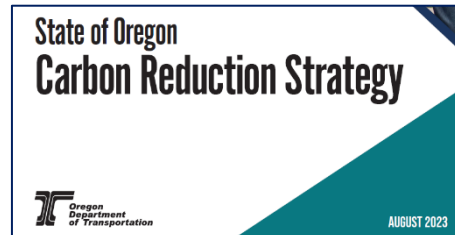


Full traffic signal rebuild & replacement
 Ability to extend bike lanes on N Lombard St
 Opportunities for PBOT to improve bike lanes on N Denver Ave
 Reconfigured intersection allows for more greenery and environmental features

Proposed North Denver Street intersection upgrade details sourced from Jonathan Maus, BikePortland article, October 30, 2023

• **Key 23638 - I-205 Sunnybrook Rd - Stafford Rd Bus on Shoulder:**

- Lead Agency: ODOT
- Description: The project will expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way.
- Funding Summary: \$1,988,143 of ODOT federal Carbon Reduction Program (CRP) funds are being programmed for the project. Along with the match, the total programming amount is \$2,215,695.
- 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 Questions and Replies:



- **ODOT and FHWA Pre-Reviews:**

ODOT has received concurrence from FHWA’s environmental that this Bus on Shoulder project does not constitute adding capacity or trigger a Type 1 project. ODOT requested FHWA guidance in December 2023 related to noise mitigation and other environmental factors. FHWA agreed that the use of the shoulder by authorized transit providers conditioned upon severe congestion (GP lanes at 35mph or less) would not constitute a freeway expansion/Type 1 project and therefore would not require a noise study. FHWA pointed to other DOT’s use of shoulders for authorized transit providers which

were not Type 1 or capacity-building projects. ODOT and FHWA remain in contact regarding Bus on Shoulder

- **Did the project evolve from the earlier pilot project implemented between ODOT and WSDOT?**

Yes. ODOT launched two Bus on Shoulder (BoS) pilot projects (I-205 across the Glenn Jackson Bridge with C-TRAN in September 2020; I-5 between Tualatin and Wilsonville with SMART in November 2021) to evaluate the safety, impacts to infrastructure, and transit performance of Bus on Shoulder. BoS was already a well-tested and proven solution for transit reliability in congested conditions and is used in more than 20+ metros around the United States, including in Washington State and Minnesota for more than 40 years. The two pilots were modeled off of the best practices and lessons learned from other jurisdictions' BoS programs and were the first in the state of Oregon. Concurrently to the launch of the pilots, ODOT staff worked to write an OAR to legalize the conditional use of the shoulders for authorized transit purposes in congested conditions. A Rules Advisory Committee met over the course of a year and included representatives from ODOT, law enforcement, transit providers, and the Oregon Pedestrian and Bicycle Advisory Committee (OBPAC). [OAR 734-020-0044](#) was adopted in 2023.

A note regarding OBPAC's participation: a member of OBPAC attended one meeting, but decided this was too much of a time commitment; instead, OBPAC decided to send a letter. After discussion with OBPAC, OBPAC agreed that BoS should be a tool in ODOT's tool kit to reduce congestion and improve transit reliability with the understanding that where legally allowed to be cyclists and pedestrians in the freeway shoulder have the ROW and transit operators must yield the shoulder to them. The required training of transit operators was also discussed along with the agreement that any crash or incident involving a vulnerable road user related to Bus on Shoulder would result in an investigation and could potentially lead to the halt of that BoS corridor. ODOT firmly agrees that BoS should not result in the removal of access to freeway shoulders by cyclists and pedestrians where already legally established.

- **What were the results of the pilot project?**

ODOT is currently concluding a Before/After study with a consultant team from HDR. Included in the contract were White Papers for each BoS Pilot Corridor (I-205 and I-5) and a One-Pager summary. ODOT can provide this One-Pager to Metro by 5/10 at a minimum.

In summary, the results of the two pilot projects were positive.

Safety: There were no crashes, incidents, close-calls, or evasive actions related to BoS. There were no concerns from law enforcement. Bus operators routinely encountered law enforcement vehicles, stalled/disabled vehicles, and debris in the freeway shoulders. As detailed in the Concept of Operations, when these obstacles were encountered, the operator merged back into the GP lanes and reported the shoulder obstruction to Dispatch. Dispatch has a process for both alerting future transit vehicles of the shoulder obstruction and alerting the appropriate party – usually ODOT – if a vehicle needs roadside assistance or if debris needs to be removed.

There was a single instance of an operator encountering a cyclist or pedestrian in the shoulder and the operator – as detailed in the Concept of Operations – merged back into the GP lanes and reported the vulnerable road user back to dispatch, who would alert future operators of their presence. There was a single instance of another vehicle operator using the shoulder illegally; this was another transit provider and a new operator who did not understand that they were also not allowed in the shoulder. SMART reported the incident to ODOT and ODOT contacted the transit provider immediately. In general, other jurisdictions have seen very little non-compliance from private vehicle operators, freight, or other transit providers who would look to illegally use the shoulder; this is consistent with the two pilots in Oregon.

Impacts to Infrastructure: ODOT evaluated the condition of the pavement and shoulder assets prior to the launch of the pilots and after at least a year of operations. There were no visible damages to the pavement or to the shoulder assets (manholes and drainage inlets). ODOT also looked into the condition of signs and striping related to BoS and determined that all assets were still in good condition. ODOT does not increase sweeps of the shoulder in BoS corridors and transit providers informed ODOT that the current level of maintenance is sufficient; there was no excessive damage to transit vehicles.

Transit Performance: Transit providers evaluated on-time performance (OTP) and both providers saw an improvement. SMART went from 52% OTP to 83% OTP and C-TRAN went from 82% (NB) and 93% (SB) to 85% (NB) and 95% (SB). It is important to note that both pilots launched during Covid-19 and both were evaluated during a period still impacted by Covid-19 travel patterns. ODOT recommends conducting another evaluation at the 5-year or 10-year mark. Both transit providers reported increased bus operator satisfaction and increased customer satisfaction.

