

EXHIBIT B TO RESOLUTION NO. 26-5559

2026 Metro Self-Certification

1. Metropolitan Planning Organization Designation

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

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

2. Geographic Scope

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

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

The current MPA boundary was updated and approved by the Governor of Oregon in March 2025 following the 2020 census. The updated boundary extends into Marion County along the Interstate-5/Highway 99E Corridor to the communities of Aurora and Hubbard. Metro has coordinated this expansion with the Oregon Department of Transportation (ODOT) and the affected local jurisdictions.

3. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro

Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

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

Joint Policy Advisory Committee on Transportation

JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that will be either elected officials or principal staff representatives from Clark County, the City of Vancouver, the Washington Department of Transportation, the Southwest Washington Regional Transportation Council and C-TRAN. Together, JPACT and the Metro Council serve as the MPO board for the region in a partnership that requires joint action on all MPO decisions.

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

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

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with facilitating regional dialogue, reviewing bistate transportation issues, and collaborating with stakeholders from Washington and Oregon. The committee's charter and bylaws identify land use, economic development, and transportation as issues to be addressed. There are six committee members from Clark County and seven from the Oregon portion of the metropolitan area.

Metro Policy Advisory Committee

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

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

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

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

4. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

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

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

b. Regional Transportation Plan (RTP)

The RTP must be prepared and updated every 5 years and cover a minimum 20-year planning horizon from the date of adoption. The RTP was last adopted in November 2023. The RTP is the

primary tool for implementing federal, state and regional policy and identifies transportation projects that are eligible for federal funding.

Elements of the RTP

The long-range transportation plan must include the following:

- Current and projected **travel demand**
- Identification of **existing and proposed transportation facilities** (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A description of the **performance measures and performance targets** used in assessing the performance of the transportation system and how their development was coordinated with state and public transportation providers.
- A **system performance report** and subsequent updates evaluating the condition and performance of the transportation system and how the plan making progress toward adopted transportation system the performance targets.
- **Consideration of federal planning factors and the results of the congestion management process.**
- A discussion of types of **potential environmental mitigation activities** and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- A **financial plan** that demonstrates how the adopted transportation plan can be implemented; indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and recommends any additional financing strategies for needed projects and programs in the plan.
- **Operational and management strategies** to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- **Capital investment and other strategies** to preserve the existing and proposed future regional transportation infrastructure and provide for multimodal capacity that supports regional goals and policies and addresses regional priorities and needs.
- Proposed **transportation and transit enhancement activities**

c. Metropolitan Transportation Improvement Program

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

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

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

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrates how the TIP can be implemented.
- Descriptions of each project in the TIP.
- Programming of funds in year of expenditure dollars.
- Documentation of how the TIP meets other federal requirements such as addressing the federal planning factors and making progress toward adopted transportation system performance targets.
- The MTIP also includes publication of the annual list of obligated projects. The most recent publication was provided in December 2025. All prior year obligation reports are available on the Metro website.

In FY 2025-26, Metro reached several major milestones for the MTIP program. In July 2025, the 2028-30 Regional Flexible Fund Allocation (RFFA) process concluded with JPACT and the Metro Council approving a package of transportation investments totaling \$141.6 million for Step 1 program funds and ten Step 2 capital projects across the region, as well as a new major project bond totaling \$88.5 million. Progress on the 2027-30 MTIP Update continued, with Metro staff coordinating with staff from ODOT, TriMet and SMART on project lists and proposed programming, and preparing for a 30-day public comment period. Staff have transitioned to the new Project Tracker data management system for monthly MTIP amendment reporting to TPAC, JPACT and the Metro Council, and the Project Tracker public site is expected to launch in spring 2026, making the MTIP database open for agency partners and community members to look up project information online. JPACT and the Metro Council approved a formal amendment to the 2024-27 MTIP that totaled close to \$2 billion in approved funding for the Interstate Bridge Replacement Program (IBR Program), authorizing funding for the first of more than two dozen potential construction packages planned for the IBR Program. The Federal Fiscal Year 2025 Obligation Report is complete and available on the Metro web site.

Looking ahead to FY 2026-27, JPACT and the Metro Council are anticipated to adopt the 2027-30 MTIP in July 2026 to forward to the Governor for inclusion in the STIP. Staff anticipate commencing work on the next Regional Flexible Funding Allocation in early 2027 and developing the Program Direction for the 31-33 RFFA process. Metro staff will work with ODOT and local agency project staff to administer a new technical assistance program for the RFFA Step 2 Projects. Metro staff will also continue to develop the new RFFA Step 1 Bond program in collaboration with staff from TriMet, City of Portland, Clackamas County, and Multnomah County, which have funded projects. Staff will continue to process MTIP formal amendments and administrative adjustments consistent with STIP/MTIP change management procedures, including amendments for the region's mega projects such as the IBR Program.

d. Congestion Management Process (CMP)

Federal regulations require MPOs in urbanized areas with a population greater than 200,000 – called Transportation Management Associations (TMAs) – to develop and implement a Congestion Management Process (CMP). The CMP is a systematic, regionally-accepted process that identifies congestion, monitors system performance and reliability, and recommends multimodal strategies, such as operational improvements, travel demand management, transit improvements and additional system capacity – with additional highway capacity considered

after other strategies and a determination that these other strategies cannot fully address the identified congestion.

