



Metro



2027-30

Metropolitan Transportation Improvement Program

Adoption Draft

Appendix I: Federal Regulatory Compliance Documentation

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 503-797-1890.

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 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 allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. This means JPACT approves MPO decisions and submits them to the Metro Council for adoption. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

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.

About Metro

Metro is the regional government in greater Portland. Metro manages public services and regional systems that protect the environment, support the local economy and ensure every community can thrive.

Metro coordinates regional planning and funds new affordable homes and supportive housing services. It manages 19,000 acres of parks and natural areas and the region's garbage and recycling system. Metro also runs the Oregon Convention Center, Portland's Centers for the Arts, the Portland Expo Center and the Oregon Zoo.

Metro is led by a nonpartisan elected council. It serves 1.7 million people in 24 cities across Clackamas, Multnomah and Washington counties.

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APPENDIX I – FEDERAL COMPLIANCE DEMONSTRATION

Regional Transportation Plan (RTP) consistency

During the development of the 2027-2030 MTIP, several approaches were pursued to ensure the investments within the 2027-2030 MTIP are consistent with the adopted 2023 RTP. These approaches were applied at different stages of the 2027-2030 MTIP development process from the commencing activities to adopt a Program Direction through the preparation of final programming for the 2027-2030 MTIP. Through a continual vetting process for RTP consistency, the region ensures the investments put forward in the 2027-2030 MTIP provides the best opportunity to make progress toward addressing one or several of the region’s transportation goals and are consistent with the region’s long-range financial forecast. The next sections describe the approach used to demonstrate the development of the four-year investment program remains consistent with 2023 RTP.

Program Direction and “Three C’s” Coordination

Starting with the adoption of the 2027-30 MTIP program direction in spring of 2024, it affirms the MTIP partners agreement to the four policy and process objectives to guide the identification of investments which request inclusion in the 2027-30 MTIP. One of the four objectives included advancing the implementation of the 2023 Regional Transportation Plan. These objectives aided in ensuring RTP consistency was present throughout the development of the 2027-2030 MTIP. To support the allocation discussions that took place following the adoption of the 2027-30 MTIP program direction, Metro staff communicated with key MTIP partners – ODOT, SMART, and TriMet – the implementation on the five 2023 RTP priorities serve as continued focus for the development of the investment package. MTIP partners – Metro, ODOT, SMART, and TriMet – applied the direction to implement the 2023 RTP priorities in different manners to balance against agency priorities as well as considering the funding restrictions of certain federal or state funds. Additionally, Metro staff requested regional partners to come to the regional committees TPAC and JPACT at key points in their allocation processes to provide an overview of the allocation process, selection criteria, and overview of candidate projects in contention to receive federal funding. These touchpoints provide Metro and regional partners with the opportunity to ask what role regional policy objectives and goals play in the criteria for the prioritization of investments and further convey to the allocating agencies (i.e. ODOT, SMART, and TriMet) in a formal committee setting to prioritize such investments which advance regional goals for the system. The same scrutiny was also applied to Metro’s prioritization of investments. For example, as part of the 2028-2030 Regional Flexible Fund Allocation (RFFA), the 2023 RTP goals of safe system, equitable transportation,

climate action and resilience, mobility options, and thriving economy served as the criteria for prioritization in technical scoring. This example illustrates how the policy direction set forth in the development of the 2027-2030 MTIP were factored into and influenced the outcomes of funding decisions and consistency with the region's long-range transportation blueprint.

The touchpoints also offered an early preview of the future transportation investments to request inclusion in the 2027-30 MTIP where Metro staff could review candidate projects to help point out potential RTP consistency issues with proposed investments. For example, Metro staff identified whether candidate projects for funding were included in the 2023 RTP financially constrained project list or if candidate project scope descriptions were inconsistent with regional policy and what actions would be necessary for inclusion in the 2027-30 MTIP. Appendix II provides a listing of coordination points in the development of the 27-30 MTIP.

Lastly as part of the 2027-30 MTIP documentation provides a written description of how the RTP goals were incorporated or met in their respective project selection process. The written description can be found in chapter 3 of the 2027-30 MTIP adoption draft.

System Performance Evaluation

As another step to ensure the 2027-30 MTIP investment program is consistent with the 2023 RTP, Metro conducts a system performance evaluation of an early draft of the 2027-2030 MTIP investment package to see how well the package of investments advances the 2023 RTP goals with an emphasis on the five priority areas. The same performance measures used in 2023 RTP were employed for the 2027-30 MTP to ensure consistency. The 2027-2030 MTIP performance evaluation assists in understanding the near-term progress in RTP implementation and highlights potential areas of improvement or focus for the next MTIP development cycle.

The results of the 2027-2030 MTIP system performance evaluation show minimal progress in advancing the outcomes of the five identified 2023 RTP goals. While the results do not show a regression in progress, the anticipated accomplishments to result from the \$1.2 billion dollar investment in the system does not represent the expedient progress the region's partners want in getting to the outcomes identified in 2023 RTP goals. Nonetheless the package of investments further demonstrates consistency of the region's transportation investments advancing the goals and policy objectives of the long-range regional transportation plan. Most of the investments in the 2027-30 MTIP meet several RTP goals. Nearly half of the projects or programs in the 2027-30 MTIP are designated as meeting Thriving Economy (66 projects) and Mobility Options (65

projects). The remaining 2023 RTP goal areas, Climate Action and Resilience, Equitable Transportation, and Safe System see 49, 48, and 59 projects or programs respectively programmed towards those goals. Further details of the evaluation results can be found in Appendix IV.

Programming Review

As part of developing the programming tables for the 2027-2030 MTIP, partners ODOT, SMART, and TriMet were asked to provide a suite of project data to help develop the 2027-2030 MTIP. As part of the data request, partners were asked to provide the appropriate RTP identification number for each transportation investment – whether a project or programmatic revenue bucket. Once the initial MTIP project list was compiled, Metro staff confirmed that all 149 projects in the draft MTIP were included in the financially constrained RTP project lists. Metro staff then verified the 2027-2030 MTIP investment matched in scope, general schedule, and costs to the RTP identification number provide. This exercise ensured projects and programs at the time of programming were consistent with the financial plan outlined in the 2023 RTP. The exercise also helped to define a next set of steps for the project or program to move forward if an investment was unable to verify inclusion in the 2023 RTP financially constrained project list or where there were discrepancies in scope, general schedule, and costs.

Title II of the Americans with Disabilities Act

The 2027-2030 MTIP investment program implements activities which comply with Title II of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act. Title II and Section 504 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. Building from the 2024-2027 MTIP cycle, the 2027-2030 MTIP continued to make more explicit the consideration of Americans with Disabilities Act within the investment program. For capital investments, as allocated through Metro’s Regional Flexible Fund and the ODOT administered funding allocation programs, the consideration of ADA occurred in the project scoping and funding allocation processes. For example, in the 2028-2030 Regional Flexible Fund Step 2 competitive allocation, each application underwent a project readiness risk assessment. With the assistance of an outside transportation engineering consultant review, the applications were assessed to see whether proposed capital transportation investments incorporated the necessary scope elements, including ADA compliant curb ramps at intersections. Projects that identified such elements may have received a lesser project delivery risk rating. The risk rating informed the development of allocation

scenarios. Additionally, incorporation of ADA project elements were then eligible to receive consideration in the design portions of their technical rating score that served as the basis for prioritizing projects for funding.

In the ODOT administered funding allocation process, the funding proposals underwent a more significant project scoping exercise. During this process, missing scope elements were identified, and a review of proposed cost estimates was undertaken. Missing ADA elements or insufficient cost estimates for ADA were incorporated and refined to reflect the ADA in the proposed project.

Moreover, as part of ODOT's settlement agreement with the Association of Oregon Centers for Independent Living, ODOT continues to complete missing and update non-compliant ADA curb ramps on ODOT owned facilities. In the 2024 ODOT Curb Ramp report, approximately 3,084 curb ramps are compliant and 4,364 are non-compliant within ODOT's Region 1. ODOT's target is to have 75% of curb ramps compliant by the end of 2027 and 100% curb ramp compliance by 2032. As reflected in the MTIP, ODOT has investments focused on the design and construction of curb ramps on priority facilities and most project descriptions include ADA components. As part of the settlement requirements, ODOT provides annual reports which outline ODOT's progress on the curb ramp improvements. Approximately \$91 million dollars are programmed in the 2027-30 MTIP to be invested in curb ramp improvements in the Portland Metro region.

In addition, as the public transit service providers in the region, TriMet and SMART both operate programs that implement the Americans with Disabilities Act. While not explicit, the transit agencies' investment profile represented in the 2027-2030 MTIP includes capital and operating funds to address the Americans with Disabilities Act.

TriMet and SMART's 2027-2030 MTIP investments include the programming of Federal Transit Administration 5310 Seniors and People with Disabilities funds and dedicated special needs transportation funding through Statewide Transportation Improvement Fund (STIF). These two funding sources typically invest in bus purchases, including paratransit vehicles, and traveler education to support mobility services and paratransit for people with disabilities. In the 2027-30 MTIP, approximately \$16 million is being invested in ADA and elderly mobility services for TriMet. In the most recent two-year STIF allocation, TriMet, as the lead, awarded funding to activities including:

- TriMet's LIFT program is a shared-ride, public paratransit service for people with disabilities or health conditions that prevent them from using regular buses or trains. It provides origin-to-destination transportation, operating

within the TriMet service district. TriMet operates a paratransit fleet of approximately 268 LIFT vehicles.¹

- SMART operates Dial-a-Ride, which provides door-to-door service within Wilsonville and medical transport services to Portland and other nearby cities for the elderly and people with disabilities.²
- Ride Connection is a private non-profit organization, located in Portland, Oregon, that coordinates transportation operations, mobility management activities provided by community-based organizations and groups and provides direct service to seniors, people with disabilities and other individuals who experience barriers to accessing the transportation system in the Portland metropolitan region and nearby rural areas. Special service for seniors and people with disabilities in rural portions of the region.³
- Clackamas County Consortium transportation services comprise a network of free shuttles and demand-response programs designed to help seniors, veterans, and individuals with disabilities navigate rural and hard-to-reach areas.⁴
- The Coordinated Transportation Plan (CTP) for Seniors and Persons with Disabilities guided the allocation of State Transportation Improvement Fund (STIF) dedicated towards special needs transportation and the Federal Transit Administration’s Section 5310 grant program. The CTP is the central regional coordinating document for both federal and state funded transportation efforts serving people with disabilities and the elderly and describes the region’s vision of “a full range of options for older adults and people with disabilities, foster independent and productive lives, strengthen community connections, and strive for continual improvement of services through the coordination, innovation and collaboration, and community involvement.”⁵ The CTP strategies and focus for investments continues to emphasize a continuum of transportation services that considers an individual’s abilities as they transition through various stages of age and/or disability. The CTP was last updated in July 2025 and continues to build upon

¹ <https://trimet.org/lift/#background>

² <https://www.ridesmart.com/transit/page/dial-ride>.

³ <https://rideconnection.org/about-us/>

⁴ <https://www.clackamas.us/h3s/connects-shuttle>

⁵ TriMet, Coordinated Transportation Plan for Seniors and People with Disabilities, July 2025, Page 1-4.

the foundation of the 2023 CTP as well as previous iterations including the 2009 Tri-County Elderly and Disabled Transportation Plan (EDTP).

Americans with Disabilities Act Plans and Compliance

In addition to the consideration and benefits of transportation infrastructure and transportation mobility options that serve people with disabilities, each MTIP partner agency aims to remove barriers to participation for people with disability through programmatic and advisory activities in its Title II of the Americans with Disabilities Act compliance. These programmatic activities and advisory committees shape transportation planning processes, public engagement efforts, and the nature of how transportation information is presented and available. The following outlines a brief description of each agency's programmatic and advisory activities.

Metro

Metro ensures ADA compliance by integrating accessibility into all programs, services, and facilities, and guided by the Committee of Disability Inclusion. Metro's accessibility and disability inclusion team monitors Metro's efforts to meet its responsibilities under the Americans with Disabilities Act. It also applies to an intersectional lens to the way Metro makes decisions and adopts practices and procedures, especially in areas that most affect people with disabilities. The team is committed to infusing compliance work with social justice work in ways that center disabilities communities.

The Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan (SETP) of the Metropolitan Planning Organization's (MPO) 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 Act of 1973 and Title II of the Americans with Disabilities Act (ADA) of 1990.

This document is the MPO's ADA SETP annual update for submission to the Oregon Department of Transportation (ODOT) in accordance with guidance from the Federal Highway Administration (FHWA). The plan guides the MPO's compliance with Title II regulations (28 CFR part 35), Section 504 of the 1973 Rehabilitation Act (42 USC 126), and other applicable laws.

Metro submits this plan update as the federal and state designated metropolitan planning organization for the Portland, Oregon metropolitan planning area that receives grant funding from the FHWA through ODOT for regional transportation planning and directly from the Federal Transit Administration (FTA) for regional transit planning and travel options programming.

Metro’s complete ADA SETP can be [found here](#).

ODOT

A fully inclusive transportation system is critical to fulfilling ODOT's mission. ODOT’s plan to make Oregon's transportation system accessible is detailed in its ADA Title II Transition Plan. This plan identifies obstacles that limit access to the transportation system. It also includes information about priorities, planned methods to address barriers, the work schedule, communications, and more. On July 13, 2023, the Oregon Transportation Commission adopted ODOT's new ADA Title II Transition Plan. This action finalizes the planning process that led to the developed plan document, including formal public comment opportunities. This ADA Transition Plan was developed over the course of 2022 and approved by the Oregon Transportation Commission in July 2023. The process of updating this plan included three phases of stakeholder input:

1. Surveying ADA stakeholders and people with disabilities to learn from their experiences and input;
2. Forming an ADA Advisory Committee; and
3. Conducting a formal public review of and comment period for this plan in draft form.

ODOT’s Americans with Disabilities Act Title II Transition Plan can be [found here](#).

TriMet

TriMet complies with Title II of the American with Disabilities ACT (ADA), which prohibits discrimination on the basis of disability in all programs, services, and activities of public entities. As a public transportation provider, TriMet ensures that its services, including buses, MAX light rail, and LIFT para transit, are accessible to individuals with disabilities.

Key steps TriMet takes to ensure Title II compliance and accessibility include:

- Reasonable Modifications- To policies, practices, and procedures to ensure access for people with disabilities. TriMet’s Reasonable Modification Policy can be [found here](#).
- LIFT Paratransit- A shared-ride service for people who are unable to use fixed-route service due to disability

- Accessibility Features- TriMet offers features such as service animals allowance, priority seating, and accessibility improvements on vehicles and platforms
- Reduced Fares—A fare program providing half-off transit fares for eligible riders with disabilities.

TriMet also provides a method of filing a Title II grievance should anyone wish to do so. All grievances concerning discrimination in provision or accessibility of TriMet programs, services, benefits or activities, or about a response to a request for accommodation or modification of programs, services, benefits or activities, are submitted to TriMet. A formal grievance may be submitted by phone, email, or mail.

SMART

SMART Transit adheres to Title II of the Americans with Disabilities ACT, ensuring public transportation accessibility, including wheelchair-accessible vehicles and on-demand paratransit for qualified individuals. The City of Wilsonville completed an ADA Self-Evaluation in 2001. Title II of the ADA requires state and local governments to develop a transition plan that provides for the removal of physical barriers that limit individuals with disabilities access to government services, programs, and activities. The City of Wilsonville completed an ADA Transition Plan for City parks facilities and public sidewalk ramps, pedestrian signals, and transit stops in 2015. The City of Wilsonville’s ADA Transition Plan can be [found here](#).

Title VI of the Civil Rights Act of 1964

As part of the development of the 2027-30 MTIP, a system performance evaluation assessed the package of investment performance relative to the five goals of the 2023 RTP. As recipients of federal funding, Metro ensures investments in the 2027-30 MTIP meets overarching federal regulations, including directives from Title VI of the Civil Rights Act of 1964. One of the RTP goals is focused on equitable transportation, which speaks to eliminating transportation system disparities experienced by people of color, people with lower incomes, and people with limited English proficiency. Several performance measures were used to evaluate how the investments in the 2027-30 MTIP meet those 2023 RTP equitable transportation goals. With the 2027-30 MTIP performance evaluation of equitable transportation goals overlapping focus on people of color and limited English proficiency communities, this serves as part of demonstrating compliance with Title VI of the Civil Rights Act . The measures and goals were focused on investments made in Equity Focus Areas (EFA). The equity focus areas

are spatially based and identifies, using the best available data, the locations of people of color, people with limited English proficiency, and people in poverty at population rates above certain thresholds. The equity focus areas have been used in previous equity analysis efforts, including the 2023 Regional Transportation Plan, the 2021-2024 MTIP and the 2024-2027 MTIP performance evaluations.

The three performance measures based around equity focus areas are access to jobs, safe system completion, and level of safety investments. Overall, the results of the 2027-30 MTIP performance evaluation show modest growth and improvement from the previous 2024-27 MTIP cycle. The access to jobs and equity measure compares the percentage of the region's jobs that can be reached within typical 30-minute driving and 45-minute transit commute times in equity focus areas. The investments made in the 2027-30 MTIP going towards access to jobs and equity fall slightly behind investments from previous MTIP cycles but still performs better than the 2023 RTP 2030 Performance Targets. The level of safety investments and equity measure assesses the percentage of the 2027-30 MTIP capital investments that are going towards equity projects (transit, active transportation projects), capital investments in equity focus areas, and equity projects in equity focus areas. This is new measure from the 2023 RTP. Investments in the 2027-30 MTIP fall slightly below the 2023 RTP fiscally constrained scenarios results. One key area worth noting is the completion of the pedestrian, bicycle, and pedestrian infrastructure near frequent transit networks in equity focus areas. The result from this analysis illustrates the 2027-2030 MTIP investments outpacing in network completion in the pedestrian network near transit, the bicycle network, and the bicycle network near transit in equity focus areas compared to the region-wide pedestrian, bicycle, and pedestrian networks near transit While the completion of the pedestrian network remains virtually the same.

A more detailed analysis and performance evaluation results can be found in Appendix IV.

Agency Title VI Compliance

While the 2027-30 MTIP performance evaluation assesses how the four-year package of investments makes progress towards the region's equitable transportation goals and as a result complies with Civil Rights, each MTIP partner agency aims to comply with the provisions of the Civil Rights Act through programmatic, participatory, and other activities. These programmatic activities shape transportation planning processes, public engagement efforts, and the nature of how transportation information is presented and

available. The following outlines a brief description of each agency’s programmatic and advisory activities.

Metro

Metro’s transportation-related planning policies and procedures are in compliance with Title VI of the 1964 Civil Rights Act and related statutes; Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973/Americans With Disabilities Act of 1990 (disability); the United States Department of Transportation (USDOT) Order 1050.2A; Goal 1 of Oregon’s Statewide Planning Goals and Guidelines and Metro’s organizational values of Respect and Public Service.

In compliance with Title VI of the Civil Rights Act of 1964 and related statutes, Metro assures that no person shall, on the grounds of race, color, national origin, age, sex, or disability, be excluded from participation in, be denied the benefit of, or be otherwise discriminated against under any of the programs or activities it administers.

Metro’s Title VI program is ongoing. Typical activities include receiving, and reporting discrimination complaints against Metro and its subrecipients; conducting

benefits and burdens analysis of investments and decisions; conducting focused public involvement efforts enhancing Metro’s transportation plans and programs, providing language resources, including translation of vital documents, providing free language assistance guidance and training for staff to assist and engage with persons with limited English proficiency.

There are several reports that are continuously updated to reflect Metro’s commitment to non-discrimination in all programs and activities. All reports and documents are available online: www.oregonmetro.gov/about-metro/civil-rights-metro

Signed Standard Assurances - the United States Department of Transportation (USDOT)

USDOT Order 1050.2A establishes the standard, mandatory Title VI/non-discrimination assurances that recipients of Federal financial assistance from the Department of Transportation must sign. They ensure compliance with the Civil Rights

Act of 1964, prohibiting discrimination based on race, color, or national origin in all DOT-funded programs

- Designates Holly Calhoun - Metro’s Deputy Chief Operating Officer - as the agency’s Title VI designated official

- Recipients agree to comply with Title VI and related non-discrimination statutes
- Assurances apply to all DOT-funded programs, activities and projects
- Most recent signed standard assurances are found in the Title VI Plan

2025 Title VI Plan

Title 23, CFR Part 200.0 and the Federal Highway Administration (FHWA) specifically requires recipients of Federal-Aid Highway Program funds, including Metro, to prepare a Title VI Plan. The Title VI Plan describes the roles, responsibilities, and procedures for assuring compliance with Title VI of the Civil Rights Act of 1964 and related regulations and directives by the state transportation agency. The plan was adopted by Metro's Joint Policy Advisory Committee on Transportation in July 2025 and the Metro Council in September 2026. This document outlines Metro's Title VI implementation processes and procedures with respect to the following:

- Organization and staff structure
- Title VI program monitoring
- Compliance review of external agencies in receipt of federal funds through FHWA and other Title VI activities and assurances
- Programming related to language access for individuals with Limited English Proficiency

2024 Title VI Program

The Federal Transit Administration (FTA) requires that all direct and primary recipients, including Metro, document their compliance with DOT's Title VI regulations by submitting a Title VI Program to their FTA regional civil rights officer once every three years or as otherwise directed by FTA. The report contains the following contents:

- Title VI public notice
- Title VI complaint instructions
- Public participation plan for minorities and LEP
- Plan for providing language assistance

- Demographic profile and GIS mapping of the Metro area and identifies minority populations in aggregate
- Describes how mobility needs of populations are identified and considered during the planning process

2024 Limited English Proficiency (LEP) Plan

As a recipient of federal funding, Metro has taken steps to ensure meaningful access to the planning processes, information and services it provides. The LEP plan details procedures on how the agency identifies the population who are likely to

require language assistance, the ways in which assistance may be provided, staff training procedures and describes how Metro notifies that assistance is available. The report provides further context for the following:

- Four-Factor Analysis: a complete assessment to determine the specific language needs of Metro’s jurisdictional boundary
- Staff training: describes resources and staff leads responsible for frontline language access support services

Oregon Department of Transportation (ODOT)

The Oregon Department of Transportation’s (ODOT) mission is to provide a safe and reliable multimodal transportation system that connects people and helps Oregon's communities and economy thrive. It is the Oregon Department of Transportation’s policy to assure that no person shall, on the grounds of race, color, national origin, age, sex, and disability as provided by Title VI of the Civil Rights Act of 1964 and related authorities, be excluded from participation in, be denied the benefit of, or be otherwise discriminated against under any of the programs or activities it administers.

Additional information on nondiscrimination programs and submitting civil rights complaints are found here: <https://www.oregon.gov/odot/business/ocr/pages/non-discrimination.aspx>

2026 ODOT Title VI Implementation Plan

This document outlines ODOT’s Title VI implementation processes and procedures, including information about the ODOT organization and staff structure, program monitoring, compliance review of external agencies in receipt of Federal-aid Highway Program funds through ODOT and other Title VI activities and assurances. It additionally

provides guidance regarding language access for individuals whose primary language is a language other than English.

Additional support programs

- ODOT's 2020 Public Involvement Policy and Procedures establishes procedures for meaningfully involving the public in important decisions by providing for early, open, continuous, equitable and effective public participation to key planning and project decision-making processes.