- **Why was I-205 selected to implement the Bus on Shoulder Lane project? Were other primary routes considered?**

The BoS requires three elements to be implemented: recurring congestion, amenable freeway assets (i.e., wide-enough shoulders, few ramps or large spacing between ramps), and transit service. This section of I-205 between Stafford Road and OR43 has been a known transit gap for decades (See ClackCo Comprehensive Plan, ClackCo Transit Development Plan, Oregon Toll Program Low-Income Report, SMART's Transit Master Plan, TriMet's Forward Together Service Concept). TriMet and SMART approached ODOT requesting that this corridor be turned into a BoS corridor to start a new bus route as recurring congestion made movement between Tualatin/Wilsonville and West Linn/Oregon City very challenging. Given the limited funding available through the Carbon Reduction Program and timeline of said funding, the desire expressed by transit agencies, and the uncertainty of RMPP/Tolling and any future widening of I-205, it was decided that I-205 would be the best candidate for funding Bus on Shoulder in the Portland Metro Area at this time.

- **Will the Bus on Shoulder Lane concept be expanded to other primary routes?**

The concept is being considered, but there are currently no other ongoing discussions with any transit providers about adding BoS anywhere in the near term.

As previously stated, there needs to be recurring congestion, amenable freeway assets, and transit service to have BoS. ODOT conducted analysis in 2019 to evaluate the existing freeway assets in the Portland Metro Area. ODOT is in agreement that future construction projects on freeways should aim to not preclude future BoS use (i.e., placement of rumble strips, placement of vertical or horizontal obstructions like signs, etc.) but there will certainly be exceptions or physical constraints that prevent new shoulders from being optimal. Region 1 staff are also discussing opportunities in the broader state of Oregon.

- **How does the Bus on Shoulder Lane design impact existing exit and entry ramps and overall traffic mobility?**

New signs and pavement markings will be used on the approaches to the exit ramps and from the entry ramps for the buses using the shoulder lane. The signs and pavement markings will be designed around existing infrastructure.

Buses using the shoulder lane are required to yield to anyone else using the exit/entry ramps; additionally, buses are only allowed to operate during congested periods with a max speed of 35 MPH. With these conditions in place, there will be no impact to overall traffic mobility.

▪ **Will the new lane be restricted only for TriMet and Smart buses?**

ODOT restricts use of the BoS lanes to authorized transit providers who have a signed Concept of Operations with ODOT. This document includes information about vehicle type, route, operator training, dispatch protocol, etc. At this time, ODOT is working on a Concept of Operations for this corridor. SMART and TriMet are the two transit agencies who have expressed interest in the corridor and would be the only two currently in conversation about using the corridor. [OAR 734-020-0044](#) outlines what type of transit service providers are eligible for BoS: public transportation service provider and only for shared-ride service. Any other agency that complies with the OAR is welcome to contact ODOT and inquire about future BoS corridors or use of an existing BoS corridor.

▪ **Could the added lane be considered a mixed-use lane at other times?**

No. It will either be a shoulder for emergency use or a space for cyclist/pedestrians to use per existing Oregon law, or a space buses are allowed to use to bypass congestion during peak congestion periods. As noted above, legal use of this lane is defined in [OAR 734-020-0044](#). Use of the BoS lane by unauthorized vehicles is a citable traffic violation ([ORS 811.265 – Driver failure to obey traffic control device \(public.law\)](#))

▪ **What is the expected impact to the traffic flow on I-205 as a result of the Bus on Shoulder Lane?**

Given that there is currently no transit service between Wilsonville/Tualatin and West Linn/Oregon City/Clackamas Town Center, it is expected that some private vehicular trips will now be taken by on public transit, therefore reducing VMT. Minimal impact to traffic flow on I-205 is expected outside of this anticipated mode change.

▪ **Will transit be able to operate safely?**

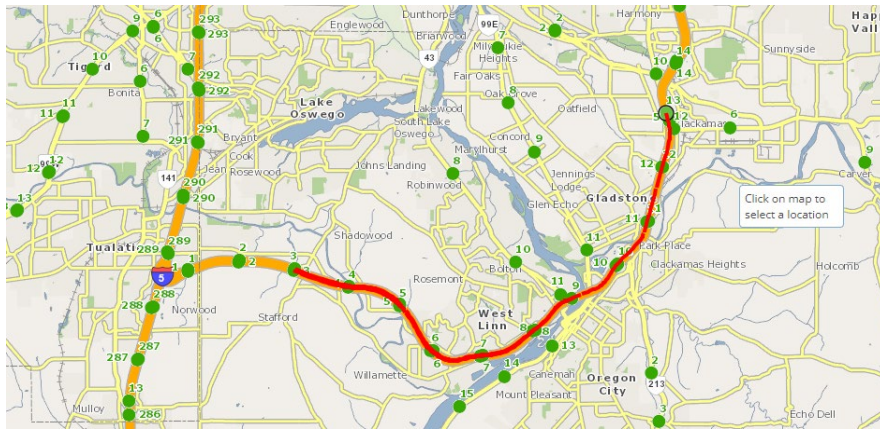
Yes. As outlined in the Concept of Operations, there are multiple safety and operational measures established by all involved agencies.

This includes but is not limited to: BoS training for all bus operators who may use the corridor, limitations on speed, guidelines for encountering an obstruction on the shoulder, and protocols for reporting to dispatch.

The two pilot corridors reported no crashes, incidents, close calls, or evasive actions since their launch 3.5 and 2.5 years ago.

- **Does ODOT anticipate any implementation or delivery barriers to complete the project?** No.

Proposed I-205 Bus on Shoulder Lane Location
Sunnybrook St to Stafford Rd



STATEWIDE CARBON REDUCTION PROJECTS*				
Project Name	Project Description	Total Cost	CRP Funding	Justice40
I-205 Bus on Shoulder	Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way.	\$2,815,800	\$2,525,800	Yes

Example of a prior implemented outside Bus on Shoulder Lane – Minneapolis-St Paul area



Note: Additional guidance concerning shoulder lanes is available from:

1. FHWA's website at <https://highways.dot.gov/public-roads/marchapril-2017/providing-shoulder-drive>.

The screenshot shows the FHWA website page for 'Public Roads - March/April 2017'. The page includes a search bar, navigation links (About FHWA, Programs, Resources, Newsroom), and a sidebar with links to 'Explore Research and Technology', 'Research Resources Overview', and 'Public Roads Magazine'. The main content area features the title 'Public Roads - March/April 2017', the date 'March/April 2017', issue number 'Vol. 80 No. 5', and publication number 'FHWA-HRT-17-003'. A 'Table of Contents' button is visible. The featured article is 'Providing A Shoulder to Drive On' by Jim Hunt, Pete Jenior, and Greg Jones, with a sub-headline: 'States are turning freeway shoulders into part-time travel lanes to relieve congestion as a cost-effective alternative to traditional widening.' A search bar for 'Public Roads' is also present on the right side of the page.

