

EXHIBIT B TO RESOLUTION NO.25-5466

2025 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 2025.

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.

To ensure ongoing bi-state coordination, JPACT also includes representation from the Southwest Washington Regional Transportation Council (SWRTC), our sister MPO covering the Clark County portion of the greater Portland-Vancouver metropolitan region. JPACT and the Metro Council are also represented by members of the SWRTC's policy board. Both policy boards are supported by technical advisory committees that also include bi-state membership and representation.

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

An annual, coordinated Unified Planning Work Program (UPWP) is adopted jointly by Metro as the MPO for the Oregon portion of the metropolitan area and the SWRTC for the Clark County portion of the greater bi-state region. 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 and the SWRTC with input from local governments, TriMet, C-Tran, ODOT, WashDOT, 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).

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)

Regional Congestion Management Process	Associated RTP/MTIP Activities
Develop congestion management objectives and policies	RTP Goals and Objectives (Chapter 2), RTP Policies (Chapter 3)

Regional Congestion Management Process	Associated RTP/MTIP Activities
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)
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)

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.

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>

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

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 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 federal requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, the following 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	• 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	• 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	• The 2023 RTP calls for implementing investments to increase system monitoring for operations, management, and security of the regional mobility corridor system.

Factor	System Planning (RTP)
	• Coordinate with ODOT on implementation of their Transportation Plan Goal 5 of Safety and Security. • Looking to incorporate recommendations from the current Metro area Emergency Transportation Routes technical study and any follow-up studies into funding programs. • TriMet has updated its approach and investments in public safety and security utilizing recommendations from its Transit Public Safety Advisory Committee to address racial justice issues. • System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.
4. Increase Accessibility	• 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	• 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.

Factor	System Planning (RTP)
	• 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.
5. Protect Environment and Quality of Life (continued)	• 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	• 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	• 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	• 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	• 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.

Factor	System Planning (RTP)
	• 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. • 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	• 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 – 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 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 September 2024, Metro submitted its updated Limited English Proficiency Plan and updated Title VI Program to FTA. The most recent Title VI Annual Compliance Report for ODOT, covering a 12-month period from July 1, 2023 through June 30, 2024 was accepted by ODOT on September 3, 2024. The next annual report will be due Oct. 1, 2025, covering July 1, 2024 to June 30, 2025.

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. In 2024, Metro's Planning, Development and Research Department added a full-time DEI program manager to expand and coordinate our department efforts on this essential work.

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.

³ 28 CFR part 35

⁴ 42 USC 126

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.