TriMet

TriMet is the primary public transportation agency for the Portland, Oregon metro area, providing bus, MAX light rail, WES commuter rail, and LIFT paratransit services. TriMet's mission is to connect people with valued mobility options that are safe, convenient, reliable, accessible and welcoming for all. They are committed to treating each and every individual who accesses our services with dignity and respect.

TriMet provides additional information about its Title VI obligations under the Civil Rights Act of 1964, including how to request language access services, apply for reduced fares, and submit complaints related to discrimination or accessibility. That information can be found here: <https://trimet.org/civilrights/index.htm#nondiscrimination>

2025 TriMet Title VI Plan

Every three years TriMet submits a Title VI Program update to the Federal Transit Administration (FTA). The policies, standards, practices and analysis provided in this document demonstrate how TriMet complies with Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color or national origin in programs and activities of any entity that receives federal assistance.

Additional support programs

- TriMet is committed to complying with the requirements of Title II of the Americans with Disabilities Act (ADA) in all of its programs, services, benefits and activities.
- TriMet offers reduced fares for older adults, youth, people with disabilities, people who qualify based on income, veterans and active-duty military.

- The TriMet website, trimet.org, provides information in Spanish, Vietnamese,

Simplified Chinese, Russian and Korean — the most commonly

understood languages other than English in their service area. The agency also provides printed materials and customer service in multiple languages.

SMART Transit

Operated by the City of Wilsonville, SMART transit maintains a fleet of over 35 vehicles ranging from 40-foot buses to minivans and an electric trolley-bus. SMART

also operates Dial-a-Ride, which provides door-to-door service within Wilsonville and medical transport services to Portland and other nearby cities for the elderly and disabled. SMART's mission is to provide convenient, safe, and reliable transportation services in a fiscally responsible manner to meet the needs of Wilsonville residents, employees, and visitors of all ages, ethnicities, and income levels.

SMART Transit complies with Title VI of the Civil Rights Act and provides services

and operates programs without regard to race, color, and national origin in accordance with Title VI. More information on their non-discrimination, including compliant submission processes, are found

here: <https://www.wilsonvilleoregon.gov/transit/page/smart-title-vi-policy>

Additional support programs

- SMART has a Limited English Proficiency Outreach Plan assisting individuals with interpretation and translating services upon request and vital documents translated into Spanish.
- SMART Transit

CONGESTION MANAGEMENT PROCESS (CMP)

Traffic congestion occurs when the number of users on a transportation facility approaches or exceeds the capacity of that facility. Congestion has many causes but mostly result from too much traffic for the physical capacity of a road to handle or periodic events like crashes, vehicle breakdowns, road works zones, storms, and special events (e.g., parades, major sporting events).

Transportation research demonstrates congestion cannot be eliminated but needs active management to provide a reliable transportation system for users, better connect goods to market, and support travel across the region. Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods.

A Congestion Management Process (CMP) is a federally required, systematic, and regionally adopted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. The summary of the region’s approach to the congestion management process is as follows. ⁶

- Monitor, measure and diagnose the causes of congestion on the regional transportation system,
- Evaluate and recommend cost-effective strategies to manage regional congestion, and
- Evaluate and monitor the performance of strategies implemented to manage congestion.

The CMP informs the development of the MTIP by informing transportation agencies in the region about system performance and providing guidance on the development of investment priorities during planning, funding allocation processes, and project development. The 2023 Regional Transportation Plan (RTP) identified a toolbox of congestion management and mobility strategies to be used prior to utilizing traditional roadway widening and other capacity projects and that can be incorporated into needed capacity projects to improve their effectiveness. This helps agencies in the region identify and prioritize projects consistent with the Congestion Management Process. The toolbox strategies were assembled to provide a wide range of strategies that could be used to manage congestion region-wide or within congested mobility corridors. These strategies have been grouped in the following categories: Community design, Travel information and incentives, System management and operations, Emerging, Active Transportation, Transit, and Street and throughway capacity.

The following table examines the prioritization of funding in the 207-30 MTIP to transportation projects and programs that are responsive to the CMP Toolbox of Strategies of priority needs to address congestion in the region. This is a means of understanding the responsiveness of funding prioritization decisions to the CMP.

⁶ More detail on the Portland metropolitan region’s Congestion Management Process approach can be found in Appendix L of the 2023 RTP.

CMP Toolbox Strategies	Funding Investment in 27-30 MTIP
Community design: Walkable communities and job centers facilitated by compact land use in combination with walking, biking and transit connections, Mixed-used areas and transit-oriented development.	\$27,967,290
Travel Information and Incentives: Commuter travel options programs, Household individualized marketing programs, Car-sharing and eco-driving techniques, Safe Routes to School programs, and Ridesharing services.	\$27,412,879
System management and operations: Real-time variable message signs and speed limits, Signal timing and ramp metering, Transit signal priority, bus-only lanes, bus pull-outs, Incident response detection and clearance, and Access management (e.g., turn restrictions, medians)	\$61,320,418
Active Transportation: New biking and walking connections to schools, jobs, downtowns and other community places, Bicycle infrastructure, Separated pathways and trails	\$177,131,621
Transit: High-capacity transit, Expanded transit coverage, Expanded frequency of service, Improvements in right-of-way to increase speed and reliability of buses and MAX, Community and job connector shuttles, Park-and-ride lots in combination with transit service	\$123,442,577

The 2027-2030 MTIP programming demonstrates investments responsive to the guidance provided by the CMP, including expansion of active transportation and transit options, ensuring a well-connected surface street network through complete streets projects, managing system demand through technology and operations, and implementing education, outreach, and marketing programs to encourage the use of travel options.

Metro 2028-2030 Regional Flexible Fund Allocation (RFFA)

The 2028-2030 RFFA is one investment tool to fund multiple implementation strategies to actively manage traffic congestion. The outcome of the 2028-2030 RFFA invested into a wide array of congestion management strategies.

The allocation of the Regional Flexible Funds is separated into two processes: Step 1 and Step 2. The Step 1 process focuses on regionwide programmatic investments, while Step 2 focuses on capital investments. For the 2028-2030 RFFA cycle, Step 1 allocated funds to support the regional planning, data management systems, and regional implementation programs. For example, the 2028-2030 RFFA Step 1 invested into programs like Regional Travel Options (RTO) and the Transportation System Management and Operations (TSMO). The RTO program carries out education, outreach, and marketing campaigns to support the reduction of single occupant vehicle trips while the TSMO program funds the regional traffic data collection system, PORTAL, and funded the development of the ten-year regional transportation system management and operations strategy and related implementation investments. It also funded the regional Transit Oriented Development (TOD) program, which invests in public-private partnerships that implement community design elements that reduce motor vehicle trips and their contribution to congestion by making trips by other modes a more viable choice.

As part of the Step 2 process, a competitive capital grant application process was undertaken. The 2028-2030 RFFA solicitation process provide data on existing conditions and structure its funding allocation process to encourage grant applications that recommend cost-effective strategies to manage congestion. In the application criteria, congestion management strategies and mobility were part of the technical evaluation looking at the potential for the proposed project to manage demand on the system. The technical evaluation in conjunction with other elements, such as the public comment, helped to inform deliberations on which projects to propose for funding.

Federal Performance Measures

The National Performance Rule Making (NPRM) identifies five performance areas required for MPOs to report on. These performance areas include Safety, Pavement and Bridge Condition, Roadway System Performance, Transit Asset Management, and Public Transportation Agency Safety Plans.

System performance measures look at highway congestion and reliability, freight movement, and air quality. These measures can be used to monitor and track progress toward implemented CMP strategies. Federal Performance Measure analysis results for the 2027-2030 MTIP can be found in Appendix IV – Performance Evaluation.

Air Quality

Federal and state regulations require the region to assess changes to air quality from proposed transportation improvements, and whether criteria pollutant emissions levels from surface transportation sources meet the Clean Air Act National Ambient Air Quality Standards (NAAQS).

The Portland metropolitan region was designated as a non-attainment air quality region in the 1990s and as a result the Oregon Department of Environmental Quality developed federally required air pollution reduction plans to get the region back on track. Metro, and more broadly regional partners, played a significant role in the development and implementation of the transportation strategies outlined in air pollution reduction plans. As part of the commitment, the region needed to demonstrate transportation plans and investments would not exceed regionally specific thresholds for emissions of certain air pollutants. This process is known as air quality conformance or transportation conformity. In addition, the region's transportation partners are committed to implementing any defined transportation control measures (TCMs) and contingency plans, if necessary.

In October 2017, the region successfully completed its second 10-year maintenance plan and to date have 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. The U.S. Environmental Protection Agency (EPA) issued a second 10-year maintenance plan completion letter included as part of the supplemental attachments. While no longer subject to transportation conformity, the region will continue to be subject to meeting federal air quality standards and provisions within the State Implementation Plan. As part of the region's SIP obligations, the region continues to monitor vehicle miles traveled annually and commits to enact air pollution reduction contingency measures if the region's vehicle miles traveled rise above a certain threshold.

In addition, the region successfully completed its transportation control measures with the development and implementation of the 2018-2021 MTIP. The region committed to three TCMs to be completed from 2007-2017: 1) increase transit service; 2) build bicycle infrastructure; and 3) build pedestrian infrastructure in employment and population centers. With the investments allocated as part of the development of the 2018-2021 MTIP, the TCMs were completed. Metro continues to track and monitor the implementation of those projects identified as TCMs in the 2018-2021 MTIP until the completion of these projects. The final TCM is on track for completion in December 2027. In the 2027-2030 MTIP there are no remaining projects identified as TCM active

and in implementation. The region's 2027-2030 MTIP is in compliance with the Clean Air Act.

Consultation

2027-30 Metropolitan Transportation Improvement Program (MTIP) Consultation with Oregon Department of Fish and Wildlife

Attendees:

- Lauri Brewster, Regional Habitat Biologist, Oregon Department of Fish and Wildlife (ODFW)
- Grace Morris, Metro, Principal Transportation Planner
- Gabriela Lopez, Metro, Senior Transportation Planner

Discussion

- ODFW role is an advisory agency and not a regulatory agency. ODFW works closely with regulatory agencies in advising on natural resources impacts at the project level. For example, if a local agency fills out a permit for Department of State Lands (DSL), DSL reaches out to ODFW for advising and input on the impact of project to fish, wildlife, and habitat.
- ODFW also produces a number of data layers that are available to the public here: [Compass Maps](#)
- ODFW involvement and review is typically at the project level and primarily focused on larger-scale capital projects that have higher probability of impacts to wildlife, fish, and habitat resources.

Consultation Comments

- Consultation early in a project's development is encouraged and appreciated. Even at the pre-application stage, ODFW staff can advise on potential wildlife corridors or sensitive habitats.
- The Statewide Wildlife Action Plan identifies priority wildlife connectivity areas (PWCA) which reflect corridors essential for wildlife passage. Additionally, the conservation opportunity areas, which are areas with the greatest opportunity for conservation success and meeting conservation objectives. Utilize the

mapping resources to support early project planning and development to inform avoid, minimize, or if necessary mitigate impacts to the extent possible.

- Also utilize other mappable resources for use in early in project selection, project planning, and project development includes the oak prairie high priority areas and the Regional Conservation Strategy High Value Habitat Areas.
- ODFW works with an ODOT statewide Connectivity Coordinator liaison that works with ODOT to prioritize wildlife underpasses in areas needed. Consider connecting with the statewide connectivity coordinator for early project level consultation and advising on projects for potential wildlife, fish, and habitat impacts.
- ODFW would be interested in receiving occasional communications on upcoming project selection processes to know earlier what local capital transportation projects are in consideration and to initiate early consults.

2027-30 Metropolitan Transportation Improvement Program (MTIP) Oregon Department of State Lands Consultation

Attendees:

- Kristin Politano, Aquatic resource coordinator for Multnomah County, Department of State Lands
- Grace Morris, Metro, Principal Transportation Planner
- Gabriela Lopez, Metro, Senior Transportation Planner

Discussion

- DSL primarily tasked with maintaining and preserving natural resources with an emphasis on wetlands and waterways.
- The Department's priorities and goals are those shared by Governor and State Land Board.
- DSL typically provides feedback at individual project level
- The Department encourages caution and advanced planning when entities consider greenfield development or expansion of urban growth boundaries.
- Development projects in urbanized areas are still of concern however, and in all locations avoidance and minimization of impacts to wetland and waterways should be part of project goals.
- DSL has aquatic resource coordinators for each of the counties in the Portland metropolitan region. The different county specific aquatic resource coordinators can be a resource or a contact for early informal consultation.

Consultation Comments

- Consultation early in a project's development is encouraged and appreciated. As funds are allocated to planning agencies for infrastructure DSL is open to early consultation and encourages early coordination.
- DSL would advise agencies delivering projects to minimize impact on wetlands and waterways to the extent possible, while recognizing the need for development.

- DSL has an internal mitigation database that is not publicly available, but there are other resources which can provide initial information on wetlands and waterways to inform an understanding of a project’s potential impact.
- Review the National and State Wetlands Inventory and conduct initial mapping for potential impact.
- DSL’s Removal Field Guide outlines information which can help agencies understand habitats and locations of aquatic resources of special concern (ARSC).
- DSL has a liaison who works with ODOT staff when reviewing transportation infrastructure projects. The DSL liaison assists in reviewing the specific location of new infrastructure projects to determine or confirm overlap with DSL identified mapped resources.
- The DSL liaison would likely have the most familiarity with transportation projects and also be a future consultation resource. Can help make that introduction for Metro staff.
- DSL would be interested in receiving occasional communications on upcoming project selection processes to know earlier what local capital transportation projects are in consideration and to initiate early consults.

2027-30 Metropolitan Transportation Improvement Program (MTIP) Consultation with Oregon Department of Agriculture (DOA)

Attendees:

- Lindsay Eng, Oregon Department of Agriculture (DOA), Deputy Director
- Ted Leybold, Metro, Transportation Policy Director
- Jean Senechal Biggs, Metro, Resource Development Manager
- Grace Morris, Metro, Principal Transportation Planner
- Blake Perez, Metro, Associate Transportation Planner

Discussion

- Department of Agriculture interests focus on water, soil quality, and conservation. The agency has a direct mission in statues around these topics. In regard to transportation, DOA interests are in the ease of the movement of agricultural products through transportation networks to keep the agriculture economy strong.
- Washington and Clackamas Counties are two of the biggest agriculture producing regions in the urban growth boundary and state. Nursery production in the area is one of the biggest drivers in the local economy. Beyond farming and nursery production, vineyards, wine, and seafood processing are agricultural products, and their distribution are of interest to DOA.
- The bulk of agricultural products are distributed out of the Port of Seattle not out of the Port of Portland. Interstate 5 is an important route for transporting goods. Transiting goods through metro region is a concern for agricultural producers and getting perishable goods to distribution centers. Particularly when weight restriction gets applied to major freight routes which can cause disruption.
- Seasonality and agrotourism are emerging areas of conflict between agriculture and transportation. Agricultural businesses do not desire to have conflicts with kids on the road going to a pumpkin patch, but at the same time need to move transport goods to distribution centers.
- Oregon Explorer is a resource available for geospatial data layers that map agricultural assets and information that are important to DOA. Encourage the

use of this resource to understand potential impacts to agricultural priorities. agricultural considerations.

- In the NW container area off Highway 30, the old infrastructure cannot handle the size, weight and load of the freight. It's important to DOA and agricultural businesses to understand when main roadways near distribution centers become restricted and to communicate alternative access points are and getting through them.

Consultation Comments

- Transportation planning around freight routes are important for the agriculture economy. DOA and its constituency depend on trade and getting products to port and a significant factor. Alternatively, there are transportation projects that support the mission of DOA and the agriculture community.
- Local watershed councils are very active and have interests in development that impact water quality. Please will circle back and track if there are any concerns
- Consultation with DOA on transportation projects which have an effect is encouraged and appreciated.
- With Washington and Clackamas County being significant agricultural product producers, please keep DOA informed of major transportation projects in these areas.
- Any loss of access to agriculture lands would be a concern to the agricultural constituency. With any consideration of urban growth boundary expansion, DOA would like to be consulted on this process early and often. The DOA can connect with interested and impact parties.
- Additionally, transportation infrastructure projects which have impacts to agricultural land are a concern for DOA and agricultural producers.
- Please communicate the different issues raised through this consultation with transportation partners, particularly the agencies which are the facility owners of major freight routes near distribution centers.

2027-30 Metropolitan Transportation Improvement Program (MTIP) Consultation with Metro Parks and Nature Department

Attendees

- Jonathan Soll, Metro, Parks and Nature Department, Science Manager
- Lori Hennings, Metro, Parks and Nature Department, Senior Scientist
- Grace Morris, Metro, Planning, Development & Research Department, Principal Transportation Planner

Discussion

- Metro Parks and Nature appreciate the opportunity to consult on transportation projects to provide input regarding impact to environmental resources and wildlife travel corridors. Continue to encourage consultation with transportation projects.
- Metro Parks and Nature are in the process of developing several different resources for projects to use as they go through their environmental analysis for impacts and early project design work. These resources include:
- A Regional Trails Planner Guidebook, which provides information on planning trails and their interaction with wildlife corridors. This is set to come out in 2027.
- An update to the Regional Conservation Strategy, which maps a number of different environmental resources and identifies the areas with the highest conservation opportunity. The updated Regional Conservation Strategy will include white oak habitat, which it had not previously.
- Metro Parks and Nature staff inquired as to what impact the consultation comments have the potential to have on shaping projects.

Consultation Comments

- Consultation on transportation capital projects at the MTIP development and entry stage is much more manageable compared to the review of projects in the Regional Transportation Plan. Continue to encourage consultation at this stage.
- Also would encourage a desktop analysis of environmental resources be conducted at the project prioritization and selection stage to have

environmental impact and mitigation be part of informing the tradeoff discussions.

- Following the consultation meeting, Metro Parks and Nature submitted additional comments and recommendations for consideration when planning and designing transportation projects. The written submitted comments are attached below.

May 5, 2026

Re: 2027 MTIP projects: Science team formal consultation

Thank you for the opportunity to comment on the 2027 MTIP project list. We are not offering project-specific comments under this formal consultation because many of our comments would be similar, relating to protecting water and habitat resources. Instead, we ask that MTIP project planners consider the following advice to help reduce negative effects of new transportation infrastructure on fish, wildlife, and habitat quality.

First, determine whether the project really must go through that habitat patch or cross that water feature to accomplish the project goal(s). Can the route avoid the natural feature? If not, consider the following.

Avoid routing along stream corridors in order to:

- protect water quality and easily damaged riparian soils;
- protect sensitive fish, wildlife and their habitats; and
- maintain the ecological integrity of the region's waterways, which provide the foundation of the region's wildlife corridors.

Minimize the number of stream (including headwater) and wetland crossings, because these affect water quality and habitat and bring people who disturb wildlife.

Minimize native vegetation disturbance.

When feasible, route trails closer to the outer edges of habitat patches, so the inner areas can continue to provide habitat for disturbance-sensitive wildlife species. This is particularly important for conserving urban biodiversity.

Wildlife-friendly bridge and crossing design ideas:

- Wildlife-friendly stream crossings can help conserve habitat connectivity by using open-span bridges or large, bottomless culverts that maintain natural streambeds.
- Deer should be able to cross below bridges on dry land during periods of high stream flow.
- Bridge abutments should be designed to allow sufficient room for habitat restoration access. Stream and riverfront vegetation is key to regional habitat connectivity and the ability of streams to safely rise with floods or beaver dams is an important aspect of stream health.
- Design pedestrian or vehicle overcrossings (bridges) between two natural areas with sufficient space to incorporate a line of native soil, vegetation, and rocks along one side to provide visual and some actual habitat connectivity between the natural areas. Studies show that birds will preferentially fly over vegetated overpasses, whereas they avoid crossing large gaps in vegetation greater than approximately 50 m.
- Trail and road lighting: use DarkSky lighting standards* to avoid needless light pollution, which alters wildlife presence and behavior.

The Science team is interested in discussing how some of these design elements could potentially become funding requirements rather than suggestions for future transportation projects that go through Metro’s transportation planning/funding process.

*The **International DarkSky Association’s Five Lighting Principles** are a starting point for responsible outdoor lighting:

1. **Use only the light necessary** – Avoid lighting unless essential; consider reflective tape, paint, or surface treatments for trails where headlamps are used.
2. **Light only where needed** – Focus illumination on the trail surface and immediate task area, not beyond.
3. **Use fully shielded, cut-off fixtures** – Emit light downward, not upward or sideways, to prevent skyglow and light trespass.
4. **Use low-level lighting** – Choose fixtures and bulbs that produce minimal light output for the task, avoiding glare or over-illumination.
5. **Control light distribution** – Use directional fixtures and adjustable controls to shape light where it falls.

Bi-State Coordination

Metro is one of the two metropolitan planning organizations to comprise the Portland Vancouver urbanized area. The other is the Southwest Washington Regional Transportation Council (RTC). The two metropolitan planning organizations coordinate on transportation issues of bi-state significance. As part of the bi-state coordination efforts representatives from the Washington State Department of Transportation (WSDOT), Southwest Washington Regional Transportation Council (RTC), C-Tran, the City of Vancouver, Clark County, and Washington Department of Ecology serve on Metro's MPO committees including the Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). Among the listed members representing the Washington side of the Columbia River, a smaller number of members are voting members on the Joint Policy Advisory Committee on Transportation (JPACT). Additionally, representatives from the Portland, Oregon metropolitan region serve on RTC's MPO committees.

Over the course of the 2024-27 and the 2027-30 MTIP cycles, bi-state coordination efforts have primarily focused on:

- Regional Emergency Transportation Routes
- Development of the Comprehensive Climate Action Plan
- Programming coordination of the MTIP and STIP for joint facilities like the repaving of the Interstate 205 Glen Jackson Bridge
- Transit agencies shared learning on bus on shoulder pilots and bus rapid transit implementation
- General review and comment on planning topics, policy and programming areas of bi-state significance in the Regional Transportation Plan, Unified Planning Work Program, and Transportation Improvement Program for both the Portland metropolitan region and the Southwest Washington metropolitan area.
- Other miscellaneous transportation efforts, such as success stories

By far the largest area of coordination has focused on the Interstate Bridge Replacement project. The project's schedule, cost, federal discretionary grants secured, and near completion of the federally required environmental review have been topic areas brought forward for discussion throughout the 2024-27 MTIP and the development of the 2027-30 MTIP cycles. Both Metro and RTC have processed initial TIP amendments programming preliminary engineering phases. An upcoming amendment to the 2024-27

MTIP is anticipated for June 2026 to obligate federal Bridge Infrastructure Program funds before the end of the federal fiscal year and also program additional phases of the project. The amendments to the 2024-27 MTIP are anticipated to be part of a transition amendment when the 2027-30 MTIP comes into effect.

In having both sides of the Columbia River participating on the respective MPO committees, regular communications are established and entities representing southwest Washington and the Portland region are able to share their perspectives on bi-state transportation topics.

Appendix I Federal Regulatory Compliance Documentation

Supplemental Attachments





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10

1200 Sixth Avenue, Suite 900
Seattle, WA 98101-3140

JAN 16 2017

OFFICE OF
AIR AND WASTE

Portland Transportation Conformity Interagency Consultation Group
c/o Ms. Martha Bennett, Chief Operating Officer
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232-2736

Dear Portland Transportation Conformity Interagency Consultation Group:

Congratulations on reaching the end of the 20-year maintenance period for carbon monoxide!