2. FHWA's Use of Freeway Shoulders for Travel – Guide for Planning, Evaluating, and Designing Part Time Shoulder Use as Traffic Management Strategy:
 - Chapter 1: What is Part-time Shoulder Use?
 - Chapter 7: Design Considerations

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 May FFY 2024 Formal MTIP amendment (MA24-08-MAY) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	April 26, 2024
• Initiate the required 30-day public notification process.....	April 30, 2024
• TPAC notification and approval recommendation.....	May 3, 2024
• JPACT approval and recommendation to Council.....	May 23, 2024
• Completion of public notification process.....	May 29, 2024
• Metro Council approval.....	June 6 or 13, 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.....	June 18 ,2024
• USDOT clarification and final amendment approval.....	Mid-July 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. The identified funding for the new projects does not originate from Metro.

RECOMMENDED ACTION:

TPAC received their official notification and amendment overview on May 3, 2024, and now is providing JPACT an approval recommendation to approve Resolution 24-5412 to add the two new projects to the 2024-27 MTIP.

No attachments.

**6.1 Regional Transportation Priorities and
Funding: Alternative funding mechanisms**
Information/Discussion Items

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

JPACT Worksheet

Agenda Item Title: Regional Transportation Priorities and Funding: Alternative Funding Mechanisms

Presenters: Beth Osborne, Director of Transportation for America; Travis Brouwer, Assistant Director of Revenue, Finance and Compliance at ODOT

Contact for this worksheet/presentation: Jaye Cromwell, jaye.cromwell@oregonmetro.gov

Purpose/Objective

This presentation is the fourth in a series of presentations to JPACT members in preparation for a possible 2025 State Legislative funding package on Transportation. This presentation on Alternative Funding Sources will help members build a deeper understanding of how other states and regions fund their transportation systems and how Oregon compares in the context of the United States as a whole. This presentation will also give members more information about OreGo, Oregon's pilot road user charge system (referred to as VMT), one of the first of its kind in the United States. This presentation will build on the January 2024 transportation funding 101 presentation, the March 2024 presentation on ODOT's fiscal cliff, and the April discussion on local and regional need. The information presented will help inform any future decision making for a possible state legislative package in 2025.

Outcome

JPACT members understand how some other states fund their transportation systems and where Oregon falls within the context of the United States; gain greater insights into what funding mechanisms might be politically/technically viable in Oregon; gain a deeper understanding of VMT and any other viable methods. Members will continue to deepen their 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. In April, members heard a presentation and participated in discussion with representatives from the League of Oregon Cities and the Association of Oregon Counties about local needs within and outside of our region.

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

Several JPACT members and staff embarked on a trip to Washington DC to participate in our annual congressional lobbying trip.

What packet material do you plan to include?

None.

6.2 RFFA Program Direction

Information/Discussion Items

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

Date: May 10, 2024
To: JPACT and Interested Parties
From: Grace Cho, Senior Transportation Planner
Ted Leybold, Resource Development Section Manager
Subject: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Proposed Program Direction for Consideration

Purpose

To receive input from JPACT on proposed options for the 2028-2030 Regional Flexible Fund Allocation (RFFA) program direction in anticipation of future JPACT action and Metro Council adoption.

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, March and April 2024, Metro staff has briefed TPAC, JPACT, Metro Council, 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. Detailed input summaries have previously been distributed to JPACT. A high-level summary of the most recent TPAC, JPACT, and Metro Council input on program direction options is presented here.

TPAC, JPACT, and Metro Council Feedback and Input

JPACT received an overview of the program direction options and provided the following feedback for development of a proposed 2028-30 RFFA Program Direction at their April 18th meeting. Key themes included:

- Support using bond to leverage additional funds but a range of comments about how big of a bond to pursue from wanting to be bold to achieve big outcomes to being cautious to preserve ability to make investments in future technologies and needs. Many supportive comments for a moderate level of bonding to balance these opportunities and risks.
- Sharpen the purpose and principles of the direction in how to develop a bond proposal. Include principles to have projects support the RTP priority investment outcomes and objectives such as nimbleness to respond to opportunities to unlock desired land use development opportunities.
- Protect access from small to mid-size agencies to the RFFA Step 2 funding process.

At TPAC's May 3rd meeting, proposed update options to the RFFA Program Direction was presented and the following comments were made:

- Support using bond to leverage additional funds and of the bond purpose and principles description.
- There were comments supporting the transit focus theme of the Project Category Themes
 - There were comments supporting a focus on the FTA Capital Improvement (CIG) Program to achieve the funding leverage principle and to keep RFFA bond investment focused on projects that could not otherwise meet their funding need, while other comments requested a broadening of project types from the transit focus that could be supported with RFFA bond proceeds if it also leveraged funding outside the CIG funding program.
- There were comments in support of minimum awards with federal RFFA funds but with one comment that the proposed minimum was still too high. There was also a request to provide more clarity on the definition of a "project development" only application.

Metro Council also received an overview of the proposed update options to the RFFA Program Direction at their May 7th meeting and provided the following feedback:

- Support using bond to fund larger projects, and specifically for Bus Rapid Transit projects.
- Support for the proposed transit focused project category themes for bond revenues.
 - Support for first/last mile projects category

Program Direction Proposal 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 following proposed 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 presented reflect a proposed starting point for discussion of what to include in the 2028-30 Program Direction.

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 funds.

Input received to date indicates interest in the development of a new project bond commitment of Regional Flexible Funds to implement regional or corridor scale projects to advance Regional Transportation Plan goals and outcomes. Metro staff proposes the adoption of the 2028-2030 Regional Flexible Fund Allocation Program Direction to direct development of one or more proposals that address and balance the following set of purpose and principles.

Purpose of a New Project Bond

A new Regional Flexible Fund project bond proposal 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 to projects 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 is to be guided by:
 - Ability of future revenues to maintain support of the primary elements of the Regional Flexible Fund, which include:
 - Contributions to the development and implementation of regional or corridor-scale projects of high impact on priority regional outcomes (Step 1A)
 - On-going support for programmatic regional transportation investments (Step 1B)
 - Support for smaller capital projects that are impactful on regional outcomes (Step 2)
 - 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 impacted by the bonding.
 - 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.
- 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.
- Projects significantly and comprehensively advance the RTP investment priority outcomes of safe system, equitable transportation, mobility options, thriving economy, and climate action and resilience.

- Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Improvement Grant projects.
- Projects proposed to be supported for construction funding are well advanced through project development activities and have an achievable funding strategy to complete the project.
- Is made available for public comment during the 2028-2030 RFFA cycle comment and decision period.

Project category themes

To implement the purpose and principles described above, the following category themes are proposed for the types of projects to be supported with bond funding:

- High-capacity transit projects (Federal New or Small Starts funded projects)
 - Regional contribution to funding plans of existing priority projects
 - Next Corridor funding
- First-last mile transit investments, including safe access to transit
- Transit vehicle priority investments

High-capacity transit projects and First-last mile/Safe access to transit candidate projects will be expected to have an achievable financial strategy with leverage of significant new discretionary funding to the region being a prioritization factor for inclusion in a proposed allocation of RFFA bond funding. Competitive candidate project funding requests should demonstrate that RFFA bond funding support is a necessary element of the project financial strategy relative to the availability of other funding options and is consistent with prior transportation funding policy direction as currently documented in the Regional Transportation Funding Approach (MTIP Program Direction Table A1).

Projects consistent with these thematic categories have the greatest chance to comprehensively achieve the priority investment outcomes defined in the RTP and meet the other principles listed above. This proposal is responsive to TPAC member input to recognize fund leveraging from sources in addition to the federal CIG program but keeps the focus of RFFA bond funding on provision of transit projects or transit supportive project elements of a broader project.

Program Direction Option - Step 2 – Technical Evaluation Criteria

The following technical evaluation criteria are proposed to be updated to align with the 2023 RTP priority investment goals. Input on updating these criteria have generally been supported with interest expressed in wanting to understand how the criteria will be measured. TPAC and interested parties will have the opportunity to provide input on the criteria measures this summer.

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

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

Input focused on Step 2 eligibility requirements and process options varied, but primarily focused on process considerations and refinements to the technical evaluation. There is a strong desire for the region make progress towards the five RTP goals in the near-term, improve project delivery performance, and provide opportunity for more jurisdictions to receive funds. These desires were

also balanced against ensuring smaller to mid-size agencies can access regional flexible funds. The following eligibility and process options are proposed for the Step 2 process:

- Increase the minimum funding request for project development work from \$500,000 to \$800,000 (a reduction from initial option of a \$1 million minimum, to respond to feedback regarding support of smaller agency accessibility to these funds).
- Increase the minimum funding request for capital projects from \$3 million to \$4 million (given the requirements associated with federal transportation funds, the \$4 million threshold is recommended as previously suggested to better ensure projects are adequately funded and to have an impact on advancing RTP policy outcomes, particularly relative to their development costs).
- 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.
- Institute a pre-application notice of intent to apply letter prior to the opening of the Step 2 application window, to identify which jurisdictions are applying and help identify support activities to undertake during the application window. In response to input, the notice of intent to apply for funding will be flexible in its requirements and not preclude changes to the project funding applications submitted.

The option to reduce the limit on the number of Step 2 applications from 42 to 34 is not proposed at this time to be responsive to input regarding making the RFFA process more accessible to smaller agencies. The trade-off of not proposing this option, however, is that the technical assistance proposed to help smaller to mid-size agencies with the application process is likely to be restricted to fewer agencies than may request or need the assistance due to the capacity of technical support personnel.

Next Steps

After sharing these options and receiving input from Metro Council, TPAC and JPACT, Metro staff will propose a draft Program Direction for the 2028-30 RFFA to TPAC at its June meeting and request TPAC to provide a recommendation to JPACT and Metro Council for adoption.

Memo

Date: May 10, 2024
To: JPACT and Interested Parties
From: Ted Leybold, Resource Development Section Manager – Metro
Subject: Redistribution Funds – Allocation Proposal

Purpose: To propose an approach to allocating redistribution funds.

Background: As a reward for meeting our Metropolitan Planning Organization (MPO) funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

To improve on-time local project delivery, several initiatives have been undertaken in recent years. These efforts have contributed to the region’s initial success in meeting our obligation targets and qualifying for the additional redistribution funding. These efforts include:

- better project monitoring and active management of project development progress
- an updated approach to programming of funds for local projects that emphasize local agency demonstration of readiness to proceed
- a more rigorous application question and assessment process for candidate projects regarding risks to project readiness
- improved reporting tools on project progress

It will be necessary to continue to utilize and refine these initial efforts and to instigate new efforts to achieve a sound project delivery pipeline and continue to qualify for additional redistribution funding. MTIP staff want to use this redistribution funding opportunity to share with the MPO stakeholders the rewards for undertaking recent project delivery initiatives and to support additional initiatives that will further reduce risks to meeting the region’s obligation targets.

Funding Allocation Direction Proposal: The funding program direction for the following proposal is to invest these funds to ensure the region continues to meet our obligation targets and remains eligible to continue to receive additional redistribution funds in the future, and not subject the region to funding penalties for not meeting our obligation targets.

Allocation Proposal: Following is a proposal for how to allocate the funds in an efficient manner to continue to improve the region’s on-time and on-scope delivery of projects.

Supplemental funding to current capital projects: \$10 Million to address higher than normal inflationary impacts to projects from the 2019-24 RFFA funding cycles that have not yet completed construction delivery contracts for implementation. Metro staff will identify eligible projects and then ask the project lead agencies to nominate requests. Metro and potentially ODOT staff will evaluate the requests to factors attributable to inflation or changes outside agency control (e.g., changes in ODOT administrative practices or in regulations). With this information, staff will recommend an allocation package for TPAC consideration and recommendation to JPACT and the Metro Council. In addition to project funding need, the existing RFFA program direction will guide the staff recommendation

package. This includes providing the redistribution funding to projects throughout the region

Early project development assistance: \$3 Million for project development assistance needed to adequately complete the Technical Scoping Sheet (TSS) and Environmental Prospectus (EP) for all 2028-30 RFFA projects recommended for funding. The TSS and EP are documents that must be completed for all federal aid projects before instigating the Preliminary Engineering phase of a project. Not having enough support and project information to complete these activities has been a major source of project delay.