The U.S. Environmental Protection Agency is providing this letter in its consultative role to document that the transportation conformity requirements under Clean Air Act (CAA) section 176(c), for the Portland, Oregon carbon monoxide (CO) area ended on October 2, 2017. This date marks 20 years from the effective date of redesignation of the area to attainment for the CO National Ambient Air Quality Standard (NAAQS). See 62 FR 46208 (October 2, 1997).

Under 40 CFR 93.102(b)(4) of the EPA's regulations, transportation conformity applies to maintenance areas through the 20-year maintenance planning period, unless the maintenance plan specifies that the transportation conformity requirements apply for a longer time period. Pursuant to CAA section 176(c)(5) and as explained in the preamble of the 1993 final rule, conformity applies to transportation related pollutants and their precursors for which an area is designated nonattainment or is subject to a maintenance plan approved under CAA section 175A for areas redesignated to attainment. The EPA further clarified this conformity provision in its January 24, 2008 final rule (73 FR 4420, 4434-5).

This letter documents that, because the approved maintenance plan for the Portland CO area did not extend the maintenance period beyond 20 years from redesignation, transportation conformity requirements for CO ceased to apply after October 2, 2017 (i.e., 20 years after the effective date of the EPA's approval of the first 10-year maintenance plan and redesignation of the area to attainment for the CO NAAQS). As a result, Metro may reference this letter to indicate that the transportation conformity requirements of 40 CFR Part 93 no longer apply for the CO NAAQS. In addition, project sponsors can reference this letter to indicate that as of October 2, 2017, transportation conformity requirements also no longer apply for the CO NAAQS for FHWA/FTA projects as defined in 40 CFR 93.101. Even though the conformity obligation for CO has ended, the terms of the maintenance plan remain in effect and all measures and requirements contained in the plan must be complied with until the state submits, and the EPA approves, a revision to the state plan. See *GM Corp. v. United States*, 496 U.S. 530 (June 14, 1990). Such a State Implementation Plan revision would have to comply with the anti-backsliding requirements of CAA section 110(1), and if applicable, CAA section 193, if the intent of the revision is to remove a control measure or to reduce its stringency.

If you have questions about the transportation conformity requirements in the Portland area, please contact Karl Pepple, of my staff, at (206) 553-1778 or pepple.karl@epa.gov.

Sincerely,

A handwritten signature in black ink that reads "Tim Hamlin". The signature is written in a cursive style with a long horizontal stroke at the end.

Timothy B. Hamlin
Director

cc: Mr. Mark Smith
Oregon Department of Environmental Quality

Ms. Natalie Liljenwall
Oregon Department of Transportation

Ms. Carol Newvine
Oregon Department of Transportation

Ms. Michelle Eraut
Federal Highway Administration

Mr. Ned Conroy
Federal Transit Administration

Ms. Grace Cho
Metro



Metropolitan Planning Organization Americans with Disabilities Act Self-Evaluation and Transition Plan

Annual Implementation Status Report
March 2025

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.

Stay in touch with news, stories, and things to do.

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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

PURPOSE AND BACKGROUND

No person, on the grounds of race, color, national origin – including English-language proficiency and immigration status – sex, age or disability status will be excluded from participation in, be denied the benefits of, or be subjected to discrimination under Metro’s programs.

The Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan (SETP) of the Metropolitan Planning Organization's (MPO) 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 Act of 1973 and Title II of the Americans with Disabilities Act (ADA) of 1990.

This document is the MPO’s ADA SETP annual update for submission to the Oregon Department of Transportation (ODOT) in accordance with guidance from the Federal Highway Administration (FHWA). The plan guides the MPO’s compliance with Title II regulations (28 CFR part 35), Section 504 of the 1973 Rehabilitation Act (42 USC 126), and other applicable laws.

Metro submits this plan update as the federal and state designated metropolitan planning organization for the Portland, Oregon metropolitan planning area that receives grant funding from the FHWA through ODOT for regional transportation planning and directly from the Federal Transit Administration (FTA) for regional transit planning and travel options programming.

Metro is a directly elected regional government serving 1.7 million people living in the urbanized areas of the greater Portland region. Metro’s ADA Coordinator is responsible for initiating and monitoring Title II activities and preparing this plan.

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 Metro’s [Know your rights page](#), call 503-797-1890, or use TDD/TTY 503-797-1804.

This publication can be available in alternative formats, such as large print, braille, paper, or other electronic formats. Requests can be made by emailing accessibility@oregonmetro.gov or call 503-797-1890 or TDD/TTY 503-797-1804. Please allow three business days for your request to be processed.

ANNUAL IMPLEMENTATION STATUS REPORT 2024

MPO Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan

This document is the annual report on the implementation progress of the [Metropolitan Planning Organization's \(MPO\) ADA self-evaluation and transition plan](#) activities. The report's content aims to describe, when applicable, the previous year's activities and efforts, including accomplishments and program changes, updates to implementation schedules, changes in organizational structure or personnel, and accessibility-related goals and objectives for the coming year.

Department of Justice rulemaking

The Department of Justice's (DOJ) Rule for Title II entities coming into compliance with WCAG 2.1 Level AA standards enacted in April 2024 with a compliance date of April 2027 for special district governments will require changes in how Metro staff purchase, contract, and produce digital content across the organization. In the next few years, all public-facing publications and materials produced by Metro must be digitally accessible. The Information Technology (IT) and Communications (Comms) departments are working together to coordinate a digital accessibility transition plan with the goal of achieving compliance with the rule by April 2026. The IT/Comms plan addresses many of the action items identified in the December 2023 version of the Plan, and the updates are reflected in the text of this report.

Accessibility and Disability Inclusion Program

The Accessibility Program slightly changed how it identifies itself within the organization by incorporating the words disability inclusion in its name. The Accessibility and Disability Inclusion (ADI) Program believes that the phrase 'disability inclusion' in its identification directly reflects the vision to be inclusive and welcoming, unlike the term accessibility, which, when it stands alone, indicates only the minimum accessibility requirements.

Committee on Disability Inclusion

The ADI program staff provided this report in February and presented the implementation progress to the Committee on Disability Inclusion (CODI) on March 11, 2025, to receive comments. The CODI received the report, and the verbal comments focused on looking forward to continued staff training related to hosting accessible events. No additional comments were received.

Overview of Plan Implementation

During the calendar year 2024 and in the early months of 2025, steady progress has been made toward improving accessibility and inclusion practices at Metro. The following highlights progress made across accessibility topic action areas outlined in the [MPO ADA self-evaluation and transition plan](#).

Self-Evaluation

Customer Service Practices

- **Accommodations (A.1):** The procurement process for inclusive language access services is complete. The contracts are finalized, and the services are available Metro-wide.
- **Service animals (A.3):** A Service Animal Policy is adopted and the training for employees begins April 2025.
- **Mobility devices (A.4):** An Other Power-Driven Mobility Device policy is under development to be informed by a site-specific assessment process, with a full rollout of the Metro-wide policy by the end of calendar year 2025.
- **Public engagement guide (A.5):** The Public Engagement Guide was adopted in 2024, and work continues to include comprehensive disability inclusion guidance.

Staff Training

- **Completed training (B.1-B.4):** Training modules on service animals, ADA responsibilities, assistive technology, and accessibility standards for the built environment are available on the Metro Learning System.
- **Future initiatives (B.5-B.8):** The development of specialized training on hybrid meetings, emergency procedures, and digital accessibility is underway, targeting full implementation by the close of 2025.
- **Digital accessibility (B.7-B.8):** The April 2024 DOJ Rule on digital accessibility is being addressed through training workshops and training integrated into the Metro Learning System and is a specific task of the IT/Comms digital accessibility transition plan project focused on meeting the compliance deadline for special district governments.

Contracting and Licensing

- **Procurement and contracting (C.1-C.3):** Efforts are focused on creating ADA-compliant contract templates, checklists, and resource materials. These actions are tied to the broader digital accessibility transition plan.

Public meetings and events

- **Accessible meeting spaces (D.1):** Room accessibility assessments are ongoing, with comprehensive resources expected by end of the calendar year 2025.

- **Event accessibility (D.2-D.6):** Checklists, preparation processes, and training materials are being developed to ensure consistent application of accessibility best practices in hybrid and in-person meetings.

Communications

- **Website accessibility (E.1-E.2):** A restructure of the central communications department supported progress toward WCAG 2.1 Level AA compliance by 2027.
- **Document accessibility (E.3-E.4):** Templates and strategies for accessible documents are included as part of a broader digital accessibility transition plan.

Program participation

- **Application process (F.1):** The advertisement of the availability of program modifications for applicants is included as part of the D.4: Meeting and event publicity task.

Emergency Planning

- **Inclusive evacuation procedures (G.1):** Emergency planning documents have been revised to include disability considerations, with input from the Committee on Disability Inclusion (CODI). Facility drills and assessments are ongoing to improve communications and procedures to include people with disabilities.

Facilities

- **Accessibility information (H.1):** Details about accessible Metro Regional Center (MRC) facilities will be integrated into public-facing materials, tied to broader efforts on meeting space accessibility.

Transition Plan

Campus operations made significant progress in 2024 toward implementing the Transition Plan.

- At the Metro Regional Center (MRC), accessibility enhancements included ongoing design analysis for accessible egress routes, nearing completion of the north plaza reconstruction, improving accessibility along the main entry route from transit and parking access, and consistent maintenance of accessible routes and spaces. Major projects under architectural review, set for completion by FY 2025/2026, include accessible parking upgrades, Council dais ramp reconstruction, and stairway improvements.
- In the parking structure, accessible parking areas are being improved with resurfacing, striping, and signage, and two curb ramp barrier projects are under review for completion by FY 2025/2026.
- Barriers in the daycare facility's exterior parking and play area stairs are under evaluation, with completion anticipated by FY 2025/2026. The café remains vacant, and related barrier removal projects are on hold.

This year's achievements demonstrate a clear commitment to embedding accessibility into Metro's operations and services, with strong collaboration across departments and a proactive approach to compliance.

Details of Plan Implementation

This report section focuses on updates to Chapter 3: Self-Evaluation and Chapter 4: Transition Plan over the 2024 calendar year and the first three months of 2025. There are no changes to note in the remaining chapters.

Self-Evaluation (Chapter 3)

The update of the self-evaluation activities is organized by the action item identification (A.1, B.1, etc.), followed by an updated implementation schedule or status, a description of the original plan of action, followed by a summary of the activities during the 2024 calendar year to implement the Plan.

Customer Service Practices

To meet ADA standards for in-person and virtual interactions, staff should be aware of the formal and informal procedures for accommodating people with disabilities.

Action item A.1: Accommodations

Schedule: Ongoing.

Continue to monitor available vendor contracts and improve the availability and variety of accommodation resources that staff have available to provide program modifications.

- Contracting for inclusive and accessible language access is complete. The new contracts address language translation (oral and written, including Braille), sign language interpretation, CART, and audio descriptions.

Action item A.2: Notice, grievance, and responsible employee

Schedule: Ongoing

Continue to maintain and update the web pages as needed.

- No updates or changes are needed at this time.

Action item A.3: Service animals

Schedule: Summer 2025

Incorporate into the MRC Navigator and Security Standard Operating Procedure manual a policy on service animals that defines service animals, where allowed, handler responsibilities, inquiries, exclusions, and miniature horses.

- The Service Animal Policy was adopted February 14, 2025. The training for employees begins April 2025. At the time of drafting this document, the MRC facilities management team is reviewing the adopted Service Animal Policy and creating standard operating procedures for MRC facilities staff which will be finalized by Summer 2025.

Action item A.4: Mobility devices

Schedule: December 2025

Incorporate in the MRC Navigator and Security Standard Operating Procedure (SOP) manual a policy on Other Power-Driven Mobility Devices (OPDMDs) that specifies which kinds of OPDMDs will be permitted and where they will be permitted based on the following factors: type, size, weight, speed, pedestrian volume, facility design, legitimate safety requirements, and risk of serious harm.

- The ADI program drafted an assessment process to determine OPDMD real risk at the MRC. The allowable device type, size, weight, dimensions, and speed are under review and will be incorporated into the accessibility meeting room project (see D.1). Full deployment of the policy and standard operating procedures is anticipated by December 2025.

Action item A.5: Public engagement guide

Schedule: Ongoing

Continue developing the guide and incorporating accessible and inclusive best practices.

- Metro Council adopted the Public Engagement Guide (PEG) in July 2024. Staff continuously work to improve the appendices and staff guidance for disability inclusion (see B.5, D.1, and D.6).

Staff Training

The Accessibility and Disability Inclusion Program (ADI) team has focused on identifying or developing training for Metro employees that addresses disabilities awareness, accommodation practices, accessibility standards, inclusive communication, and design resources.

Action item B.1: Training - service animals

Schedule: B.1.a - Completed -Feb.2024, B.1.b - Completed - April 2024, B.1.c – Completed January 2025.

Identify or develop training.

- **B.1.a** - The ADI program purchased a 60-minute training that has been integrated into the Metro Learning System. The training addresses Title I and Title II service animal accommodations for interested staff.
- **B.1.b** - The ADI program developed training for the accessibility action team and presented the information in April 2024.
- **B.1.c** - A less than 10-minute microlearning has been developed as a companion to the adopted service animal policy. The training is required for specific job codes whose job duties require them to engage with the public at Metro facilities.

Action item B.2: Training - ADA

Schedule: B.2.a - Ongoing, B.2.b - Completed -11/2024, B.2.c - Completed -11/2024.

Develop training outlining Metro’s responsibilities under Title II of the ADA.

- **B.2.a.** - The ADI program has developed multiple presentations on Metro's ADA responsibilities for the COO, accessibility action teams, and departments. The ADI program will continue to develop training on an as-needed basis.
- **B.2.b.** - The ADI program purchased training that has been integrated into the Metro Learning System: 'ADA Title II Overview.'
- **B.2.c.** - The ADI program has created a Supervisor Essentials Training 'ADA Responsibilities', which commenced in November 2024.

Action item B.3: Training - customer service and accommodations

Schedule: B.3.a. - Completed -11/2024, B.3.b. - December 2025.

Develop training on approaches and best practices.

- **B.3.a** - The ADI program purchased training that has been integrated into the Metro Learning System - 'Introduction to Assistive Technology' and 'Effective Communication and the ADA'.
- **B.3.b.** - The ADI program plans to draft a more specific customer service training in-house during the calendar year 2025.

Action item B.4: Training - built environment

Schedule: Completed 11/2024.

Develop training on accessibility standards for the built environment.

- The ADI program purchased training that has been integrated into the Metro Learning System - '2010 ADA Standards' for facility and capital project staff access.
- The ADI program has also compiled a list of free training resources for facilities staff, which will be available with the rollout of the new MetroNet in 2025.

Action item B.5: Training - meetings

Schedule: December 2025.

Identify or develop training on hosting accessible and inclusive hybrid and in-person meetings.

- The Communications and Planning team has been actively working on the appendices of the PEG. The PEG has been reviewed by members of the CODI and the feedback gathered will inform the training materials under development.

Action item B.6: Training - emergency procedures

Schedule: June 2025.

Incorporate how to assist individuals with disabilities in the MRC’s emergency evacuation training.

- The Emergency Management team drafted emergency evacuation procedures and is developing evacuation drill procedures that include people with disabilities. The CODI has been involved in reviewing the evacuation chair training materials.

Action item B.7: Training - digital documents

Schedule: Ongoing.

Identify or develop training on digital document accessibility, including Word, PowerPoint, Excel, and PDF.

- With the April 2024 Rule on digital accessibility, this action item is being folded into the IT/Comms four-part digital transition planning strategy to meet the DOJ April 2027 deadline for special district governments. In the interim, the ADI program purchased training integrated into the Metro Learning system - 'Digital Accessibility,' 'Document Accessibility,' and 'Presentation Accessibility.'
- The ADI program also contracted with WebAIM to provide the Senior Leadership Team (SLT), managers, and department process leaders with workshops and training. The SLT orientation to the rule occurred in October 2024, and the Accessible Action Team and department process leaders participated in November and December 2024.

Action item B.8: Training - WCAG

Schedule: Ongoing.

Identify or develop training on creating and maintaining accessible website content.

- With the April 2024 Rule on digital accessibility, this action item is folded into the digital transition planning strategy noted in action item B.7.
- The ADI purchased training integrated into the Metro Learning system – ‘Web Content Accessibility Guidelines (WCAG).’

Action item B.9: Internal communication resources

Schedule: Ongoing.

Update and maintain the information shared internally to include ADA Title II responsibilities, internal resources for training, accommodations, and effective communication.

- A framework for the MetroNet accessibility hub pages has been developed and will be folded into the MetroNet update.

Contracting, Licensing, or Other Arrangements

Metro recognizes that contractors, licensees, consultants, and other entities that deliver services and projects are extensions of Metro's services and activities and must adhere to the same ADA regulations.

Action item C.1: Checklists

Schedule: Fiscal year 2025/2026.

Develop checklists for staff and contractors outlining responsibilities under Title II of the ADA for service delivery and the products developed for projects and plans.

- With the April 2024 Rule on digital accessibility, this action item will be informed, in part, by the IT/Comms four-part digital transition planning strategy due to the overall communication with contractors scaling up in complexity.

Action item C.2: Resources

Schedule: Fiscal year 2025/2026.

Compile resources for Metro staff to share with contractors when addressing concerns about services and products delivered, including but not limited to design and construction projects, print materials, and digital web products.

- When the IT/Comms four-part digit transition planning strategy engages in the process of formalizing Metro policy, procedures, and standards to address digital standards, the development of materials for this action item will be initiated to ensure an alignment of staff effort and time developing guidance materials.

Action item C.3: Contract language

Schedule: Fiscal year 2025/2026.

Develop contract language addressing specific accessibility expectations and responsibilities under the ADA that apply to work products.

- The ADI team has started discussions with the Office of the Metro Attorney to modify the contract template to address 28 CFR 35.200 specifically.
- A contract addendum has been drafted for digital content under the 2024 Rule on digital accessibility. Contract revisions for additional digital items will be included as part of the digital accessibility transition plan project.
- Additionally, a review of procurement procedures will be conducted to identify triggers for noting accessibility topics that should be addressed during procurement. Once completed, meetings with each department and venue will be held to determine the specific language needed for the scope of work language in vendor contracts around various accessibility topics, including but not limited to digital deliverables, public engagement, and design and construction projects.

Public Meetings and Events

Metro acknowledges that the location of meetings, the resources available to provide effective communication, and the flexibility of the meeting format are essential considerations for accessibility and disability inclusion.

Action item D.1: Accessible meeting spaces

Schedule: December 2025.

Develop room accessibility information, such as layout guides for in-person meetings. Identify accessibility factors for meeting rooms (e.g., accessible route distance from street entrances and parking, available technology, and accessibility features) and ensure the integration of the tools into the PEG.

- The MRC facilities staff have identified the meeting rooms with adequate space and technology to host in-person and hybrid meetings. Staff are gathering information on room resources, accessible layouts, distance to toileting facilities, entries, exits, and transportation. This information will be incorporated into action items [A.5: Public engagement guide](#) and [B.5: Training - meetings](#). The CODI has been involved with informing the content of the information that will be provided to the public.
- In coordination with the MRC facilities staff, the ADI program purchased two portable mobility device charging units and wider seat pan chairs that support heavier loads for the MRC's public meeting room spaces.

Action item D.2: Offsite meetings and events

Schedule: September 2025.

Develop a checklist and instruct staff on the necessary accessibility elements to ensure they are available. The checklist will include information on the availability and proximity of transit to the accessible entries, accessible parking, accessible meeting space, availability and proximity of accessible restrooms and water, signage, and available communication technology, to name a few elements. Ensure the checklists align with the processes identified in the PEG.

- The checklist will be developed after the MRC facilities staff identify the meeting rooms and technology to host in-person and hybrid meetings noted in Action Item [B.5: Training - meetings](#).

Action item D.3: Meeting and event preparation

Schedule: December 2025.

Develop a process schedule for meetings that allows for sharing content before the meeting and providing an opportunity to submit questions in advance. Ensure guidance to establish consistency in the application of a schedule range is included within the updated PEG.

- Metro Council adopted the [Public Engagement Guide \(PEG\)](#) in 2024.
- Staff assigned to the development of the PEG continue to work to improve appendices G—Engagement planning toolkit for Metro staff—and J—Addressing common barriers to public participation.
- Staff have met with CODI to discuss revisions and request feedback on the appendices' content.

Action item D.4: Meeting and event publicity

Schedule: September 2025.

Display accommodation request information on publicity materials, meeting agendas, and web pages providing meeting materials, indicating the availability of accommodations to meeting participants. Provide example text and materials as part of the PEG.

- The accommodations text is provided in Section 2 of the PEG. The distribution of information as part of ongoing publicity activities is in process, and PEG action items are incorporated into department processes.
- As the PEG appendices are fully developed, updates to meeting preparation materials will be developed, and the accommodations information will be incorporated into the templates.

Action item D.5: Training

Schedule: December 2025.

Provide training and develop resources on how to host accessible meetings online and in a hybrid setting.

- See [B.5: Training - meetings](#).

Action item D.6: Public Engagement Guide

Schedule: December 2025.

Ensure the PEG includes guidance that addresses the accessibility of hybrid and online meetings.

- Staff assigned to the development of the PEG continue to work to improve appendices G—Engagement planning toolkit for Metro staff—and J—Addressing common barriers to public participation. With the completion of [D.1: Accessibility meeting spaces](#), the information developed will be incorporated into the PEG.

Communications

Metro acknowledges that its efforts to produce communications, publications, and other media must be intentional and coordinated to ensure that communication with people with disabilities is equally effective as communication with people without disabilities.

Action item E.1: Website Update

Schedule: April 2026 (internal goal), April 2027 (compliance deadline).

Update the Metro website to WCAG 2.1 Level AA compliance. In preparation for revamping the website and moving toward systemic inclusive practices, the Communications team has restructured and formed an Inclusive Design Team to address accessibility and inclusion. With the restructuring, three open positions: Inclusive Design Team Manager, Web Team Lead, and a Web Content Coordinator; will be filled by the end of 2023. The roles and responsibilities of these positions will strengthen the team to ensure progressive action toward the accessibility of digital and print content. Specifically, the Team Manager will manage the website refresh and the organization-wide roll out of digital document accessibility practices.

- The positions identified for recruitment in 2023 have been filled. With the April 2024 Rule on digital accessibility, this action item is part of the website task identified in the IT/Comms four-part digital transition planning strategy to meet the DOJ April 2027 deadline.

Action item E.2: Broadcast and audiovisual content

Schedule: Ongoing.

Continue to address and update the accessibility of streaming and audiovisual content provided on the Metro website and through online services.

- This topic is incorporated into the IT/Comms four-part digital transition planning strategy.

Action item E.3: Document templates

Schedule: December 2025.

Update the library of document templates to address digital document accessibility practices and accessible design practices.

- This topic is incorporated into the IT/Comms four-part digital transition planning strategy within the accessible content phase of the project that addresses electronic materials used in support of Metro’s services, programs, or activities, including PowerPoint, Excel, Word, PDF files, fillable forms and templates, and non-text-based content including videos, audio and infographics.

Action item E.4: Accessible document strategy

Schedule: Ongoing.

Develop an organizational strategy to ensure document accessibility that addresses end-user skills and role in developing print and online material. The Plan should, at a minimum, ensure that every employee has a basic understanding of document accessibility.

- With the April 2024 Rule on digital accessibility, this action item is incorporated into the IT/Comms four-part digital transition planning strategy to meet the DOJ April 2027 deadline for special district governments.

Action item E.5: Auxiliary aids and services

Schedule: Ongoing.

Continue to provide access to Metro using phones that can receive calls through teletypewriter (TTY), telecommunications device for the Deaf (TDD), and telecommunications relay service (TRS) and include this information with the accommodations information and on the website.

- The availability of TTY has not changed. This item is linked to Action Item [A.1: Accommodations](#), which will allow for additional communication services that align with how people are using current technology to communicate with Metro.

Program Participation

Metro has tools, processes, and vendors in place to ensure that, when requested, staff can make modifications to services to ensure equal program participation for people with disabilities.

Action item F.1: Application process

Schedule: September 2025.

Incorporate accommodation request information on application materials and web pages providing program information indicating the availability of accommodations to applicants.

- This action item is linked to [D.4: Meeting and event publicity](#).

Transportation Services

The MPO does not provide transportation services and there are no program observations or modifications to make under these regulatory responsibilities.

Tours and Trips

The MPO does not provide tours and trips and there are no program observations or modifications to make under these regulatory responsibilities.

Emergency Planning

Metro's Emergency Management (EM) team is actively working toward fully including people with disabilities in life and safety plans, protocols, and procedures.

Action item G.1: Emergency evacuation procedures

Schedule: June 2025.

Incorporate approaches to assisting people with disabilities into the procedures.

- The EM team has been working on an update on the MRC emergency response procedures, focusing on including people with disabilities, especially in evacuation planning. This has led to an assessment of the MRC's emergency evacuation routes, operating procedures, communication practices, and emergency drills that incorporate disabilities. EM staff met with CODI in December 2024, and their feedback will be integrated into the draft of emergency planning documents when the MRC integrates evacuation chairs into its procedures.
- Additionally, at the time of this writing, MRC facilities staff have contracted with Integrus Architects to evaluate the MRC's evacuation routes and are developing a plan for improving the accessibility of the existing evacuation routes.

Facilities

Metro acknowledges that providing information about the location of accessible facilities, entrances, and elements at its facilities promotes the inclusion of people with disabilities when visiting Metro locations.

Action item H.1: Facility accessibility

Schedule: June 2025

Provide information about the accessibility of the MRC on Metro’s websites and other MRC informational materials. Information can include details about accessible entrances, bathrooms, and other elements.

- This is linked to action item [D.1 Accessible meeting spaces and events](#).

Transition Plan (Chapter 4)

Campus operations continue to make steady progress, removing architectural barriers. The transition plan activities are updated by campus location, followed by an updated implementation summary of the activities during the 2024 calendar year to implement the Plan.

Regional Center

The Metro Regional Center (MRC) continues to undergo modifications to improve accessibility. While facilities staff have consistently worked on elements identified in the transition plan inventory, Campus Operations work to go beyond the minimum and seek opportunities to improve the experience and inclusion of people with disabilities. Many of their efforts are noted in the self-evaluation section of this report.

- The 2024 calendar year involved further design analysis of the interior stairways used as an accessible means of egress. Campus Operations are working with the Emergency Management team to improve the communications and training related to MRC evacuation routes. Updates to the directional lighting along the evacuation routes are underway, and designs for accessible evacuation route maps are in development. The project is scheduled for completion in March 2025.
- The reconstruction of the north plaza surfacing is complete. It now provides an accessible route to the facility from transit and the parking structure thanks to the attention paid to the slope of the new surface.
- Facility staff have improved their knowledge and understanding of accessible routes, clear spaces, and maneuvering clearances. They have worked to ensure accessible spaces are consistently maintained. In addition, the team purchased measuring tools that quickly identify where clearances are not meeting the code.
- Many barrier removal projects remaining on the transition plan list are under architectural review, and the schedule intends to have the projects completed by the end of fiscal year 2025/2026. The projects include the following:
 - Improving the accessible parking stalls in the basement.
 - Reconstructing the ramp leading to the Council dais.
 - Adding visual contrast striping on stairways.
 - Removing overhanging hazards created by structural features.

Parking Structure

The parking structure along the eastern portion of the campus continues to lease the upper floors to an auto dealership for vehicle storage. Progress has been made to remove barriers in the public parking areas.

- The accessible parking improvements in the public parking area are completed and include resurfacing, striping, and signage.
- Curb ramp barrier projects (which involved the area in front of the first-floor elevator) are also complete, and the project involved pouring a new concrete ramp with appropriate curbing and slope. The two curb ramp projects involving the attendant booth and pay box have been addressed by decommissioning the attendant booth and pay box.
- A new payment phone application has been implemented in place of the attendant booth and pay box. Staff in the MRC are available to help with payments for visitors who need assistance with payment or are using the application.

Café

The café is in the northwestern corner of the campus at Grand and Irving, adjacent to the main entry plaza, and remains vacant. The accessibility barrier removal projects noted in 2017 for the café are on hold until there are plans for its active use.

Daycare

The daycare facility is off Lloyd Boulevard in the southeastern portion of the campus. The remaining barrier projects are located in the exterior parking area, the stairs exiting the play area to the parking lot, and the ramp leading to its main entry. An architect has evaluated the three features and plans to correct the barriers are underway. The project is scheduled for completion by the end of fiscal year 2025/2026.



Metropolitan Transportation Improvement Program (MTIP) Frequently Asked Questions

Metro is working with regional partners to develop the 2027-2030 MTIP. The document outlines the greater Portland region's transportation investment priorities and schedule of transportation expenditures in the next four years.

What is the Metropolitan Transportation Improvement Program (MTIP)?

The Metropolitan Transportation Improvement Program (MTIP) is a federally required, four-year financial document prepared by metropolitan planning organizations (MPOs). Its primary purposes are:

- to track and manage federal transportation funds, ensuring that investments in roads, transit, bicycle and pedestrian facilities do not overspend available monies;
- and demonstrates how four-year program of planned transportation projects advance the Regional Transportation Plan (RTP) goals and comply with federal regulations including, but not limited to fiscal constraint, performance-based planning, and public involvement

The 2027-30 MTIP in development are for federal fiscal years 2027 through 2030. The MTIP can be described as a regional, transportation-specific, capital improvement program of federally funded projects and programs.

What is in the 2027-2030 MTIP?

The MTIP as a regional transportation capital improvement program and financial document primarily includes a listing of planned federally funded transportation expenditures over the next four federal fiscal years.

A total of 139 transportation projects and programs totaling \$1.2 billion dollars of investment are included in the 2027-2030 MTIP. The transportation projects and programs comprise of a mix of capital transportation projects as well as transportation investments into technologies, maintenance and repair, programs for traveler education, and transportation planning activities. These transportation projects and programs are located throughout the Portland metropolitan area and range from fixing a bridge deck on the interstate, adding sidewalks to a roadway of a major transit corridor, and buying replacement transit buses. The MTIP is not inclusive of every transportation project or program occurring in the Portland metropolitan area. Transportation projects without a federal nexus are not typically included in the MTIP. For example a locally funded neighborhood greenway bicycle project on a city-owned low traffic volume road or local roadway paving are not typically included in the MTIP.

What is Metro's role in the MTIP?

Federal law requires that every metropolitan area, with a population greater than 50,000, develops a MTIP. Each region's Metropolitan Planning Organization (MPO) is responsible for developing an MTIP, in cooperation with the state department of



Metropolitan Transportation Improvement Program (MTIP) Frequently Asked Questions

transportation and local transit agencies. Metro, as the MPO for the greater Portland region is responsible for the development and administration of the region's MTIP and works in partnership with the Oregon Department of Transportation (ODOT), SMART and TriMet in the administering federal surface transportation funding. Once a draft MTIP is compiled, Metro staff assess the MTIP for compliance with federal requirements. Once adopted, Metro facilitates amendments and updates to the MTIP to reflect the current schedule of expenditures. The MTIP and amendments must also be approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Where do the projects in the MTIP come from? How is the MTIP created?

Metro, ODOT, TriMet and SMART conduct allocation processes to select regionally significant transportation projects that will receive funding in the following four years. Allocation processes occur every three years for Metro and ODOT, and annually for TriMet and SMART. Each agency determines its allocation process, including the selection criteria, nomination process, public involvement and agency priorities. Each agency must factor into its allocation process filter eligibility requirements, which can differ by the federal funding type. In addition, Metro, ODOT, SMART, and TriMet's allocation processes for projects in the Portland metropolitan area are guided by regional policies in the Regional Transportation Plan (RTP) – the adopted long-range transportation plan for the region. To be eligible for federal transportation funding, transportation projects must be included in the Regional Transportation Plan (RTP) prior to inclusion in the MTIP.¹ At this stage of the 2027-2030 MTIP reflect the decisions of each agency's allocation process.

Who makes decisions about the MTIP?

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that serves as the MPO board for the Portland region. JPACT and Metro Council share a unique partnership that requires joint action on all MPO decisions, including the adoption of the MTIP. Upon Metro Council and JPACT action, the MTIP is submitted to the Governor for inclusion in the State Transportation Improvement Program (STIP), which is then submitted to FHWA and FTA for approval.

What is the best way to engage with projects in the MTIP?

Capital projects in the MTIP are in various stages of completion. Some may be in planning, others in project development and others nearing construction. As transportation projects in the MTIP either are receiving federal transportation funding or in need of a federal approval or permit, these capital projects included in the MTIP must comply with federal requirements including but not limited to public engagement, consultation, the National Historic Preservation Act, the National Environmental Policy

¹ The current Regional Transportation Plan was adopted in November 2023 and will be updated again in 2028. Engaging in the plan update is one way to provide input on projects that will be in future MTIPs.



Metropolitan Transportation Improvement Program (MTIP) Frequently Asked Questions

Act (NEPA).² Through the NEPA process, projects with certain NEPA designations are required to hold consultations with resource agencies and tribal governments to identify impacts to the human and natural environment. Depending on the project scope and what phase the project is in its development process, capital projects in 2027-2030 MTIP are likely to engage with natural resources agencies on an individual project basis.

The 2027-2030 MTIP provides a preview and timing of upcoming transportation projects. The spreadsheet attached to Metro's 2027-2030 MTIP consultation invitation provides data and information regarding each project, to help agencies identify the appropriate lead agency to follow up with regarding any individual project.

When can projects begin to spend their allocated federal dollars included in the MTIP?

Funding becomes available to projects in the MTIP once the project has been officially programmed in the MTIP and STIP, a grant agreement is established, and federal funds are authorized and obligated. For many federally funded projects, this means reimbursement begins once a grant agreement is signed and invoices are submitted.

What is the difference between the MTIP and the State Transportation Investment Program (STIP)?

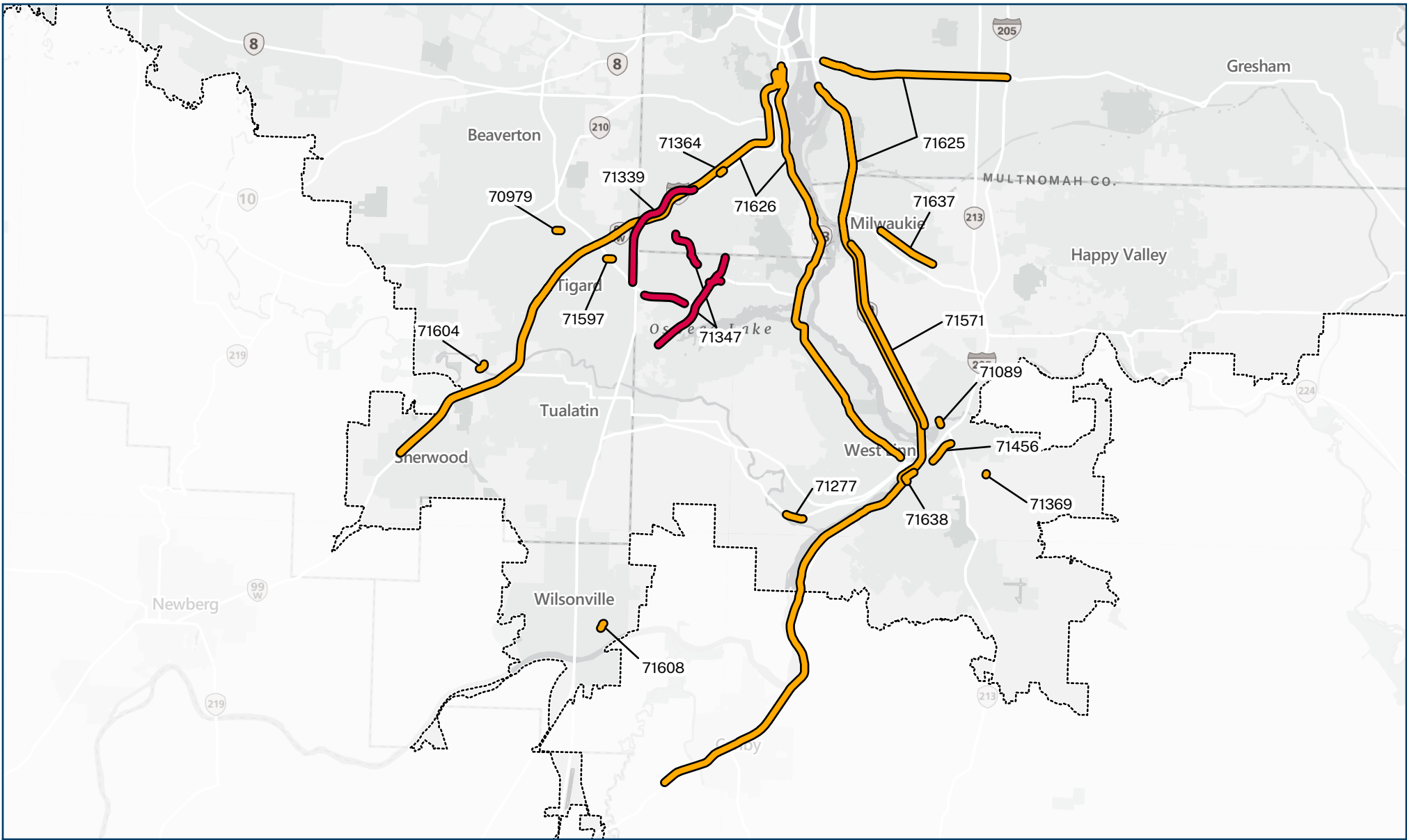
The MTIP and the STIP are compendium financial documents where the MTIP focuses on those federal funded transportation investments in the urban portion of Clackamas, Multnomah, and Washington county areas. Whereas, the STIP has a larger geographic purview of identifying all the federally funded and/or regionally significant transportation investments across the state. The MTIP is incorporated without change into the State Transportation Improvement Program, Oregon's statewide four-year transportation capital improvement program. Like the MTIP, Oregon's STIP covers a four-year construction period and is currently updated every three years.

² Under limited circumstances a locally funded transportation project may get programmed in the MTIP.

What is the timing for the 2027-2030 MTIP?




Activity	Timeframe
2027-30 MTIP public review draft available	March 9, 2026
Public comment period opens	
Invitation to consult letters sent to natural resource agencies	Week of March 23 – 27, 2026
Public comment period closes	April 9, 2026
Consultation period closes	May 1, 2026
Metro gathers input provided through consultations and public comment to identify core themes for reporting back to regional committees.	Mid-April – May 2026
Report back to regional committees	May 2026
2027-30 MTIP adoption draft and appendices available	May 29, 2026
TPAC and JPACT consideration of 2027-30 MTIP	June 5 and 18, 2026
Metro Council consideration of the 2027-30 MTIP	July 9, 2026*
2027-30 MTIP submitted to the Governor for inclusion in the 2027-30 State Transportation Improvement Program (STIP)	July 2026

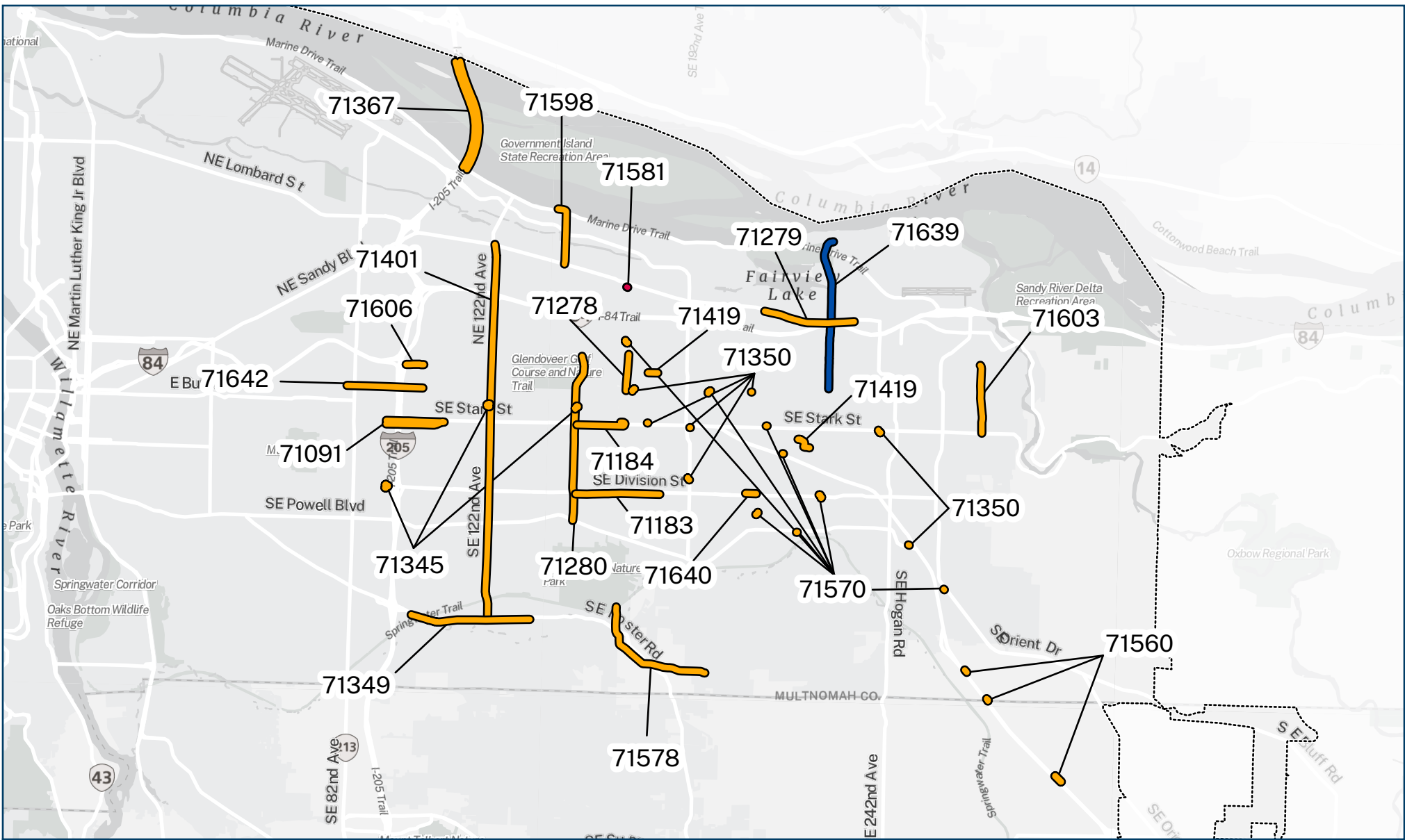
*Denotes the date has not been confirmed by the Metro Council office.



**2027-2030 Metropolitan Transportation Improvement Program
MTIP Projects: Clackamas Co.**

Investment Type




-  Capital Project
-  Capital Project - Technology Infrastructure
-  Planning - Infrastructure

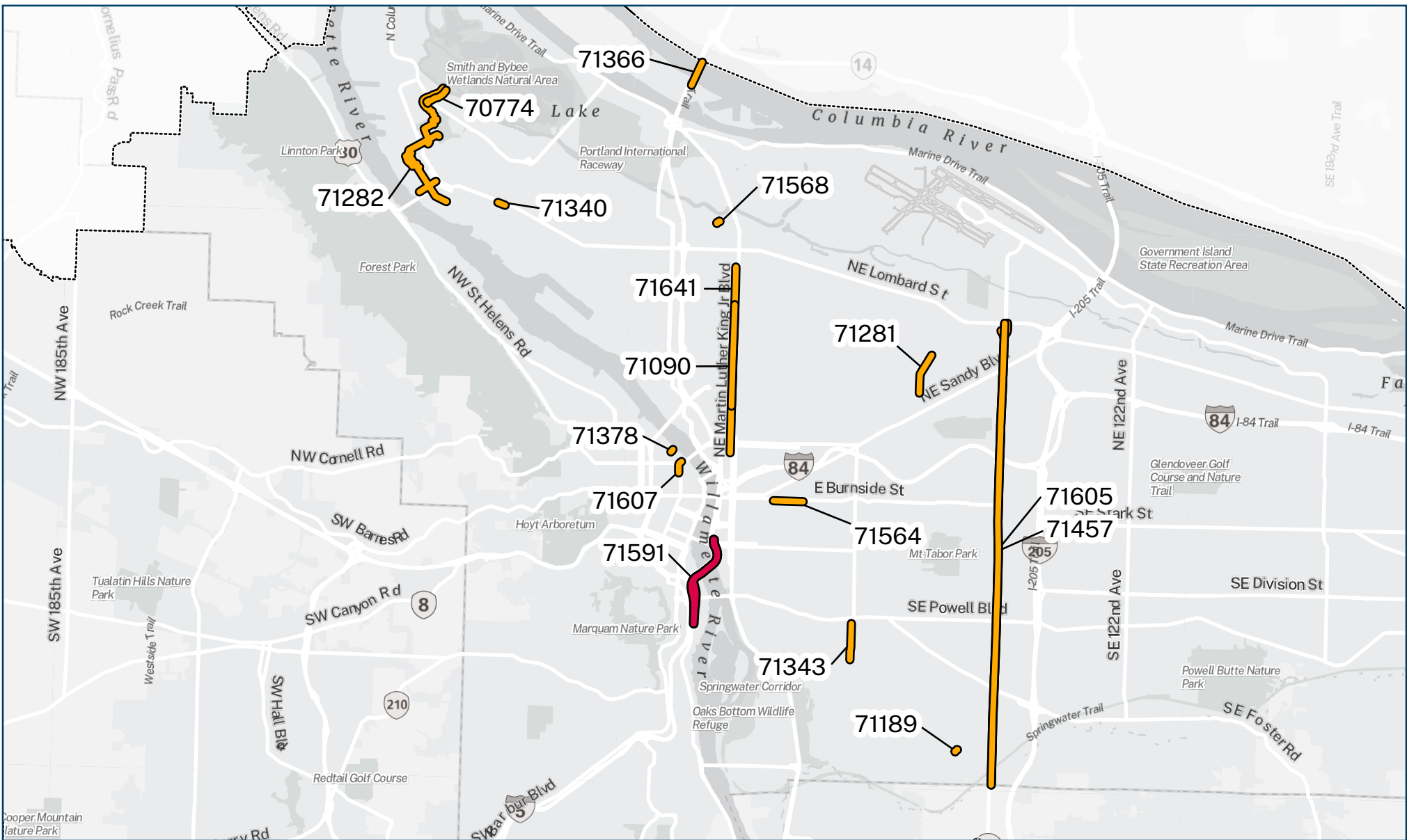


2027-2030 Metropolitan Transportation Improvement Program

MTIP Projects: East Mult. Co.