Staff anticipates utilizing these funds for approximately 10 to 12 RFFA Step 2 capital projects awarded funding for project completion. A portion of the funds is proposed to be utilized by ODOT technical staff to assist with completion of the TSS and EP. All funds remaining after budgeted ODOT support costs would be made available proportionately to the awarded projects. Depending on ODOT costs and the number of funded projects, it is anticipated somewhere between \$150,000 to \$250,000 per project will be made available.

Immediately following RFFA awards, Metro and ODOT staff would work with local project management staff to determine an appropriate scope of work and budget necessary to adequately complete the TSS and EP. Adequate scope means completing tasks that will provide for a project to enter Preliminary Engineering (PE) with a refined cost estimate, project scope description, and schedule that has a high level of confidence for implementation and contingency plans for known risk factors. The findings of the project risk assessments completed during the RFFA project evaluation process will be used as a starting point for identification of the scope of work for this early project development assistance for each project. Timeframe for this initial project development work would occur by federal fiscal year 2026.

To continue to incentivize well prepared applications that have completed sufficient project development work, funds not needed to do additional project development work to complete the TSS and EP are proposed to be made available to such projects as additional contingency funds. These contingency funds can be programmed in a future project phase to address unidentified risks or for additional project elements that would advance priority RFFA goals. As always, awarded RFFA funds remaining after project completion return to the regional funding pool for distribution in the next allocation process.

New tools and assistance: The following tools and assistance will increase the ability of local agencies to complete applications for funding that are better prepared to be implemented on time and on budget, and for Metro to better prepare and manage the programming of funds to realistic and accurate obligation schedules. The tools and assistance elements and anticipated budget include:

- \$225,000 for on-call consultant technical assistance in completing project applications for qualifying small agencies.
- \$125,000 for project delivery risk assessment of applications for upcoming 2028-30 RFFA process.
- \$250,000 for improvements to data management systems to track project development and progress toward obligation and implementation.

TPAC Input: TPAC was briefed on this proposal at their May 3rd meeting and provided input:

- Support for the proposal as a good use of redistribution funds and recognition of the impact of inflation, of which one agency reported as 28% over the last 4 years – much higher than would have been foreseen in application project cost estimates.
- Include local project delivery staff in the methods involved to screen and recommend funding to projects.
- Provide additional clarity about when during the Construction phase a project is no longer eligible for a redistribution funding award.
- Provide additional clarity about whether reduced funding awards to Project Development activities in the last RFFA cycle are eligible to request Redistribution funding. Related comment that if reduced project development awards are proposed as eligible, unfunded project applications should also be eligible.
- Consider population size of jurisdiction in the awarding of funding.

Metro Council indicated support for the Redistribution proposal at their May 7th work session.

Next Steps: Metro staff will provide an updated proposal to TPAC at their June meeting requesting a recommendation to JPACT and the Metro Council to pursue a process and direction for the allocation of the redistribution funds.

Question for JPACT: Do you have any input on the allocation proposal for redistribution funds?

Materials following this page were distributed at the meeting.

April traffic deaths in Clackamas, Multnomah and Washington counties*

Cameron Kevin Giles, 31, walking, N Interstate Ave., Portland, Multnomah, 4/1

Rachelle L. Schaefer, 55, walking, I-5 off-ramp to N Broadway/Moda Center, Portland, Multnomah, 4/2

Louis Daniel Rodrigues, 80, walking, Pacific Hwy., Milwaukie, Clackamas, 4/9

Unidentified, motorcycling, SW River Rd., Washington, 4/11

Unidentified, driving, East Portland Fwy, Portland, Multnomah, 4/13

Braeden Christopher Sato, 21, motorcycling, N Murray Blvd., Beaverton, Washington, 4/22

**Traffic fatalities as of last month's report, from ODOT initial fatal crash report as of 5/9/24, 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

- **PBOT, City of Portland:** To help manage speeds for safety, recently reduced speed limits at five new locations, and will reduce speeds at another six locations in upcoming months
- **ODOT and WSDOT:** To encourage a culture of safe driving, road workers share their stories as part of National Work Zone Awareness Week
- **USDOT NHTSA:** To reduce pedestrian and rear end crashes, finalized a new standard requiring vehicle manufacturers install automatic emergency braking in all new cars and light trucks starting in 2029





Oregon Bus on Shoulder



Bus on Shoulder

- Authorized transit providers may drive in the roadway shoulder to bypass congestion
- Used in over 25 metropolitan areas
- Benefits include:
 - Improves transit reliability
 - Maximizes use of existing freeway facilities



How does BoS function?

- Can only use shoulder when adjacent travel lane is moving at 35mph or less
- Buses in the shoulder can travel up to 15 mph faster than adjacent traffic, and a maximum of 35mph
- Regular uses of the shoulder take priority (law enforcement, pedestrians and cyclists, disabled vehicles, maintenance operations)
- If a bus encounters something in the shoulder (debris, vehicle, cyclist, pedestrian), it must merge back into general travel lanes
- Buses merge back into the general travel lanes at on- and off-ramps (at this time)



What happens before a corridor is operational?

- Roadway Authority and Transit Provider must agree to a Concept of Operations
- Transit Provider trains operators for shoulder use in a classroom setting and in the field
- Transit Provider Dispatch is trained
- Law enforcement is briefed
- Public outreach by Roadway Authority and Transit Provider
- Monitoring Agreement in place



Roadway preparation for Bus on Shoulder

- Signing
 - Before, throughout, and at the end
- Striping
 - Dashed fog-line at the start and stop
 - In-lane pavement markings
- Roadway
 - Repair or replacement of failing drainage inlets and manholes
 - Relocation of rumble strips