Investment Type

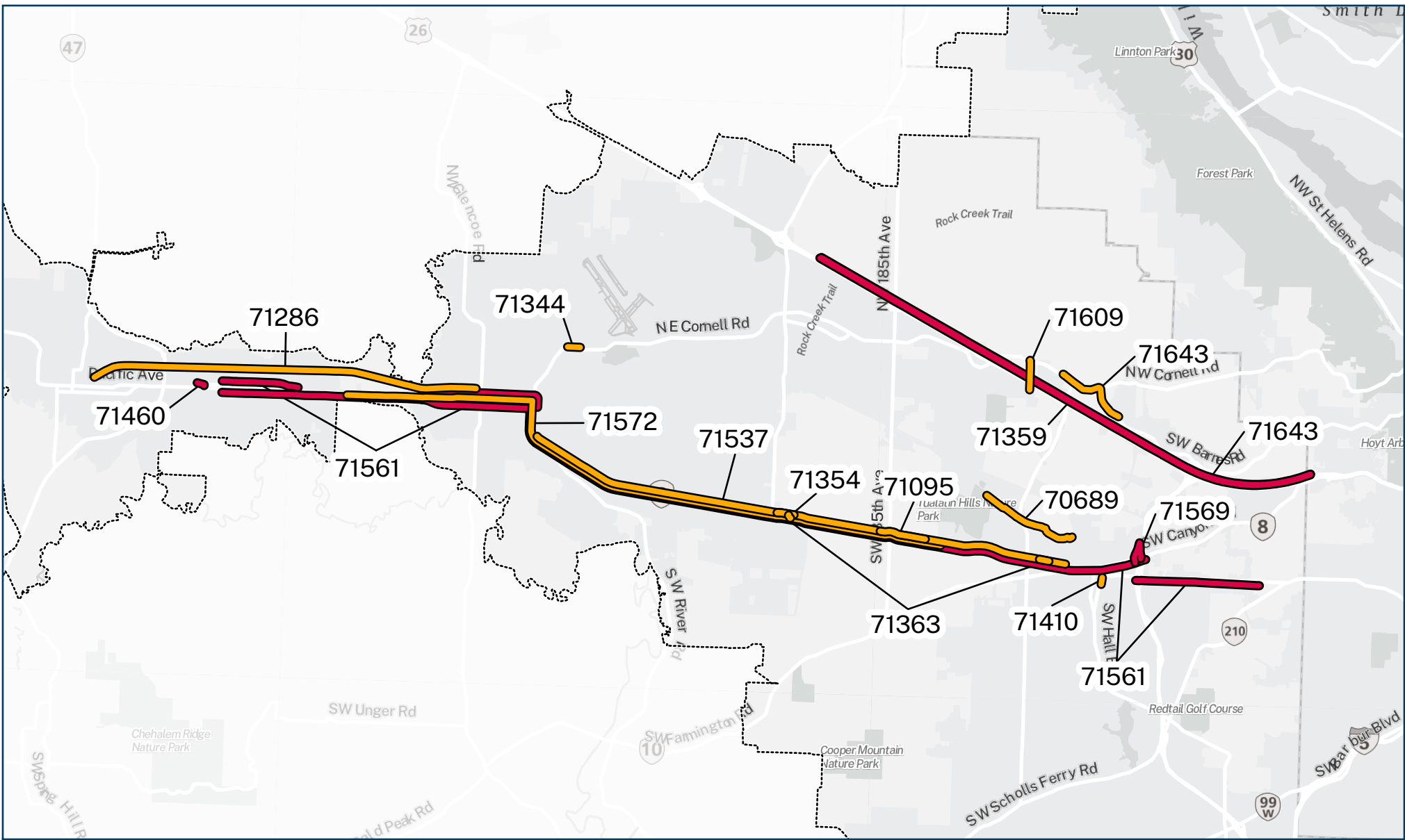
-  Capital Project
-  Capital Project - Technology Infrastructure
-  Planning - Infrastructure



**2027-2030 Metropolitan Transportation Improvement Program
MTIP Projects: Portland**

Investment Type

-  Capital Project
-  Capital Project - Technology Infrastructure
-  Planning - Infrastructure






OREGON



Metropolitan Planning Area

**2027-2030 Metropolitan Transportation Improvement Program
MTIP Projects: Washington Co.**

Investment Type

-  Capital Project
-  Capital Project - Technology Infrastructure
-  Planning - Infrastructure

2027-30 Metropolitan Transportation Improvement Program (MTIP) Overview and Glossary

Welcome to the excel version of the 2027-2030 MTIP project list. Please use this glossary to support your review in the **Summary** and **Project List** tabs. Metro has endeavored to provide best available information, where available and known, regarding each project in the **Project List** tab. Planning infrastructure projects and capital projects including technology infrastructure are included on the 2027-2030 MTIP maps attached to the consultation invitation. Questions and requests for more information for specific projects can be sent to Grace.Morris@oregonmetro.gov.

Glossary of Terms

Term	Definition
Lead Agency	The agency sponsoring the transportation project and has the greatest interest in seeing the project implemented. The lead agency provides any local matching funds to the project. The lead agency may or may not be the project delivery agency or the transportation facility owner.
Project Delivery Agency	The agency that is implementing the transportation project or program.
NEPA	Depending on the federal fund source (i.e. Federal Highway Administration, Federal Transit Administration) and the transportation activity, the agency in the lead role of completing the requirements of the national environmental protection agency (NEPA) for the project. This NEPA lead and lead agency may differ.
Awarding Agency	The agency which awarded the federal funding to the project. Awards may be through a competitive solicitation process or through agency discretion to recommend funding to agency projects.
Federal Funding Agency	The U.S. Department of Transportation agency which oversees the federal funding program that the project or program is to receive funds from.
Project Types (alphabetically) Term Definition	
Active Transportation	Project activities pertaining to the development and/or delivery of non-motorized forms of transportation including walking and biking, people using wheelchairs or mobility devices and skateboarding. Transit is considered part of active transportation because most transit trips start with a walking or bicycle trip.
Highway	Project activities pertaining to a transportation facility with a high level of vehicular throughput. Some highways may have different forms of transportation traveling along the facilities, including transit buses, bicyclists and pedestrians with the pedestrian and bicycle facilities separated. Access points are a mix of separate and at-grade. Some highways may be restricted to be limited access and/or prohibit certain forms of travel because of the vehicle throughput and posted speeds. Examples include Interstate 5, US 26, and Oregon (OR) 99 East (E).
Other	Any other type of project that may not fit into the Project Type categories. Some examples of projects assigned "Other" includes debt service payments and revenue buckets where the allocation of funds to projects have yet to occur.
Planning	A continuing, comprehensive, and cooperative (3-C) process to encourage and promote the development of a multimodal transportation system to ensure safe and efficient movement of people and goods while balancing environmental and community needs. Examples of planning activities include the development of the regional long-range transportation plan, a local city developing its transportation system plan (TSP), and/or a concept plan for a transportation corridor which encompasses different forms of travel.
Roadway	Project activities pertaining to a transportation facility with a lesser vehicular throughput than highways. These roadways include major and minor arterials which are a classification of street. Arterial streets interconnect and support the throughway system. Arterials are intended to provide general mobility for travel within the region. Correctly sized arterials at appropriate intervals allow through trips to remain on the arterial system thereby discouraging use of local streets for cut-through travel. Arterial streets link major commercial, residential, industrial and institutional areas. Major arterials serve longer distance through trips and serve more of a regional traffic function. Minor arterials serve shorter, more localized travel within a community. As a result, major arterials usually carry more traffic than minor arterials. Arterial streets are usually spaced about one mile apart and are designed to accommodate bicycle, pedestrian, truck and transit travel.
Transit	Project activities pertaining to the expansion and delivery of public transit services. Can be related to maintenance and the state of good repair of the system as well as a capital expansion project. Examples include purchasing of replacement buses, repairing rail tracks, new weather protected transit shelters, or building a new light rail connection.
Investment Types (alphabetically) Term Definition	
Capital Project	A project resulting in construction activities. The construction activities may create ground disturbances and/or extend beyond an existing built footprint.
Capital Project - Technology Infrastructure	A project resulting in construction activities related to adding or updating transportation technology infrastructure. These activities are typically above the street level, but the construction activities may create ground disturbances and/or extend beyond an existing built footprint. Examples include replacing old traffic signals, adding variable message or speed warning signs on a highway, adding sensors to light rail trains and buses to monitor real-time movements, or technology upgrades in the transit bus and rail operating center.
Maintenance & Preservation - Transit Assets	Activities related to the procurement and replacement of transit operating assets. This includes replacement bus purchases, replacement fare collection machinery, or light rail cars.
Maintenance & Preservation - Transit Infrastructure	Activities related to the preservation and maintenance of the existing transit infrastructure to keep the system in a state of good repair. Examples include repairing light rail tracks, replacing signal boxes, bus garage and layover station repairs.
Planning	Activities related to facilitating a continuing, comprehensive, and cooperative (3-C) process to encourage and promote the development of a multimodal transportation system to ensure safe and efficient movement of people and goods while balancing environmental and community needs.

2027-30 Metropolitan Transportation Improvement Program (MTIP) Overview and Glossary

Planning - Infrastructure	Activities related to the development of a capital transportation project. Examples of Planning - Infrastructure activities include undergoing project-specific National Environmental Protection Act (NEPA), identify the locally preferred alternative/alignment for a transportation or transit project, and/or early project concept development.
Planning - Non-Infrastructure	Activities related to the transportation system which do not result or lead to transportation infrastructure. Examples include regional aerial photography and light detection and radar of the region.
Program - Housing Infrastructure	Related to the exchange of federal transportation funds to local funds to use for transit oriented development and building housing near transit stations.
Program - Infrastructure	Activities related to advancing and deploying transportation technologies infrastructure to better manage people movement throughout the transportation system regardless of what form of travel used. Examples of this include upgrading traffic signals to support signal timing on a corridor, integrating transit signal priority and/or bicycle priority signals at intersections. Other examples include highways variable message signs noting weather conditions or a slow down because of a collision.
Program - Non-Infrastructure	Activities related to travelers education, encouragement, and promoting transportation options for travel. Examples include the Safe Routes to Schools program which transportation planners work with schools to promote getting to school safely by walking and bicycling.
Transit Operations	Activities related to the delivery of specialized transit services for seniors/elders and people with disabilities. Some investments are focused on providing operating grants to special needs transportation agencies like Ride Connection to provide focused transit services where some investment is used TriMet and SMART for replacement or expansion of paratransit buses. Some investments are used for traveler education to help those who are capable but may qualify for special needs transportation to used fixed route transit.
Agency Acronyms	
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
U.S. DOT	United States Department of Transportation
SMART	South Metro Area Rapid Transit
TriMet	Tri-County Metropolitan Transportation District of Oregon
TSMO	Transportation System Management and Operations
TOD	Transit Oriented Development
RTO	Regional Travel Options
UPWP	Unified Planning Work Program
RTP	Regional Transportation Plan
MTIP	Metropolitan Transportation Improvement Program
STIP	State Transportation Improvement Program
RFFA	Regional Flexible Funds Allocation
SGR	State of Good Repair
HIMB	High Intensity Motor Bus
HIFG	High Intensity Fixed Guideway
ARTS	All Roads Transportation Safety
ADA	Americans with Disabilities Act
BAT	Business Access and Transit
FFY	Federal Fiscal Year
ODOT	Oregon Department of Transportation
ODEQ or DEQ	Oregon Department of Environmental Quality
THPRD	Tualatin Hills Parks and Recreation District

2027-30 Metropolitan Transportation Improvement Program (MTIP) Summary

The following are summary statistics about the 2027-30 Metropolitan Transportation Improvement Program (MTIP). These include all the projects awarded or receiving federal surface transportation funding administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). In the Portland metropolitan region, four agencies - Metro, ODOT, SMART, and TriMet - have the authority to allocate federal surface transportation funding to projects and programs. The projects are in various stages of development, so some projects may be familiar as Tribal government consultation has been initiated. But for many, these are new transportation projects anticipated to begin development between federal fiscal years 2027 through 2030.

	Number of Projects	Total Investment
Total 2027-30 MTIP	139	\$1.1+ billion
Clackamas County	13	\$77.4 million*
East Multnomah County (excludes the City of Portland)	12	\$36.7 million*
City of Portland	30	\$213.8 million*
Washington County	20	\$118.2 million*
Region-wide Program or Project without Definition	70	\$860.6 million

* Denotes the totals include dollars from projects which overlap different geographic areas. For example, a curb ramp project along a specific highway may include curb ramps in the City of Portland and in the cities and unincorporated areas of Clackamas County. The same amount is added for each geographic area as the detail of the split of investment for the project in both geographic areas is unavailable.

The following are summary statistics about those transportation projects and programs awarded Regional Flexible Funds, which are Metro's allocation of federal surface transportation funding to projects and programs in the Portland region. The Regional Flexible Funds comprise a small subset of the investments represented in the 2027-30 MTIP. The remaining investments reflect those federally funded investments being made by ODOT, SMART, and TriMet in the Portland metropolitan region. The Regional Flexible Fund investments can generally be classified as one of three investment types: 1) debt service payments; 2) programmatic planning activities, transportation education and technology programs; and 2) local capital projects. The local capital projects typically emphasize infill or adding new pedestrian and bicycle facilities, intersection features to help buses move easier, and regional trails. As noted, some of these Regional Flexible Fund local capital projects are in different stages of development may be familiar as the consultation process has been initiated. But several are new transportation projects anticipated to begin development between federal fiscal years 2028 through 2030.

	Number of Projects	Total Investment
Metro Regional Flexible Fund awarded projects		
Total Regional Flexible Funds	49	\$321 million

2027-30 Metropolitan Transportation Improvement Program (MTIP) Desktop Environmental Analysis Read Me

Layer	Dataset	Notes
<i>Regional Conservation Strategy High Value Habitat Areas</i>	Regional Conservation Strategy High Value Habitat (top 25% scoring) Areas Inventory (2013)	Regional Conservation Strategy high value habitat areas are those areas with the top 25% modeled score of high value habitat or riparian quality. Habitat quality took into account factors such as habitat interior, influence of roads, total patch area, relative patch area, habitat friction, wetlands, and hydric soils. The riparian areas took into account criteria of floodplains, distance from streams, and distance from wetlands. The analysis and modeled scoring was conducted for the entire Portland-Vancouver region and conducted through a collaborative effort with partners across the region and topic area experts through the development in the Resource Conservation Strategy process. More detail about the high value habitats can be found at www.regionalconservationstrategy.org
<i>Title 13 Habitat Conservation Areas</i>	Metro Title 13 Habitat Conservation Areas Layer (2005)	Information on the date in which data was created or updated is available in the Metro “RLIS Metadata Viewer” under the data “time period of content” date listed.
<i>Oak Prairie High Priority Area</i>	White Oak: presence of Oregon white oak trees (<i>Quercus garryana</i>), and whether the Oak Prairie Work Group has identified the oak area as a high priority	Recognizing the lack of a basic regional inventory of Oregon white oak, initial OPWG efforts focused on development of an oak distribution map. Current efforts are centered on implementation of a 2022 strategic action plan, enhanced public education and stewardship for oak habitats on private lands, as well as learning and rediscovery of traditional stewardship practices at select public and private sites. An Intertwine oak distribution map was completed over the period 2014-19 and is now being used to guide conservation work across the region.
<i>Potential Habitat Connectivity</i>	Potential Habitat Connectivity (Omniscape model output)	The regional Omniscape connectivity models provide a specific look at where connectivity is existing but constrained in the Region. Models are available for each habitat type individually (water/wetlands, oak woodlands, mature Douglas fir dominated forest) and with combined model scores for all surrogate species.
<i>Urban Heat Island</i>	2020 Urban Heat Index as derived from LandSat Data – Sorted by quantile classification with 5 classes, and select the top fifth quantile, areas with the greatest difference between their surface temperature and the regional average.	Satellite acquired difference in surface temperature from the regional average.
<i>Wildlife Collisions (ODOT Highways)</i>	Wildlife Collisions (Animal Incident) Data on ODOT highways (2009-2022)	Metro requested the data from ODOT; provided to Matt Hampton 03/03/23
<i>Conservation Opportunity Areas</i>	ODFW Conservation Opportunity Areas (2016)	Conservation Opportunity Areas data, maps and information can be found in the Oregon Conservation Strategy , here: https://oregonconservationstrategy.org/conservation-opportunity-areas/
<i>All Fish-Bearing Streams</i>	Oregon Fish Habitat Distribution Data (fish bearing streams, including essential salmon habitat and lamprey)	
<i>Fish Passage Barriers</i>	Oregon Fish Passage Barriers (2020)	The following types of fish passage barriers were included in the analysis: Bridge, Culvert, Other and Unknown. Of those fish passage barrier types, those with the status of Blocked and Partial, Passable and Unknown and UnkAnad (“unknown passage within the range of anadromy”) were included in the analysis. Passable barriers were included to flag projects that would need to preserve passage and possibly make improvements.
<i>Title 3 Land</i>	Title 3 Land (2006)	Title 3 Land delineates places protected by the Stream and Floodplain Protection Plan.
<i>Wetlands</i>	National Wetlands Inventory (NWI), Local Wetlands Inventory (LWIs) and RLIS wetlands inventory.	There are no GIS data for the DSL approved delineations documents, however, DSL does provide cities and counties with the approved mapping with their copy of the approval letter. Some local governments with the capacity to do so have digitized this mapping. The datasets that make up the SWI may either be brought into local GIS using DSL’s services or may be downloaded and configured to match the SWI rendering using the directions in the “How to Configure” document found at the bottom of the SWI web page.
<i>FEMA Flood hazard areas</i>	FEMA flood hazard areas and floodplains (multiple years): 100-year Flood Plains (FEMA, January 2023)	This is an export of FEMA’s National Flood Hazard Layer that shows the following categories (regulatory floodway, 1% annual chance flood event, the 0.2% annual chance flood event, and areas of minimal flood risk, areas with reduced flood risk due to levee). This is a copy of the National Flood Hazard Layer clipped to the region republished by Metro.
<i>Historic properties data from the National Register of Historic Places</i>	National Register of Historic Places	The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

Layer	Source
<i>Regional Conservation Strategy High Value Habitat Areas</i>	The Intertwine Regional Conservation Strategy http://www.regionalconservationstrategy.org/page/home
<i>Title 13 Habitat Conservation Areas</i>	Metro Data Resource Center, OregonMetro.RLIS https://rlis-discovery-drcmetro.hub.arcgis.com/
<i>Oak Prairie High Priority Area</i>	The Intertwine and Oak Prairie Work Group: https://www.theintertwine.org/projects/oak-prairie-work-group https://databasin.org/maps/06b9e1ffb404403fa6d0079c69989289/active/ Oak data viewer: https://drcmetro.maps.arcgis.com/apps/MapSeries/index.html?appid=c79f386100d340e2999ea7ec6e1dc0d4
<i>Potential Habitat Connectivity</i>	The Intertwine: Regional Habitat Connectivity Working Group https://www.theintertwine.org/projects/regional-habitat-connectivity-working-group
<i>Urban Heat Island</i>	Landsat, LIDAR, Metro's Data Resource Center. https://regionalbarometer.oregonmetro.gov/pages/climate-adaptation (link may no longer work)
<i>Wildlife Collisions (ODOT Highways)</i>	ODOT Metadata: https://geoportalprod-ordot.msapproxy.net/geoportal/catalog/search/resource/details.page?uuid=%7B1138484E-89A5-4456-9E24-44E5F2369CB2%7D
<i>Conservation Opportunity Areas</i>	Oregon Department of Fish and Wildlife, the Oregon Conservation Strategy https://databasin.org/datasets/9f79ce2035b7402fb60ef70e63c72142
<i>All Fish-Bearing Streams</i>	Oregon Department of Fish and Wildlife https://nrimp.dfw.state.or.us/DataClearinghouse/default.aspx?p=202&XMLname=1167.xml
<i>Fish Passage Barriers</i>	Oregon Department of Fish and Wildlife https://nrimp.dfw.state.or.us/DataClearinghouse/default.aspx?p=202&XMLname=44.xml https://www.dfw.state.or.us/fish/passage/inventories.as
<i>Title 3 Land</i>	Metro Data Resource Center, OregonMetro.RLIS https://rlis-discovery-drcmetro.hub.arcgis.com/ , https://rlisdiscovery.oregonmetro.gov/datasets/drcMetro::title-3-land-1/about
<i>Wetlands</i>	Oregon Department of State Lands https://www.oregon.gov/dsl/WW/Pages/SWI.aspx Local inventory: https://www.oregon.gov/dsl/WW/Pages/Inventories.aspx
<i>FEMA Flood hazard areas</i>	FEMA, Oregon Metro RLIS https://rlis-discovery@drcmetro.hub.arcgis.com/datasets/bce509afe2b046bca63888feae7d48ad/about
<i>Historic properties data from the National Register of Historic Places</i>	National Register of Historic Places Database https://www.nps.gov/subjects/nationalregister/database%20research.htm