BoS Pilot locations

I-205 across the Glenn Jackson Bridge between Oregon and Washington

- ODOT, WSDOT, C-TRAN
- September 2020

I-5 between Tualatin and Wilsonville

- November 2021
- ODOT, SMART



Transit Performance

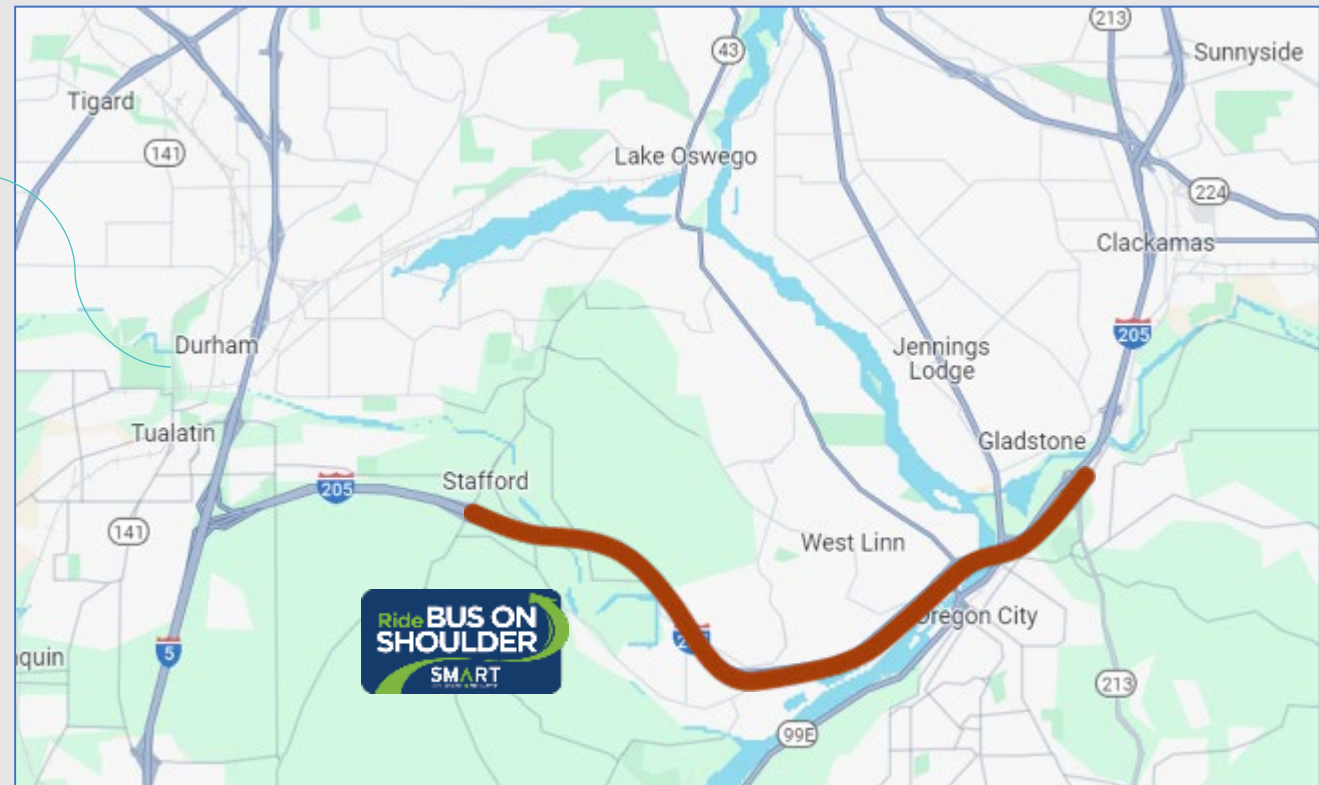
On-Time Performance, 2019 vs. 2022

- I-5 Pilot (SMART)
 - Pre-pilot: ~52%
 - Post-pilot: ~83%
- I-205 Pilot (C-TRAN)
 - Pre-pilot: ~82% (NB); ~93% (SB)
 - Post-pilot: ~85% (NB); ~95% (SB)



What's Next in Region 1?

- Carbon Reduction Program grant funding to prepare segment of I-205 for BoS
 - Longest BOS segment
 - Electric cutaway buses
- Timeline
 - Concept of Operations in development
 - Construction expected Spring 2025



Road Usage Charging

Joint Policy Advisory Committee on Transportation

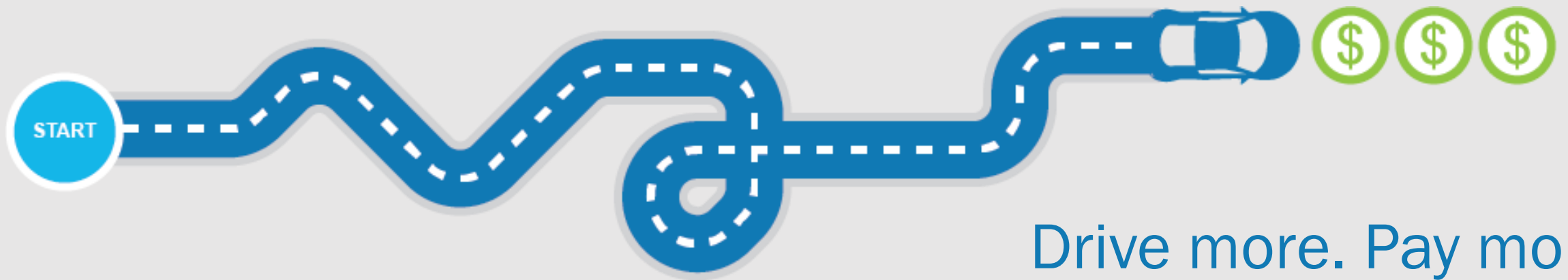
May 23, 2024

Travis Brouwer

ODOT Assistant Director for Revenue,

Finance and Compliance

A road usage charge is a return to the “user pays” approach



Drive more. Pay more.



Drive less. Pay less.

Why a road usage charge?