2027-30 Metropolitan Transportation Improvement Program (MTIP) Project List

Project ID	Title	Description	Lead Agency	NEPA Lead	Project Delivery Agency	Awarding Agency	Federal Funding Agency	Investment Type	Project Type	Project Development Status
70689	Beaverton Creek Trail: Westside Trail-SW Hocken Ave	Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.	Tualatin Hills Parks and Recreation District	ODOT	ODOT	Metro	FHWA	Capital Project	Active Transportation	Entering construction
70774	Willamette Greenway Trail: Columbia Blvd Bridge	In North Portland at the intersection of the Willamette Greenway Trail and N. Columbia Blvd, construct a bicycle and pedestrian bridge over Columbia Blvd as an gap closure for added pedestrian and bicyclists safety and to support the overall extension of the Willamette Greenway Trail from Kelly Point Park to Cathedral Park	Portland Parks and Recreation	ODOT	ODOT	Metro, ODOT	FHWA	Capital Project	Active Transportation	In project design; construction bid date anticipated in January 2027
70979	North Dakota Street: Fanno Creek Bridge	Construct a new single span bridge on the same alignment because the existing bridge is failing. Raise the vertical grade line to improve site distance approaching the railroad crossing.	Tigard	ODOT	ODOT	Metro, ODOT	FHWA	Capital Project	Roadway	In preliminary engineering
71090	NE MLK Blvd Safety & Access to Transit: Cook - Highland	Construct pedestrian crossing and intersection channelization improvements on NE MLK Blvd at various locations between Cook St and Highland St. Complete signal upgrades at NE Fremont and NE Killingsworth. Add protected left turn lane at both intersections. These improvements will increase safety and accessibility.	Portland Bureau of Transportation	ODOT	Portland	Metro	FHWA	Capital Project	Active Transportation	In right-of-way activities, nearing construction
71091	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Construct protected bike lanes, protected signal phasing for pedestrians and bicyclists, pedestrian crossing, transit islands to improve transit operations and comfort, pedestrian islands to shorten crossing distance, paving, and signal controller upgrades to better manage speeds and traffic flow.	Portland Bureau of Transportation	ODOT	Portland	Metro	FHWA	Capital Project	Roadway	In preliminary engineering
71095	Aloha Access Improvements: SW 174th Ave - SW 187th Ave	Design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety.	Washington County	ODOT	Washington County	Metro	FHWA	Capital Project	Active Transportation	Finalizing design, nearing right-of-way activities for construction
71183	SE Division St: 148th Ave - 174th Ave (Portland)	Convert existing two-way left turn lane to a raised median to improve safety on this section.	Portland Bureau of Transportation	ODOT	Portland	ODOT	FHWA	Capital Project	Roadway	Finalizing design, nearing right-of-way activities for construction
71184	SE Stark St: 111th - 151st Ave (Portland)	Convert existing two-way left turn lanes to a raised median with pedestrian crossing improvements at various intersections of SE Stark to improve safety.	Portland Bureau of Transportation	ODOT	Portland	ODOT	FHWA	Capital Project	Roadway	In preliminary engineering
71189	SE Flavel St at 72nd Ave (Portland)	Rebuild the traffic signal adding left turn capability and add lighting to improve safety at this intersection.	Portland Bureau of Transportation	ODOT	Portland	ODOT	FHWA	Capital Project	Roadway	In preliminary engineering
71277	Willamette Falls Dr: 16th St - Ostman Rd Ped/Bike Upgrades	Install grade separated bike facilities, pedestrian crossings, bus stops and access to transit facility, and intersection treatments prioritizing pedestrian visibility and protection.	West Linn	ODOT	ODOT	Metro	FHWA	Capital Project	Roadway	In planning phase; project to begin design phase in 2026
71278	162nd Ave ped/bike upgrades: NE Glisan to NE Halsey	Complete street safety elements including arterial rehabilitation, ADA ramps, and crossings, pedestrian sidewalk and buffered bike lane construction to 162nd Ave from NE Glisan St north to NE Halsey St for increased pedestrian and bicyclist safety.	Gresham	ODOT	Gresham	Metro	FHWA	Capital Project	Active Transportation	Project has not started
71279	NE Sandy Blvd: NE 201st Ave to Quail Hollow mobile home park	Construct and install bicycle facilities, sidewalks & pedestrian crossings, plus transit access amenities to increase comfort, safety, and access for all modes.	Multnomah County	ODOT	Multnomah County	ODOT	FHWA	Capital Project	Roadway	In planning phase
71280	148th Ave safety & access to transit: SE Powell to NE Halsey	Complete ped/bike elements such as adding buffered/protected bike lanes, constructing enhanced pedestrian crossings, completing signal modifications and lighting upgrades to improve comfort and access for people walking, biking, and taking transit.	Portland Bureau of Transportation	ODOT	Portland	Metro	FHWA	Capital Project	Roadway	In early project development
71281	57th Ave/Cully Blvd ped/bike upgrades: Klickitat-Prescott	Complete ped/bike elements including sidewalk infills, reconstruct curbs, street channelization, add protected bike lanes & pedestrian crossings, construct transit islands, signal rebuild, and Shaver St repaving to provide increase safety and access.	Portland Bureau of Transportation	ODOT	Portland	ODOT	FHWA	Capital Project	Roadway	In preliminary engineering
71282	North Portland Greenway: Columbia Blvd to Cathedral Park	In North Portland, address gaps in the N. Portland Greenway commuter trail from Columbia Blvd to Cathedral Park by constructing new bike/ped bridge over N. Columbia Blvd, new greenway connections on N. Reno Ave, N. Bruce Ave, and N. Catlin Ave, pave multiuse trail in between Baltimore Woods Natural Area and Cathedral Park to increase safety and security, plus lighting and regulatory signage for wayfinding	Portland Parks and Recreation	ODOT	ODOT	Metro	FHWA	Capital Project	Active Transportation	Project design to start in 2027
71286	Council Creek Regional Trail: Enhanced Pedestrian Crossings	Complete 20 street and driveway crossings along the Council Creek Regional Trail corridor to facilitate safe, convenient, and comfortable connections for people walking, biking or rolling between the centers of Forest Grove, Cornelius and Hillsboro. Trail portion being delivered under project key 23549.	Washington County	ODOT	Washington County	Metro	FHWA	Capital Project	Active Transportation	Project design to start in 2026
71289	HCT and Capital Project Bond Payments (FFY 2027)	To fund debt service payments on TriMet's Capital Grant Bonds for high capacity transit (HCT) and other related projects, administered by TriMet (2027)	TriMet	Metro, TriMet	TriMet	Metro	FTA	Capital Project	Transit	Bonded projects completed
71340	US30B: (N Lombard St) at Peninsula Crossing Trail	Install a crosswalk with advance pedestrian warning signs, flashing beacons, curb ramps, evaluate lighting improvements and install signing, install bike lanes on the bridge over the railroad to improve safety.	Oregon DOT	ODOT	ODOT	ODOT	Other	Capital Project	Highway	In project design; construction in 2027
71343	SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)	Reduce this section from 4 to 3 lanes (one in each direction and a center turn lane). Add north-south left-turn lanes on SE Chavez at SE Raymond St. Rebuild the signal at SE Holgate to protect left turns. Relocate the bus stop at SE Holgate St closer to the crosswalk.	Portland Bureau of Transportation	ODOT	Portland	ODOT	FHWA	Capital Project	Roadway	In preliminary engineering

2027-30 Metropolitan Transportation Improvement Program (MTIP) Project List

Project ID	Title	Description	Lead Agency	NEPA Lead	Project Delivery Agency	Awarding Agency	Federal Funding Agency	Investment Type	Project Type	Project Development Status
71344	NE Cornell Rd at 17th Ave and 21st Ave	Restrict the 17th Ave intersection to right in right out only and install a signal at the 21st Ave intersection. Install streetlights at both locations.	Washington County	ODOT	Washington County	ODOT	FHWA	Capital Project	Roadway	In project design
71345	92nd Ave, E Burnside St and N Basin Ave (Portland)	Signal, signage and lighting & pavement marking upgrades including curb extensions, raised medians to improve visibility and safety at the intersections of SE 92nd Ave at SE Division St, E Burnside at 122nd and 148th Ave, and on N Basin St between N Emerson St and N Leverman St.	Portland Bureau of Transportation	ODOT	Portland	ODOT	FHWA	Capital Project	Roadway	Transitioning from project development into preliminary engineering
71349	SE Foster Rd: 101st Ave - 136th Ave	Install speed feedback signs, additional lighting and raised pavement markers to improve safety.	Portland Bureau of Transportation	ODOT	Portland	ODOT	FHWA	Capital Project	Roadway	In preliminary engineering
71350	Gresham Pedestrian Improvements	Install crosswalks with flashing lights, stop bars and signs to improve safety. Install curb ramps to meet current standards.	Gresham	ODOT	Gresham	ODOT	FHWA	Capital Project	Roadway	Project has not started
71354	OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St	Replace the existing traffic signal to reduce maintenance costs and improve safety at this location. Install curb ramps to current standards.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Highway	In project design; construction bid date anticipated in August 2027
71360	Portland Metro and Surrounding Area Safety Construction	Construction funding for safety (ARTS) projects.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Roadway	Projects undetermined
71363	OR8: Tualatin Valley Hwy at SW142nd & 214th Ave	Install pedestrian crosswalks with a flashing lights and lighting. Improve the rail crossing at SW 142nd Ave. This project improves safety for pedestrians and transit riders.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Highway	In project design; construction bid date anticipated in October 2027
71364	OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave	Install a crosswalk with rapid flashing lights and sidewalk infill as required to improve safety for pedestrians and other vulnerable road users.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Highway	In project design; construction in 2027 or later
71366	I-5: Northbound Interstate Bridge	Pavement resurfacing and joint repair to prevent damage to the existing structure. Extensive repairs are not planned due to the proposed future replacement of this structure.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Highway	In project design; construction in 2027 or later
71367	I-205: Glenn Jackson Bridge (Columbia River)	Repair travel surface wheel rutting to prevent standing water and vehicle hydroplaning. Replace the bridge joint seals.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Highway	In early project development
71369	S Holly Lane: Abernethy Creek Bridge	Replace the existing bridge with a new single-span bridge to ensure continued connectivity.	Clackamas County	ODOT	Clackamas County	ODOT	FHWA	Capital Project	Roadway	In project design; construction in 2027 or later
71376	Portland metro Safe Routes to School construction reserve	Safe Routes to School construction funding. Projects will be selected based on the requirements of the funds.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Roadway	Projects undetermined
71378	NW Naito Parkway Rail Crossing (Portland)	Relocate the crossing light and gate, and upgrade bicycle/pedestrian facilities to provide a safer experience for the traveling public.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Roadway	Nearing final design; determining funding strategy for construction
71383	Oregon Transportation Network - TriMet FFY27	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	Oregon DOT	Transit agency TBD (TriMet, SMART)	ODOT	ODOT	FHWA, FTA	Capital Project	Transit	Projects undetermined
71401	122nd Ave Safety Upgrades: Sandy Blvd to Foster Rd	Safety improvements on 5.5 miles of 122nd Avenue from Sandy Blvd south to Foster Rd including: street lighting upgrades, 4 miles of protected bike lanes, pedestrian/bicycle signal upgrades, reducing vehicle lanes, adding pedestrian crossings, adding raised medians, landscaping, bus stop curb extensions, speed reader boards with automated enforcement and a roundabout.	Portland Bureau of Transportation	ODOT	Portland	FHWA		Capital Project	Roadway	In early project development
71404	Clackamas Countywide Traffic Signal Safety Upgrade	Identify and upgrade selected traffic signals across Clackamas County with the new signal hardware and install protected pedestrian and bicycle crossings to provide added safety and accessibility for pedestrian and bicyclists.	Clackamas County	ODOT	Clackamas County	Metro	FHWA	Capital Project	Roadway	In project design; construction in 2027 or later
71410	Beaverton Downtown Loop: Phase I Demo	Design and construct demonstration project, on SW Hall Blvd from 1st to 3rd streets, containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction.	Beaverton	ODOT	ODOT	ODOT	FHWA	Capital Project	Active Transportation	Construction beginning in 2026
71419	Gresham Park Paths: Columbia View Park and N. Gresham Park	Construct an approximately 800 foot multi-use path across Columbia View Park, and an approximately 1,400 foot multi-use path across North Gresham Park. Both paths will provide pedestrian and local bicycle connectivity and school access.	Gresham	ODOT	Gresham	ODOT	FHWA	Capital Project	Active Transportation	In project design; construction in 2027 or later
71456	Washington Street: Metro South - Abernethy Rd	Project to modernize road systems and provide easier, safer access to community, retail, and entertainment facilities. Construction of center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of a flashing light at high volume pedestrian crossing area.	Oregon City	ODOT	ODOT	ODOT	FHWA	Capital Project	Roadway	In project design; construction in 2027 or later

2027-30 Metropolitan Transportation Improvement Program (MTIP) Project List

Project ID	Title	Description	Lead Agency	NEPA Lead	Project Delivery Agency	Awarding Agency	Federal Funding Agency	Investment Type	Project Type	Project Development Status
71457	82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)	Complete project development scope activities on 82nd Ave from US30BY/Lombard St south to SE Clatsop to improve safety and equity by installing raised center medians, a pedestrian signal, full traffic signals, "no turn on red" at major traffic signal intersections and updating signal timing.	Portland Bureau of Transportation	ODOT	Portland	FHWA	FHWA	Capital Project	Roadway	In early project development
71536	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 5	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Active Transportation	In project design; construction in 2027 or later
71537	OR8 curb ramps (Beaverton & Hillsboro)	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Active Transportation	In project design; construction in 2027 or later
71560	US26: SE 267th Ave, SE Stone Rd and SE Haley Rd	Install lighting and flashing beacons at 267th Ave and Haley Rd. Install treatments preventing vehicle movements left onto and across US26 at SE Stone Rd.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Highway	In early project development
71562	Washington County Rumble Strips	Install centerline and shoulder rumble strips on various roads throughout Washington County to warn drivers they are drifting out of the lane and allow them to take corrective action.	Washington County	ODOT	Washington County	ODOT	FHWA	Capital Project	Roadway	In early project development
71564	E Burnside St: SE 17th Ave to SE 26th Ave (Portland)	Install an enhanced crosswalk with a refuge island, flashing beacons and lighting at E Burnside & 22nd. Install speed feedback signs to treat the segment from 17th-26th; and stop ahead signs with stop bars for the 22nd at Burnside intersection to improve pedestrian safety	Portland Bureau of Transportation	ODOT	Portland	ODOT	FHWA	Capital Project	Active Transportation	In early project development
71567	Metro Regional Flexible Fund New Project Bond Payment FFY28	To fund debt service payments on capital grant bonds according to Metro 28-30 Regional Flexible Fund Allocation (RFFA) among projects (2028).	Metro	ODOT, Metro, TriMet	TriMet, Portland, Multnomah County, Clackamas County	Metro	FHWA, FTA	Capital Project	Other	All bond proceeds projects are in planning or early project development stages
71568	N Columbia Blvd at N Vancouver Ave (Portland)	Install a new traffic signal with lighting improvements and repair pavement as necessary to improve safety.	Portland Bureau of Transportation	ODOT	Portland	ODOT	FHWA	Capital Project	Roadway	Unknown at this time
71570	Enhanced Pedestrian Crossings (Gresham)	Install enhanced crosswalks with flashing beacons at various locations throughout the City to improve pedestrian safety.	Gresham	ODOT	Gresham	ODOT	FHWA	Capital Project	Active Transportation	In early project development
71571	OR99E: (SE McLoughlin Blvd) SE River Rd - W Arlington St	Install additional lighting, and signal improvements such as adding new signal heads to improve safety. Improve safety for vulnerable road users by installing sidewalk infill and 4 enhanced crosswalks with median refuge islands and flashing beacons.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Highway	In early project development
71572	OR8: (Tualatin Valley Hwy) East Ln - SW 170th Ave	Improve pedestrian safety by upgrading signals, install 2 crosswalks with median refuge islands and rapid flashing beacons. Install a section of sidewalk infill along OR8 from East Ln to NW 334th Ave.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Active Transportation	In early project development
71578	Kelley Creek Trail (Gresham)	Preliminary design activities for Kelley Creek Trail alignment across Pleasant Valley from City of Gresham west annexation border with Portland to east of SE 190th Drive to determine natural resource area conflicts, local connectivity, and easement needs.	Gresham	ODOT		ODOT	FHWA	Capital Project	Active Transportation	In early project development
71590	HCT and Capital Project Bond Payments (FFY 2028)	To fund debt service payments on TriMet's Capital Grant Bonds for high capacity transit (HCT) and other related projects, administered by TriMet (2028)	TriMet	Metro, TriMet	TriMet	Metro	FTA	Capital Project	Transit	Bonded projects completed
71592	HCT and Capital Project Bond Payments (FFY 2029)	To fund debt service payments on TriMet's Capital Grant Bonds for high capacity transit (HCT) and other related projects, administered by TriMet (2028)	TriMet	Metro, TriMet	TriMet	Metro	FTA	Capital Project	Transit	Bonded projects completed
71593	HCT and Capital Project Bond Payments (FFY 2030)	To fund debt service payments on TriMet's Capital Grant Bonds for high capacity transit (HCT) and other related projects, administered by TriMet (2028)	TriMet	Metro, TriMet	TriMet	Metro	FTA	Capital Project	Transit	Bonded projects completed
71597	Red Rock Creek Trail OR217 Bridge (Tigard)	Planning study for a bicycle and pedestrian bridge over OR 217 will provide a safe and more convenient alternative for active transportation users to cross the barrier between the two most rapidly growing neighborhoods in Tigard.	Tigard	ODOT	ODOT	ODOT	FHWA	Capital Project	Active Transportation	In planning
71598	Columbia Levee Connector (The Street Trust)	Preliminary design activities for a .75-mile trail segment to link to Connect the Parkrose and Argay Terrace neighborhoods to the Marine Drive and Columbia Slough Trails.	Other	ODOT	ODOT	ODOT	FHWA	Capital Project	Active Transportation	In early project development
71603	Troutdale Road Multi-Use Path: Gresham to Troutdale	Preliminary design activities, community engagement and preliminary design for a project to construct a multi-use path along Troutdale Rd.	Multnomah County	ODOT	Multnomah County	ODOT	FHWA	Capital Project	Active Transportation	Project has not started
71604	Westside Trail - Tualatin River Bridge (King City)	Preliminary design activities for a project to construct a new bridge across the Tualatin River to provide a safe alternative crossing and connect the Ice Age Tonquin Trail and Westside Trail	King City	ODOT	ODOT	ODOT	FHWA	Capital Project	Active Transportation	In early project development
71605	OR213: 82nd Ave Improvements (FFY 2027-30)	Funding for safety, pavement, and stormwater investments, enhancing all modes of travel.	Oregon DOT	ODOT	ODOT; Portland BOT	ODOT	FHWA	Capital Project	Highway	Highway activities ah-going
71606	The Gateway Connector: Gateway – NE 102nd Ave (TriMet)	Preliminary design for the construction a path for pedestrians, bicyclists and other vulnerable road users from Gateway Transit Center through Gateway Shopping Center to connect with NE102nd Ave.	TriMet	ODOT	TriMet	ODOT	FHWA	Capital Project	Active Transportation	In early project development
71607	Willamette River Broadway Bridge Northwest Ramp	Rehabilitate the NW Broadway ramp and the western section of the main bridge to repair the bridge and replace the deck surface. This work will extend the life of the structures and improve safety.	Multnomah County	ODOT	Multnomah County	ODOT	FHWA	Capital Project	Roadway	Project has not started

2027-30 Metropolitan Transportation Improvement Program (MTIP) Project List

Project ID	Title	Description	Lead Agency	NEPA Lead	Project Delivery Agency	Awarding Agency	Federal Funding Agency	Investment Type	Project Type	Project Development Status
71608	Boeckman Creek Regional Trail Boardwalk (Wilsonville)	Preliminary design for the construction of the final segment of the Boeckman Creek Regional Trail. This project will complete the north-south, off-street trail network on the east side of Wilsonville, finalizing connections between adjacent residential areas, schools, parks, and local businesses with access to City Hall, library, community center, shopping, medical, and employment center.	Wilsonville	ODOT	ODOT	ODOT	FHWA	Capital Project	Active Transportation	In early project development
71609	Westside Trail Pedestrian & Bike Bridge over US26 (THPRD)	Preliminary design for the construction of a pedestrian and bike bridge over US 26 with a trail and ramp segment either side of US 26 connecting NW Cornell Rd with NW Greenbrier Parkway. The ramp on the northern side consists of a separate bridge over a wetland.	Tualatin Hills Parks and Recreation District	ODOT	ODOT	Other	FHWA	Capital Project	Active Transportation	In early project development
71610	Region 1 Fix-it Operations Construction Program FFY28	Region 1 Operations program funding reserves for federal fiscal year 2028. Projects to be selected based on program requirement	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Roadway	Projects undetermined
71611	Region 1 Fix-it Operations Construction Program FFY29	Region 1 Operations program funding reserves for federal fiscal year 2029. Projects to be selected based on program requirement	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Roadway	Projects undetermined
71612	Region 1 Fix-it Operations Construction Program FFY30	Region 1 Operations program funding reserves for federal fiscal year 2030. Projects to be selected based on program requirement	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Roadway	Projects undetermined
71614	Region 1 All Roads Transportation Safety Program FFY28	All Roads Transportation Safety (ARTS) program funding reserves for federal fiscal year 2028. Projects to be selected based on program requirements.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Roadway	Projects undetermined
71616	Region 1 All Roads Transportation Safety Program FFY29	All Roads Transportation Safety (ARTS) program funding reserves for federal fiscal year 2029. Projects to be selected based on program requirements.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Roadway	Projects undetermined
71617	Region 1 All Roads Transportation Safety Program FFY30	All Roads Transportation Safety (ARTS) program funding reserves for federal fiscal year 2030. Projects to be selected based on program requirements.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Roadway	Projects undetermined
71618	Region 1 Fix-it Operations Project Development Program	Region 1 Fix-it Operations program funding reserves for planning and project development activities planned for federal fiscal year 2027. Project will be selected at a later date based on program requirements.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Roadway	Projects undetermined
71619	Metro Regional Flexible Fund New Project Bond Payment FFY29	To fund debt service payments on capital grant bonds according to Metro 28-30 Regional Flexible Fund Allocation (RFFA) among projects (2029).	Metro	ODOT or Metro or TriMet	TriMet, Portland, Multnomah County, Clackamas County	Metro	FHWA, FTA	Capital Project	Other	Projects undetermined
71620	Metro Regional Flexible Fund New Project Bond Payment FFY30	To fund debt service payments on capital grant bonds according to Metro 28-30 Regional Flexible Fund Allocation (RFFA) among projects (2030).	Metro	ODOT or Metro or TriMet	TriMet, Portland, Multnomah County, Clackamas County	Metro	FHWA, FTA	Capital Project	Other	Projects undetermined
71621	Carbon Reduction Program Reserve (FFY 2028-30)	Funding to focus on transportation activities to reduce the emissions of carbon and greenhouse gases from transportation sources (FFY 2028-2030 Allocation). Allocation of funds to be undertaken at a later date.	Metro	TBD	To Be Determined	Metro	FHWA	Capital Project	Other	Projects undetermined
71624	Portland Metro Area ADA Curb Ramp Design, Phase 8	Construct curb ramps along various segments of I-5 MPs 290.32-308.27, I-84 MPs .49-2.56 , OR43 MPs .08-2.72, US26 MP .01 & MPs 57.29-72.23, OR8 MPs .48-.76, OR10 MPs .76-1.71, I-405 MPs 1.05-2.83, I-205 MPs 3.25-25.50-, OR213 MPs 8.83-9.23, OR99E MPs -6.03--3.99, US30 MPs 1.77-7.32, OR99 MP 2.62, US30BY MPs .13-.56, OR22 MP 12.55, OR37 MP.11-4.90, OR51 MP 5.73 and OR212 MP 5.05 through the Portland Metro area including Tualatin, Beaverton, North Plains, Hillsboro, West Linn, Wilsonville, and Tigard to meet compliance with the Americans with Disabilities Act (ADA) standards.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Active Transportation	Nearing right-of-way acquisitions for construction
71625	Portland Metro Area ADA Curb Ramp Design, Phase 9	Construct curb ramps along various segments of US26 mile points 1.30- 5.77, OR99E mile points 2.73-19.35 & US30 at mile point 10.83 through the Portland Metro area including Canby, Gladstone, Oregon City & Milwaukie to meet compliance with the Americans with Disabilities Act (ADA) standards.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Active Transportation	Nearing right-of-way acquisitions for construction
71626	Portland Metro Area ADA Curb Ramp Design, Phase 10	Construct curb ramps along various segments of I-5 at mile point 298.86, OR43 at mile points .15-9.73 & OR99W at mile points 2.05-15.95 through the City of Portland metro area including Lake Oswego, West Linn, Sherwood, Tigard & Tualatin to meet compliance with the Americans with Disabilities Act (ADA) standards	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Active Transportation	Nearing right-of-way acquisitions for construction
71636	Portland Metro area 2027-2030 ADA curb ramp design, phase 2	Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.	Oregon DOT	ODOT	ODOT	ODOT	FHWA	Capital Project	Active Transportation	In early project development
71637	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue Project Development	Project development activities to design a buffered pedestrian/bicycle multiuse path adjacent along the north side of Railroad Avenue from 37th Avenue to Linwood Avenue in Milwaukie, Oregon. Multiuse path will connect existing sidewalks at 37th Avenue, Linwood/Harmony Avenue, and intersecting side streets.	Milwaukie	ODOT	ODOT	Metro	FHWA	Capital Project	Active Transportation	In early project development