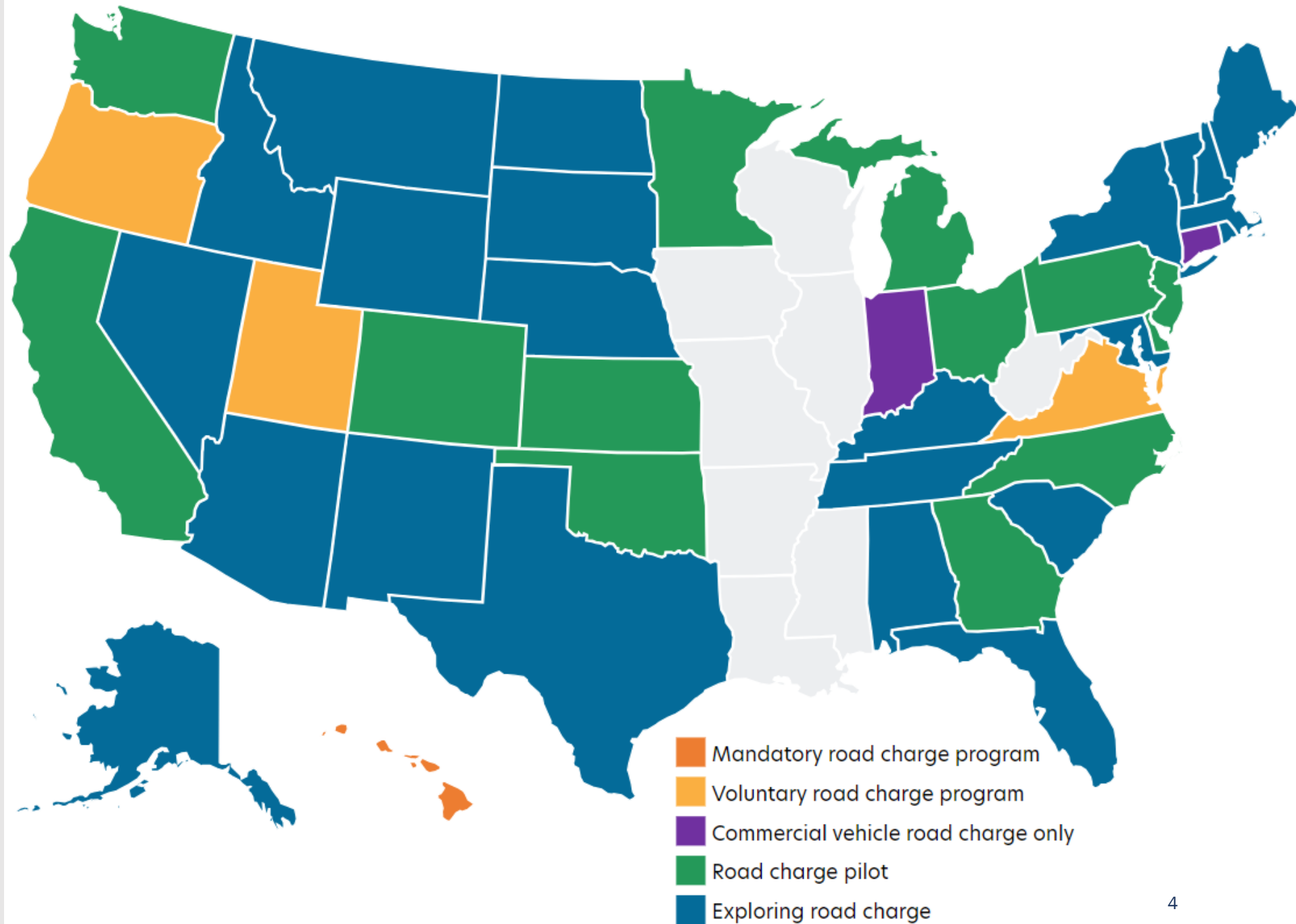
- Revenue loss as gas tax fades
- Fairness—everybody pays based on how much they use our roads
- Efficient use of roads

Oregon Gross Fuels Tax Revenue

In Millions; April 2024 Revenue Forecast



RUC Across the US



Paying By the Mile Through OReGO

- First operational RUC program in the world when it went live in 2015
- Vehicles 20 MPG+ can voluntarily choose to pay by the mile, receive a fuel tax credit
- RUC rate is set at 5% of fuel tax in law– equivalent to 20 mpg vehicle
- Volunteers pay 2 cents per mile, receive a non-refundable credit for fuel tax paid
- Vehicles over 40 MPG don't pay supplemental registration fees if they join OReGO
- Volunteers choose among account managers
- GPS not required, and privacy is protected



OReGO

2023 Oregon RUC Bill (HB 3297)

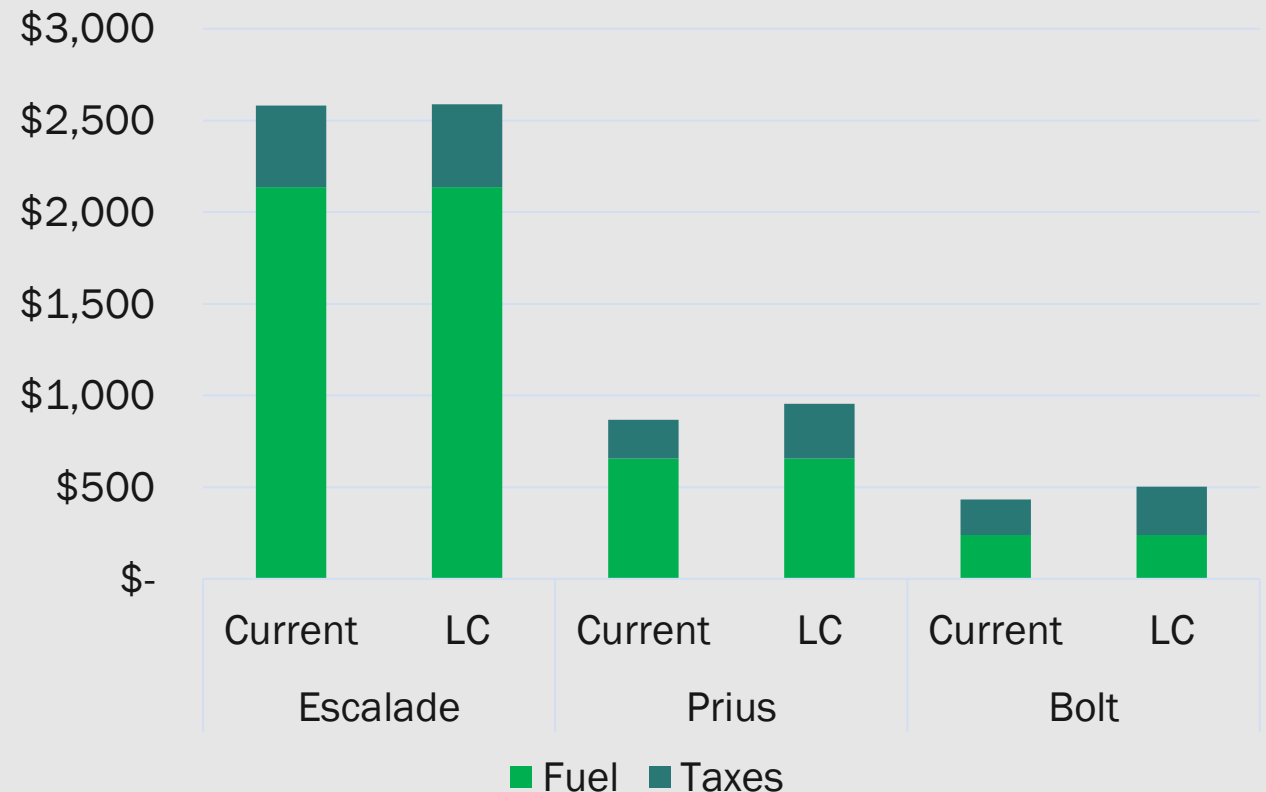
- Requires vehicles rated at 30 MPG or greater to enroll in OReGO, starting July 1, 2027, with model year 2028
- Fuel tax remains in place for non-RUC vehicles
- People responsible for either RUC or fuels tax – not both
- Multiple options to report and pay – including manual report
- Allows people to opt-out by paying flat annual fee
- Replaces higher title fees on high-efficiency vehicles with revenue-neutral flat title fee on all vehicles
- RUC participants don't have to pay supplemental registration fee on high-efficiency vehicles
- Study development of mileage tax for medium-duty vehicles