2027-30 Metropolitan Transportation Improvement Program (MTIP) Project List

Project ID	Title	Description	Lead Agency	NEPA Lead	Project Delivery Agency	Awarding Agency	Federal Funding Agency	Investment Type	Project Type	Project Development Status
71089	Trolley Trail Bridge: Portland Ave-Clackamas River Greenway Trail	This project rebuilds the historic Trolley Trail Bridge to span the Clackamas River, connecting Gladstone to the north with Oregon City. The new bridge would be used exclusively for pedestrians/bicyclists and would be part of a larger multi-use trail network by connecting to the existing Clackamas River trail to the south. The new trail width will be 12' paved with 2' gravel shoulders on both sides. Planning and project design activities are reflected in ODOT Key 22139.	Gladstone	ODOT	Clackamas County	Metro	FHWA	Capital Project	Active Transportation	Projects undetermined
71638	OR99E 10th Street to tumwata village: Streetscape Enhancements	Complete design through NEPA for streetscape enhancements and reconfiguration on McLoughlin Boulevard which will include widened sidewalks, curb extensions, improved crossings, and new green spaces increasing safety for pedestrians and bicyclists. Planning activities completed under project key 22142.	Oregon City	ODOT	ODOT	Metro	FHWA	Capital Project	Active Transportation	In early planning
71640	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	On NW Division Street at the intersection of the Gresham-Fairview Trail to Birdsdale Avenue, construct a 6-foot sidewalk and a 5-foot cycle track on both sides of the street behind the existing curb. Additionally, construct 475 feet of retaining wall to support the sidewalk on the north side and to hold back slope near the Birdsdale intersection on the south side.	Gresham	ODOT	Gresham	Metro	FHWA	Capital Project	Active Transportation	In early project development
71641	NE MLK Jr Blvd: NE Hancock St - NE Lombard St Transit Access	On NE Martin Luther King (MLK) Boulevard between NE Hancock Street to NE Lombard Street, construct new enhanced crossings at NE Bryant, NE Failing, and NE Sacramento streets. Additionally, retime and coordinate signals to reduce excessive speeding and improve intersection lighting along the corridor to improve safety for people walking, crossing, and accessing transit along this corridor.	Portland Bureau of Transportation	ODOT	Portland	Metro	FHWA	Capital Project	Active Transportation	In early project development
71642	NE Glisan Street: NE 80th Avenue to NE 102nd Avenue - Multimodal Safety and Access	Reorganize travel lanes on NE Glisan Street from 82nd Avenue to I-205 and add new separated bicycle lanes from 80th Avenue to 102nd Avenue, improve bus priority approaching 82nd Avenue, and provide enhanced crossings to improve safety along the NE Glisan Street and improve access to transit and other destinations on 82nd Ave. Enhanced crossings are for intersections at 84th Avenue, 90th Avenue, and 92nd Avenue, and includes sidewalk widening on NE Glisan Street from 92nd Avenue to I-205. Enhance the existing rectangular rapid flashing beacon pedestrian-bike crossing at 87th Avenue, and modify signals at both entrances to I-205 to allow for better safety and comfort of non-motorized street users.	Portland Bureau of Transportation	ODOT	Portland	Metro	FHWA	Capital Project	Active Transportation	In early project development
71643	Cedar Mill Town Center: Cornell, Barnes, and Saltzman Roads	In the Cedar Mill Town Center, improve bus reliability and provide safe access to transit along Cornell and Barnes roads at: Cornell Road and Murray Boulevard, Cornell Road between Dale Drive and 129th Avenue, Cornell Road at Barnes Road, Cornell Road at Saltzman Road, and Barnes Road between Saltzman Road and Lost Springs Terrace. Bus reliability treatments includes and mix of transit signal priority improvements, lane reconfigurations, Business Access and Transit (BAT) lanes, right turn except bus at intersections along Cornell and Barnes Roads. Pedestrian and bicycle safety design treatments includes a mix enhanced pedestrian crossings such as Rectangular Rapid Flashing Beacons, median islands, Pedestrian Hybrid Beacon, ADA-accessible ramps left turn bike box, and intersection bike signals along Cornell and Barnes Roads.	Washington County	ODOT	Washington County	Metro	FHWA	Capital Project	Transit	Projects undetermined

2027-30 Metropolitan Transportation Improvement Program (MTIP) Project List

Project ID	Title	County Location	Has Funds Started to Get Expended (Yes/No)	Total Cost	Mapped	If Mapped, on Which One	Regional	Title 13	Oak	Potential	Urban	Wildlife	Conservation	All Fish-	Fish	Title 3		FEMA	Historic properties	
							Conservation Strategy High Value Habitat	Habitat Conservation Areas	Prairie High Priority	Habitat Connectivity	Heat Island	Collisions (ODOT Highways)	Opportunity Areas	Bearing Streams	Passage Barriers	Land	Wetlands	hazard areas	data from the National Register of Historic Places	In Environmental Assessment
70689	Beaverton Creek Trail:Westside Trail-SW Hocken Ave	Washington	Yes	\$11,248,265	Yes	Washington Co.	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Yes	No	Yes
70774	Willamette Greenway Trail: Columbia Blvd Bridge	Multnomah	Yes	\$9,109,786	Yes	Portland	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
70979	North Dakota Street: Fanno Creek Bridge	Washington	Yes	\$15,197,841	Yes	Clackamas Co.	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	No	Yes
71090	NE MLK Blvd Safety & Access to Transit: Cook - Highland	Multnomah	Yes	\$5,726,400	Yes	Portland	No	No	No	No	Yes	No	No	No	No	No	No	No	No	Yes
71091	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Multnomah	Yes	\$11,442,000	Yes	East Mult. Co.	No	No	No	No	Yes	Yes	No	No	No	No	No	No	No	Yes
71095	Aloha Access Improvements: SW 174th Ave - SW 187th Ave	Washington	Yes	\$6,151,738	Yes	Washington Co.	No	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No	No	Yes
71183	SE Division St: 148th Ave - 174th Ave (Portland)	Multnomah	Yes	\$2,595,888	Yes	East Mult. Co.	No	No	No	No	Yes	No	No	No	No	No	No	No	No	Yes
71184	SE Stark St: 111th - 151st Ave (Portland)	Multnomah	Yes	\$1,408,655	Yes	East Mult. Co.	No	No	No	No	Yes	No	No	No	No	No	No	No	No	Yes
71189	SE Flavel St at 72nd Ave (Portland)	Multnomah	Yes	\$1,020,365	Yes	Portland	No	No	No	No	Yes	No	No	No	No	No	No	No	No	Yes
71277	Willamette Falls Dr: 16th St - Ostman Rd Ped/Bike Upgrades	Clackamas	Yes	\$3,897,894	Yes	Clackamas Co.	No	No	No	No	No	No	No	No	No	No	No	No	No	Yes
71278	162nd Ave ped/bike upgrades: NE Gisan to NE Halsey	Multnomah	Yes	\$8,442,976	Yes	East Mult. Co.	No	No	No	No	Yes	No	No	No	No	No	No	No	No	Yes
71279	NE Sandy Blvd: NE 201st Ave to Quail Hollow mobile home park	Multnomah	No	\$7,243,954	Yes	East Mult. Co.	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	No	Yes
71280	148th Ave safety & access to transit: SE Powell to NE Halsey	Multnomah	Yes	\$7,913,000	Yes	East Mult. Co.	Yes	No	No	No	Yes	No	No	No	No	No	No	No	No	Yes
71281	57th Ave/Cully Blvd ped/bike upgrades: Klickitat-Prescott	Multnomah	Yes	\$8,518,000	Yes	Portland	No	No	No	No	Yes	No	No	No	No	No	No	No	No	Yes
71282	North Portland Greenway: Columbia Blvd to Cathedral Park	Multnomah	No	\$4,676,748	Yes	Portland	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
71286	Council Creek Regional Trail: Enhanced Pedestrian Crossings	Washington	Yes	\$6,300,000	Yes	Washington Co.	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Yes	No	Yes
71289	HCT and Capital Project Bond Payments (FFY 2027)	Clackamas, Multnomah, Washington	No	\$24,228,240	No, regional program or not yet fully	Not mapped														No
71340	US30B: (N Lombard St) at Peninsula Crossing Trail	Multnomah	Yes	\$2,693,357	Yes	Portland	No	No	No	No	No	No	No	No	No	No	No	No	No	Yes
71343	SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)	Multnomah	Yes	\$2,232,000	Yes	Portland	No	No	No	No	Yes	No	No	No	No	No	No	No	No	Yes

2027-30 Metropolitan Transportation Improvement Program (MTIP) Project List

Project ID	Title	County Location	Has Funds Started to Get Expended		Total Cost	Mapped	If Mapped, on Which One	Regional	Title 13	Oak	Potential	Urban	Wildlife	Conservation	All Fish-	Fish	Title 3		FEMA	Historic properties	
			Conservation	Habitat				Prairie	Habitat	Heat	Collisions	Opportunity	Bearing	Passage	Land	Wetlands	hazard	data from the	In		
			(Yes/No)				Value	High	High	High	Connectivity	Island	(ODOT	Areas	Streams	Barriers		areas	Historic	Places	Assessment
71344	NE Cornell Rd at 17th Ave and 21st Ave	Washington	Yes	\$2,314,000	Yes	Washington Co.	No	No	No	Yes	Yes	No	No	No	Yes	No	No	Yes	No	No	Yes
71345	92nd Ave, E Burnside St and N Basin Ave (Portland)	Multnomah	Yes	\$4,352,000	Yes	East Mult. Co.	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	Yes
71349	SE Foster Rd: 101st Ave - 136th Ave	Multnomah	Yes	\$1,752,000	Yes	East Mult. Co.	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No	Yes	Yes	Yes	No	Yes	
71350	Gresham Pedestrian Improvements	Multnomah	Yes	\$2,928,000	Yes	East Mult. Co.	No	No	No	No	Yes	No	No	Yes	Yes	No	Yes	No	No	Yes	
71354	OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St	Washington	Yes	\$3,980,000	Yes	Washington Co.	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	Yes
71360	Portland Metro and Surrounding Area Safety Construction	Clackamas, Multnomah, Washington	No	\$679,331	No, regional program or not yet fully	Not mapped															No
71363	OR8: Tualatin Valley Hwy at SW142nd & 214th Ave	Washington	Yes	\$7,072,741	Yes	Washington Co.	Yes	Yes	No	Yes	Yes	No	No	No	No	No	Yes	No	Yes	No	Yes
71364	OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave	Multnomah	Yes	\$4,239,528	Yes	Clackamas Co.	No	Yes	No	No	Yes	Yes	No	Yes	No	No	Yes	Yes	No	Yes	
71366	I-5: Northbound Interstate Bridge	Multnomah	Yes	\$18,134,000	Yes	Portland	Yes	Yes	No	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	No	Yes
71367	I-205: Glenn Jackson Bridge (Columbia River)	Multnomah	No	\$2,202,000	Yes	East Mult. Co.	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
71369	S Holly Lane: Abernethy Creek Bridge	Clackamas	Yes	\$9,397,500	Yes	Clackamas Co.	Yes	Yes	No	Yes	No	No	No	Yes	Yes	Yes	Yes	Yes	No	Yes	
71376	Portland metro Safe Routes to School construction reserve	Clackamas, Multnomah, Washington	No	\$1,204,000	No, regional program or not yet fully	Not mapped															No
71378	NW Naito Parkway Rail Crossing (Portland)	Multnomah	Yes	\$2,400,000	Yes	Portland	No	Yes	No	No	No	No	No	No	No	No	Yes	No	Yes	No	Yes
71383	Oregon Transportation Network - TriMet FFY27	Clackamas, Multnomah, Washington	No	\$2,948,074	No, regional program or not yet fully	Not mapped															No
71401	122nd Ave Safety Upgrades: Sandy Blvd to Foster Rd	Multnomah	Yes	\$25,005,000	Yes	East Mult. Co.	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	No	Yes	No	Yes	
71404	Clackamas Countywide Traffic Signal Safety Upgrade	Clackamas	Yes	\$1,040,000	No, regional program or not yet fully	Not mapped															No
71410	Beaverton Downtown Loop: Phase I Demo	Washington	Yes	\$11,597,000	Yes	Washington Co.	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	Yes
71419	Gresham Park Paths: Columbia View Park and N. Gresham Park	Multnomah	Yes	\$1,553,110	Yes	East Mult. Co.	Yes	No	No	No	Yes	No	No	No	No	No	No	No	No	No	Yes
71456	Washington Street: Metro South - Abernethy Rd	Clackamas	Yes	\$4,457,000	Yes	Clackamas Co.	Yes	Yes	No	Yes	Yes	No	No	No	No	Yes	Yes	Yes	No	Yes	

2027-30 Metropolitan Transportation Improvement Program (MTIP) Project List

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							Conservation Strategy High Value Habitat	Habitat Conservation Areas	Prairie High Priority	Habitat Connectivity	Heat Island	Collisions (ODOT Highways)	Opportunity Areas	Bearing Streams	Passage Barriers	Land	Wetlands	hazard areas	data from the National Register of Historic Places	In Environmental Assessment
71457	82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)	Clackamas, Multnomah	Yes	\$12,000,000	Yes	Portland	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	No	Yes
71536	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 5	Washington	Yes	\$8,320,000	No, regional program or not yet fully	Not mapped														No
71537	OR8 curb ramps (Beaverton & Hillsboro)	Washington	Yes	\$3,646,000	Yes	Washington Co.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
71560	US26: SE 267th Ave, SE Stone Rd and SE Haley Rd	Clackamas, Multnomah	No	\$840,000	Yes	East Mult. Co.	No	Yes	No	Yes	No	Yes	No	No	Yes	No	No	Yes	No	Yes
71562	Washington County Rumble Strips	Washington	No	\$1,370,000	No, regional program or not yet fully	Not mapped														No
71564	E Burnside St: SE 17th Ave to SE 26th Ave (Portland)	Multnomah	No	\$1,420,000	Yes	Portland	No	No	No	No	Yes	No	No	No	No	No	No	No	No	Yes
71567	Metro Regional Flexible Fund New Project Bond Payment FFY28	Clackamas, Multnomah, Washington	No	\$11,144,545	No, regional program or not yet fully mapped	Not mapped														No
71568	N Columbia Blvd at N Vancouver Ave (Portland)	Multnomah	No	\$3,030,000	Yes	Portland	No	No	No	No	Yes	No	No	No	No	No	No	No	No	Yes
71570	Enhanced Pedestrian Crossings (Gresham)	Multnomah	No	\$5,720,000	Yes	East Mult. Co.	No	Yes	No	No	Yes	No	No	No	No	Yes	No	Yes	No	Yes
71571	OR99E: (SE McLoughlin Blvd) SE River Rd - W Arlington St	Clackamas	No	\$4,040,000	Yes	Clackamas Co.	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes
71572	OR8: (Tualatin Valley Hwy) East Ln - SW 170th Ave	Washington	No	\$3,640,000	Yes	Washington Co.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
71578	Kelley Creek Trail (Gresham)	Multnomah	No	\$570,042	Yes	East Mult. Co.	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes	Yes	No	Yes
71590	HCT and Capital Project Bond Payments (FFY 2028)	MPA Region	No	\$19,257,773	No, regional program or not yet fully	Not mapped														No
71592	HCT and Capital Project Bond Payments (FFY 2029)	MPA Region	No	\$19,235,484	No, regional program or not yet fully	Not mapped														No
71593	HCT and Capital Project Bond Payments (FFY 2030)	MPA Region	No	\$19,213,195	No, regional program or not yet fully	Not mapped														No
71597	Red Rock Creek Trail OR217 Bridge (Tigard)	Washington	No	\$699,989	Yes	Clackamas Co.	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes	Yes	No	Yes
71598	Columbia Levee Connector (The Street Trust)	Multnomah	No	\$775,995	Yes	East Mult. Co.	Yes	Yes	No	Yes	Yes	No	Yes	Yes	No	Yes	No	Yes	No	Yes
71603	Troutdale Road Multi-Use Path: Gresham to Troutdale	Multnomah	No	\$594,004	Yes	East Mult. Co.	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
71604	Westside Trail - Tualatin River Bridge (King City)	Washington	No	\$478,101	Yes	Clackamas Co.	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No	Yes	Yes	No	Yes
71605	OR213: 82nd Ave Improvements (FFY 2027-30)	Clackamas, Multnomah	No	\$33,433,634	Yes	Portland	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	No	Yes
71606	The Gateway Connector: Gateway – NE 102nd Ave (TriMet)	Multnomah	No	\$1,990,000	Yes	East Mult. Co.	No	No	No	No	Yes	No	No	No	No	No	No	No	No	Yes
71607	Willamette River Broadway Bridge Northwest Ramp	Multnomah	No	\$16,810,689	Yes	Portland	No	No	No	No	Yes	No	No	No	No	No	No	Yes	No	Yes

2027-30 Metropolitan Transportation Improvement Program (MTIP) Project List

Project ID	Title	County Location	Has Funds Started to Get Expended (Yes/No)	Total Cost	Mapped	If Mapped, on Which One	Regional	Title 13	Oak	Potential	Urban	Wildlife	Conservation	All Fish-	Fish	Title 3		FEMA	Historic properties	
							Conservation Strategy High Value Habitat	Habitat Conservation Areas	Prairie High Priority	Habitat Connectivity	Heat Island	Collisions (ODOT Highways)	Opportunity Areas	Bearing Streams	Passage Barriers	Land	Wetlands	hazard areas	data from the National Register of Historic Places	In Environmental Assessment
71608	Boeckman Creek Regional Trail Boardwalk (Wilsonville)	Clackamas	No	\$1,820,000	Yes	Clackamas Co.	Yes	Yes	No	Yes	No	No	No	Yes	No	Yes	Yes	Yes	No	Yes
71609	Westside Trail Pedestrian & Bike Bridge over US26 (THPRD)	Washington	No	\$5,440,000	Yes	Washington Co.	No	Yes	Yes	Yes	Yes	No	No	Yes	No	Yes	No	No	No	Yes
71610	Region 1 Fix-it Operations Construction Program FFY28	Clackamas, Multnomah, Washington	No	\$6,470,000	No, regional program or not yet fully	Not mapped														No
71611	Region 1 Fix-it Operations Construction Program FFY29	Clackamas, Multnomah, Washington	No	\$2,890,000	No, regional program or not yet fully	Not mapped														No
71612	Region 1 Fix-it Operations Construction Program FFY30	Clackamas, Multnomah, Washington	No	\$5,150,000	No, regional program or not yet fully	Not mapped														No
71614	Region 1 All Roads Transportation Safety Program FFY28	Clackamas, Multnomah, Washington	No	\$1,070,000	No, regional program or not yet fully	Not mapped														No
71616	Region 1 All Roads Transportation Safety Program FFY29	Clackamas, Multnomah, Washington	No	\$7,910,000	No, regional program or not yet fully	Not mapped														No
71617	Region 1 All Roads Transportation Safety Program FFY30	Clackamas, Multnomah, Washington	No	\$10,717,444	No, regional program or not yet fully	Not mapped														No
71618	Region 1 Fix-it Operations Project Development Program	Clackamas, Multnomah, Washington	No	\$1,480,000	No, regional program or not yet fully	Not mapped														No
71619	Metro Regional Flexible Fund New Project Bond Payment FFY29	Clackamas, Multnomah, Washington	No	\$5,572,273	No, regional program or not yet fully	Not mapped														No
71620	Metro Regional Flexible Fund New Project Bond Payment FFY30	Clackamas, Multnomah, Washington	No	\$5,572,273	No, regional program or not yet fully	Not mapped														No
71621	Carbon Reduction Program Reserve (FFY 2028-30)	Clackamas, Multnomah, Washington	No	\$13,063,093	No, regional program or not yet fully	Not mapped														No
71624	Portland Metro Area ADA Curb Ramp Design, Phase 8	Clackamas, Multnomah, Washington	No	\$14,800,000	No, regional program or not yet fully mapped	Not mapped														No
71625	Portland Metro Area ADA Curb Ramp Design, Phase 9	Clackamas, Multnomah, Washington	No	\$12,700,000	Yes	Clackamas Co.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
71626	Portland Metro Area ADA Curb Ramp Design, Phase 10	Clackamas, Multnomah, Washington	No	\$12,700,000	Yes	Clackamas Co.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
71636	Portland Metro area 2027-2030 ADA curb ramp design, phase 2	Clackamas, Multnomah, Washington	No	\$15,361,807	No, regional program or not yet fully	Not mapped														No
71637	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue Project Development	Clackamas	No	\$6,034,140	Yes	Clackamas Co.	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes	No	No	Yes

2027-30 Metropolitan Transportation Improvement Program (MTIP) Project List

Project ID	Title	County Location	Has Funds Started to Get Expended (Yes/No)	Total Cost	Mapped	If Mapped, on Which One	Regional	Title 13	Oak	Potential	Urban	Wildlife	Conservation	All Fish-	Fish	Title 3		FEMA	Historic properties	In		
							Conservation Strategy High Value Habitat	Habitat Conservation Areas	Prairie High Priority	Habitat Connectivity	Heat Island	Collisions (ODOT Highways)	Opportunity Areas	Bearing Streams	Passage Barriers	Land	Wetlands	hazard areas	data from the National Register of Historic Places		Environmental Assessment	
71089	Trolley Trail Bridge: Portland Ave-Clackamas River Greenway Trail	Clackamas	No	\$9,720,196	Yes	Clackamas Co.	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
71638	OR99E 10th Street to tumwata village: Streetscape Enhancements	Clackamas	No	\$2,670,970	Yes	Clackamas Co.	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	No	No	Yes
71640	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Multnomah	No	\$4,533,038	Yes	East Mult. Co.	No	Yes	No	Yes	No	No	No	No	No	No	No	No	No	No	No	Yes
71641	NE MLK Jr Blvd: NE Hancock St - NE Lombard St Transit Access	Multnomah	No	\$5,438,000	Yes	Portland	No	No	No	No	Yes	No	No	No	No	No	No	No	No	Yes	No	Yes
71642	NE Glisan Street: NE 80th Avenue to NE 102nd Avenue - Multimodal Safety and Access	Multnomah	No	\$8,445,000	Yes	East Mult. Co.	No	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No	No	Yes
71643	Cedar Mill Town Center: Cornell, Barnes, and Saltzman Roads	Washington	No	\$6,690,450	Yes	Washington Co.	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes

2027-30 Metropolitan Transportation Improvement Program (MTIP) Desktop Environmental Analysis Results Summary by Project Type

Project Investment Type	Regional Conservation Strategy High Value Habitat Areas	Title 13 Habitat Conservation Areas	Oak Prairie High Priority Area	Potential Habitat Connectivity	Urban Heat Island	Wildlife Collisions (ODOT Highways)	Conservation Opportunity Areas	All Fish-Bearing Streams	Fish Passage Barriers	Title 3 Land	Wetlands	FEMA Flood hazard areas	Historic properties data from the National Register of Historic Places
Capital Project	32	37	20	34	46	15	14	27	22	33	30	34	2
Capital Project - Technology Infrastructure	6	6	4	6	7	4	2	5	5	6	6	5	0
Maintenance & Preservation - Transit Infrastructure	0	0	0	0	0	0	0	0	0	0	0	0	0
Planning - Infrastructure	1	1	1	1	1	1	0	1	1	1	1	1	0
Program - Infrastructure	0	0	0	0	0	0	0	0	0	0	0	0	0
Total for projects w/likely construction activities	39	44	25	41	54	20	16	33	28	40	37	40	2

2027-30 Metropolitan Transportation Improvement Program (MTIP) Desktop Environmental Analysis Results Summary

Resource	Projects that overlap resource	% of projects in environmental analysis	% of total projects, including region-wide/programmatic
<i>Regional Conservation Strategy High Value Habitat Areas</i>	39	56.5%	28.1%
<i>Title 13 Habitat Conservation Areas</i>	44	63.8%	31.7%
<i>Oak Prairie High Priority Area</i>	25	36.2%	18.0%
<i>Potential Habitat Connectivity</i>	41	59.4%	29.5%
<i>Urban Heat Island</i>	54	78.3%	38.8%
<i>Wildlife Collisions (ODOT Highways)</i>	20	29.0%	14.4%
<i>Conservation Opportunity Areas</i>	16	23.2%	11.5%
<i>All Fish-Bearing Streams</i>	33	47.8%	23.7%
<i>Fish Passage Barriers</i>	28	40.6%	20.1%
<i>Title 3 Land</i>	40	58.0%	28.8%
<i>Wetlands</i>	37	53.6%	26.6%
<i>FEMA Flood hazard areas</i>	40	58.0%	28.8%
<i>Historic properties data from the National Register of Historic Places</i>	2	2.9%	1.4%



2027 - 2030 Metropolitan Transportation Improvement Program



Projects in the 2027-30 MTIP which overlap Regional Conservation Strategy High Value Habitat Areas

Legend

- MTIP 2027-30 projects
- Regional Conservation Strategy High Value Habitat Areas

Map produced: February 2026. Filepath: M:\plan\dc\programs\MTIP\MTIP 27-30\Maps\Environmental Analysis\EnvironmentalAnalysis.aprx





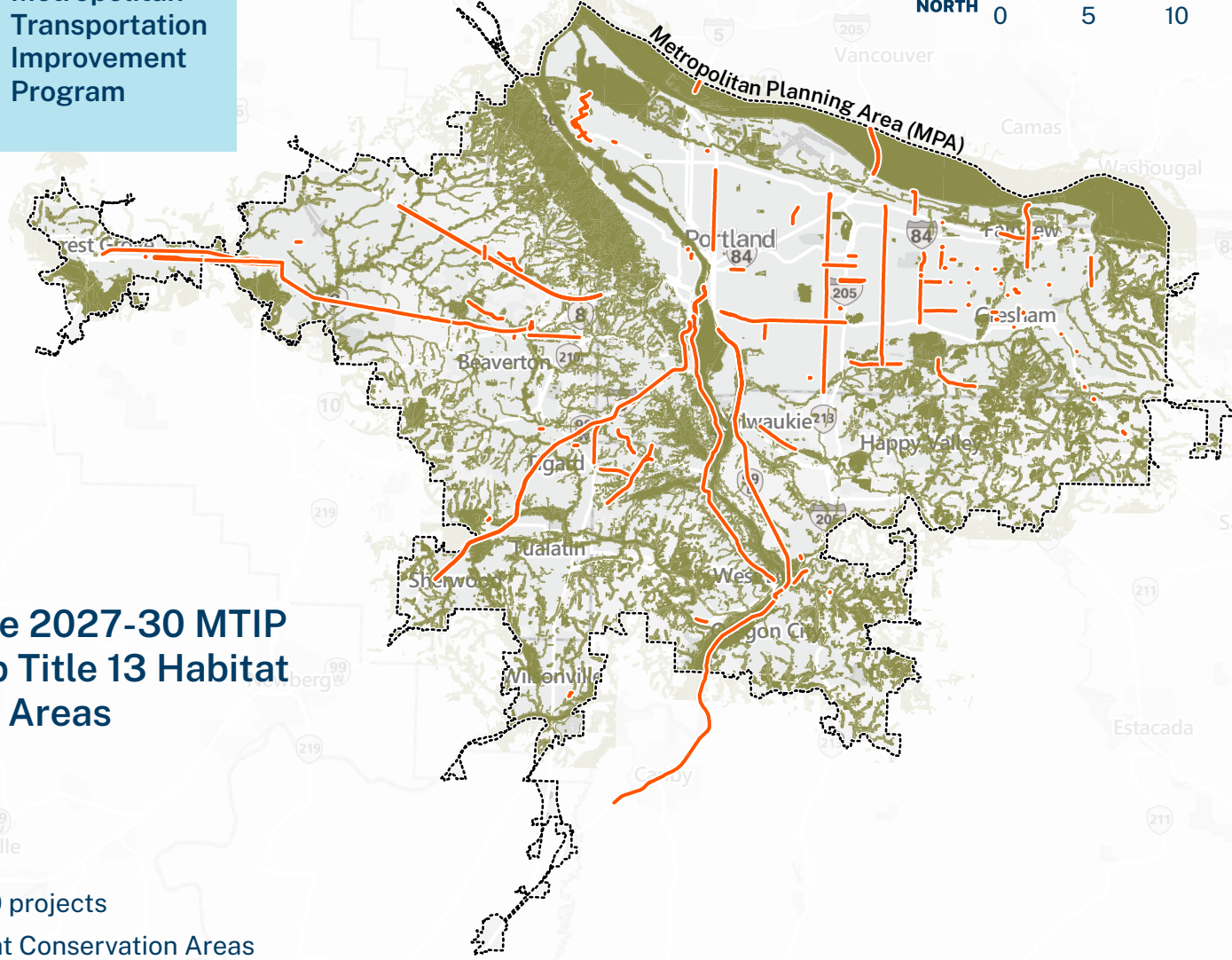
2027 - 2030 Metropolitan Transportation Improvement Program



Projects in the 2027-30 MTIP which overlap Title 13 Habitat Conservation Areas

Legend

-  MTIP 2027-30 projects
-  Title 13 Habitat Conservation Areas





2027 - 2030 Metropolitan Transportation Improvement Program



Projects in the 2027-30 MTIP which overlap Oak Prairie High Priority Area

Legend

- MTIP 2027-30 projects
- Oak Prairie High Priority Area



2027 - 2030
Metropolitan
Transportation
Improvement
Program



Projects in the 2027-30 MTIP
which overlap Potential Habitat
Connectivity (Omniscape)

Legend

- MTIP 2027-30 projects
- Potential Habitat Connectivity (Omniscape)



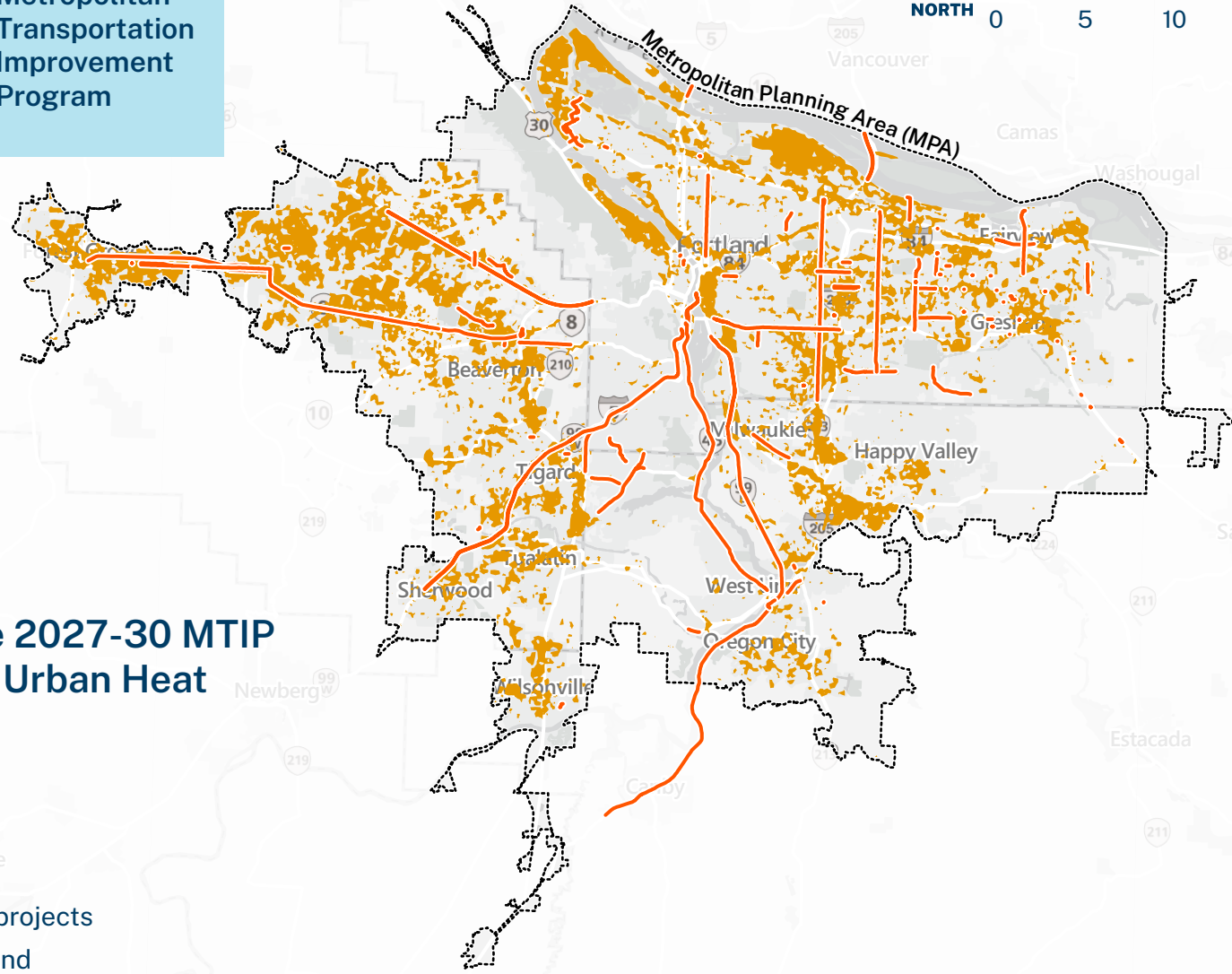
2027 - 2030 Metropolitan Transportation Improvement Program



Projects in the 2027-30 MTIP which overlap Urban Heat Island

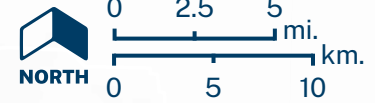
Legend

- MTIP 2027-30 projects
- Urban Heat Island





2027 - 2030 Metropolitan Transportation Improvement Program



Projects in the 2027-30 MTIP which overlap Wildlife Collisions (ODOT Highways)

Legend

- MTIP 2027-30 projects
- Wildlife Collisions (ODOT Highways)



2027 - 2030 Metropolitan Transportation Improvement Program

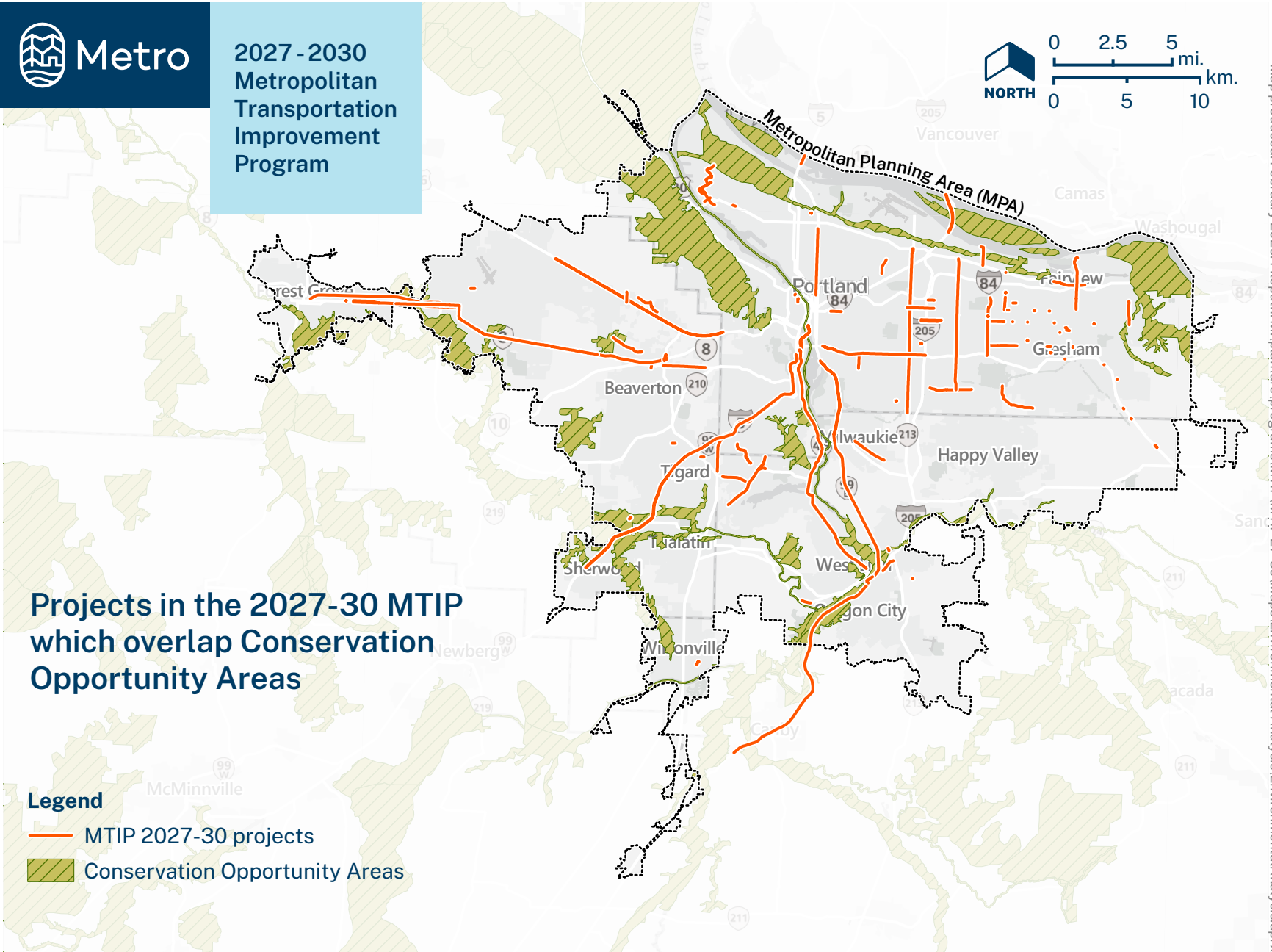


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Projects in the 2027-30 MTIP which overlap Conservation Opportunity Areas

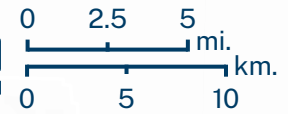
Legend

- MTIP 2027-30 projects
- Conservation Opportunity Areas





2027 - 2030 Metropolitan Transportation Improvement Program

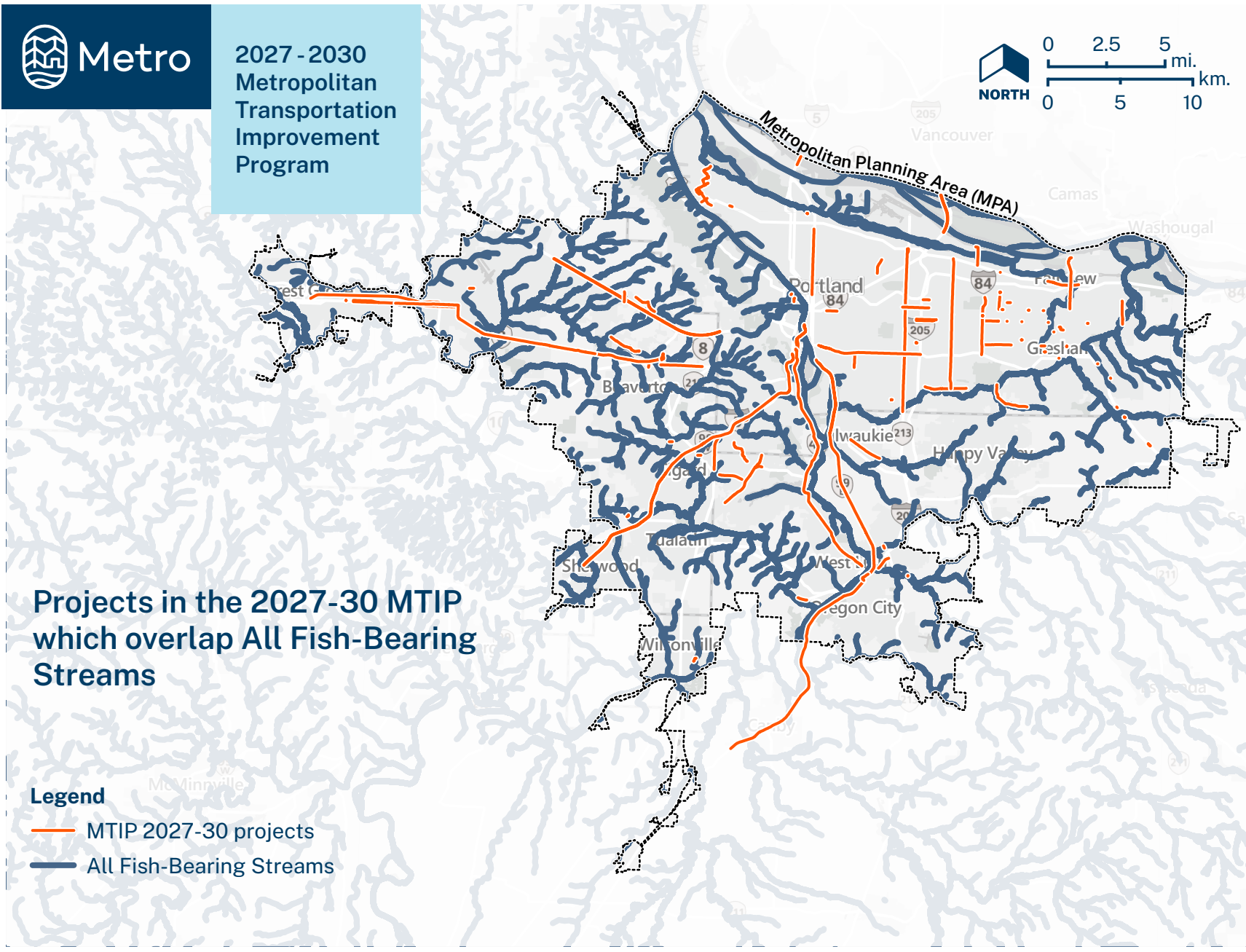


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Projects in the 2027-30 MTIP which overlap All Fish-Bearing Streams

Legend

- MTIP 2027-30 projects
- All Fish-Bearing Streams





2027 - 2030 Metropolitan Transportation Improvement Program



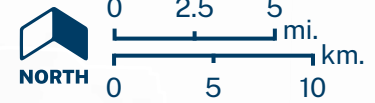
Projects in the 2027-30 MTIP which overlap Fish Passage Barriers

Legend

- MTIP 2027-30 projects
- Fish Passage Barriers



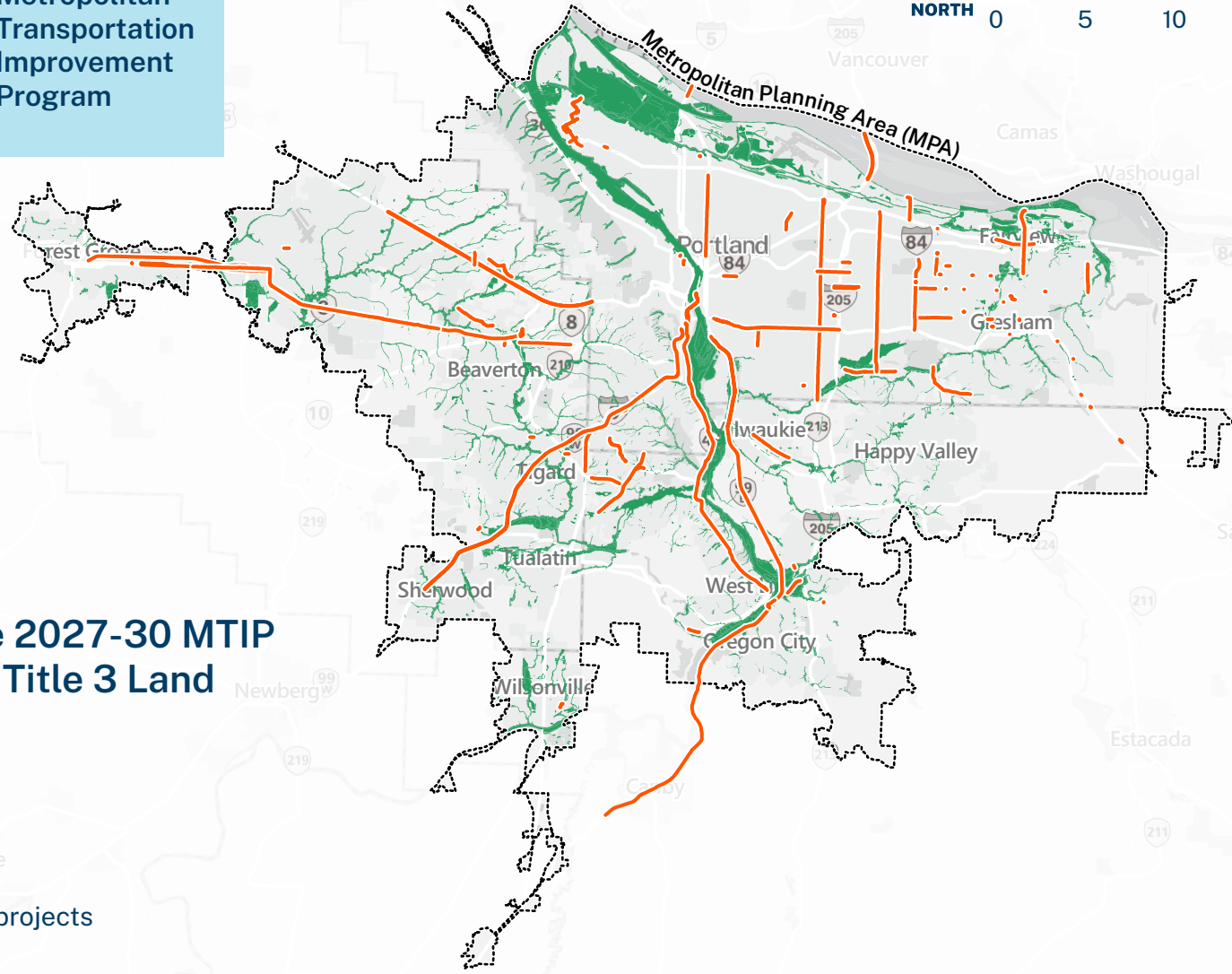
2027 - 2030 Metropolitan Transportation Improvement Program



Projects in the 2027-30 MTIP which overlap Title 3 Land

Legend

- MTIP 2027-30 projects
- Title 3 Land





2027 - 2030 Metropolitan Transportation Improvement Program



Projects in the 2027-30 MTIP which overlap Wetlands

Legend

- MTIP 2027-30 projects
- Wetlands



2027 - 2030
Metropolitan
Transportation
Improvement
Program



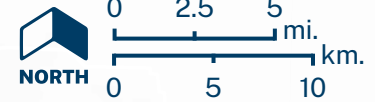
Projects in the 2027-30 MTIP
which overlap FEMA Flood
hazard areas

Legend

- MTIP 2027-30 projects
- FEMA Flood hazard areas



2027 - 2030 Metropolitan Transportation Improvement Program



Projects in the 2027-30 MTIP which overlap Historic Properties from the National Register of Historic Places

Legend

- MTIP 2027-30 projects
- Historic Properties from the National Register of Historic Places

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.

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