Impact on Electric & Efficient Vehicles

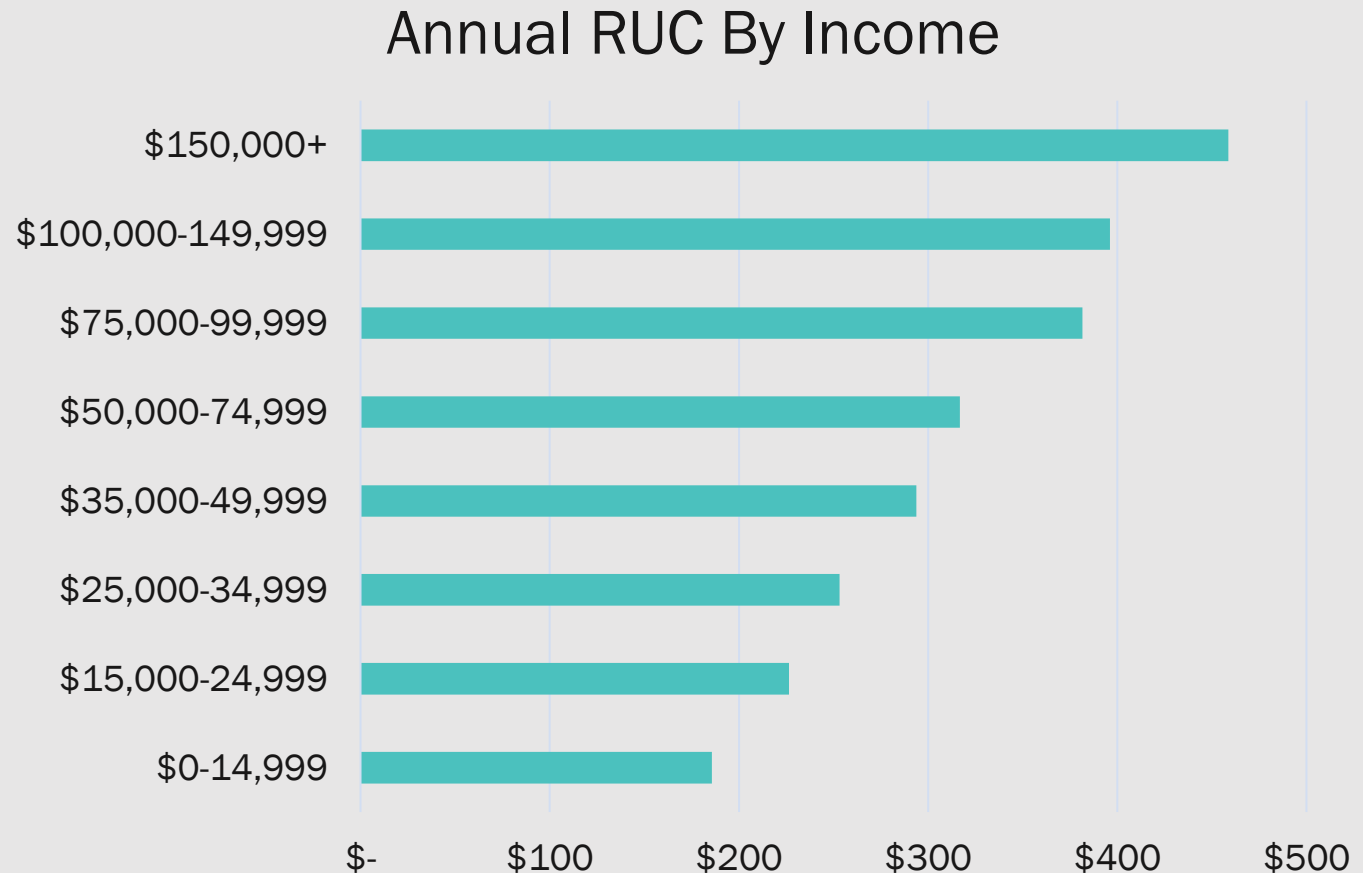
- Upfront costs of buying an EV would be reduced by \$542
- Low efficiency vehicles would remain on the gas tax-- and pay more
- Road taxes on EVs would increase slightly – about \$6/month
- Efficient vehicles would still have significantly lower overall operating costs due to fuel savings
- Overall lifetime ownership cost of an EV would increase by about 2%

Annual State & Federal Road Taxes and Fuel Costs for Three Vehicles



Socioeconomic Equity – Road Taxes

- While transportation **costs** are a big part of low-income household budgets, road **taxes** are a very small portion
- Low-income households drive fewer miles and own fewer cars than high-income households, so they already pay much less – and would also pay much less in a RUC
- RUC ensures purchasers of new efficient vehicles – who are disproportionately higher income – pay for roads





Administrative Costs

- RUC will cost more to collect than the gas tax, which is extremely efficient to collect
- RUC costs will be closer to DMV fees like vehicle registration
- ODOT will offer both high-tech and low-tech options, including manual reporting, to help drive the costs down
- ODOT expects higher enrollment will reduce costs through economies of scale

Rural/Urban Fairness

- Rural drivers pay a lot more in gas tax today because they drive more miles in less fuel-efficient vehicles
- Rural residents are less likely to be subject to a RUC applied to new efficient vehicles
- Even if all vehicles shift to a RUC, rural drivers would be impacted less than urban drivers



Impacts of Shifting All Vehicles to a RUC for Average Rural and Urban Driver