Adopted in Chapter 3 of the RTP, Metro implements the CMP in coordination with SWRTC, local governments, ODOT, TriMet, SMART, and C-TRAN. Implementation includes a coordinated program of data collection and system performance monitoring that is used to develop CMP products, such as the online Atlas of Mobility Corridors and federally-required System Performance Reports. These products incorporate the most recent data and analysis for designated multimodal mobility corridors and identify effective congestion management strategies for congested corridors. The CMP supports implementation of the 2040 Growth Concept and safety, mobility, and air quality policies in Chapter 3 of the RTP, complements other performance measures and targets contained in Chapter 2 of the RTP, and informs project priorities in the RTP and the Metropolitan Transportation Improvement Program (MTIP).

The table below summarizes key elements of Metro’s CMP. The 2028 RTP update will include a review of the region’s CMP, preparation of a CMP Monitoring and System Performance Report and an update to the online atlas of mobility corridors and RTP Mobility Corridors Investment Strategies to reflect current CMP data and strategies proposed for implementation for each corridor. Refer to 2023 RTP Appendix L- Federal Performance-Based Planning and Congestion Management Processes for more information about the CMP and data used to support the process.

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

Regional Congestion Management Process	Associated RTP/MTIP Activities
Develop congestion management objectives and policies	RTP Goals and Objectives (Chapter 2), RTP Policies (Chapter 3)
Define geographic area and network of interest	RTP (Appendix L – Figures 3 and 4)
Establish multimodal performance measures	RTP Performance Measures and Targets (Chapter 2), RTP Federal Performance Measures and Targets (Appendix L)
Collect data and monitor system performance	RTP Existing Conditions (Chapter 4), ODOT Traffic Performance Report (2020), ¹ Mobility Corridor Atlas (to be updated in 2026), Metro and ODOT Federal Performance Monitoring Reports (Baseline, 2-year and 4-year reports), RTP Appendix I Throughway travel speed reliability performance analysis
Analyze congestion problems and needs	RTP Existing Conditions (Chapter 4), ODOT Traffic Performance Report (2020), RTC CMP Monitoring Report (2025), RTP

¹ ODOT, “Portland Region 2020 Traffic Performance Report.” (December 2021). Available on-line at <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=ATMS>

Regional Congestion Management Process	Associated RTP/MTIP Activities
	Performance Evaluation (Chapter 7), RTP Appendix I Throughway travel speed reliability performance analysis
Identify and evaluate effectiveness of strategies	RTP Investment Priorities (Chapter 6), RTP Performance Evaluation (Chapter 7), RTP (Appendix F – Environmental Analysis and Potential Mitigation Strategies), RTP (Appendix J – Climate Smart Strategy Implementation and Monitoring), RTP Appendix V (future corridor refinement planning), area studies, local transportation system plans, ODOT facility plans
Implement selected strategies and manage transportation system	MTIP, Metro, local jurisdictions, ODOT, TriMet, SMART, TransPort, Regional Transportation Functional Plan, RTP (Chapter 8)
Monitor strategy effectiveness	Scheduled RTP updates, CMAQ Performance Plan, RTP (Appendix J – Climate Smart Strategy Implementation and Monitoring), RTC CMP Monitoring Report (2025), Metro CMP Monitoring Report, Metro and ODOT Federal Performance Monitoring Reports (Baseline, 2-year and 4-year reports)

e. Air Quality

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

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

Metro completed its time-bound TCMs in 2018 and awaits the delivery of one bicycle infrastructure project. Most immediately relevant is the SIP requirement to annually monitor the region's motor vehicle miles traveled (VMT) per capita and if the rate increases significantly, implement spending and planning requirements. Specifically, if the region reaches 20.5 VMT per capita threshold for two consecutive years, the region is to investigate the cause and propose remedies to reduce the VMT per capita rate. If the VMT per capita rate increases to 21.5 VMT per capita for two successive years, mandatory spending increases on programs that help reduce VMT would be instituted, potentially redirecting funds from other projects. To date, Metro continues to monitor the region's VMT per capita and as of the most recent available data year (2023), the region remains under the SIP identified thresholds.

Metro also has an agreement with the Oregon Department of Environmental Quality to cooperate on monitoring and analyzing emissions for all of the federal criteria pollutants and for other emissions known to impact human health as a part of the transportation planning and

programming process. To do so, Metro keeps its transportation emissions model current to federal guidelines.

5. **Planning Factors**

Federal requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, the ten planning factors defined in federal law. These planning factors are:

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

Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
1. Support Economic Vitality	• All projects subject to consistency with RTP policies on economic development and promotion of “primary” land use element of 2040 development such as centers, industrial areas and intermodal facilities. • The Regional Flexible Fund Allocation (RFFA) process of awarding STBG/CMAQ funding evaluates and rates all project applications relative to performance in implementing economic vitality goals. • The MTIP process includes coordination with ODOT and transit agencies that has those agencies articulate how their funding allocation decisions considered the five RTP investment priority goals, including economic vitality. • Coordinate with ODOT allocations to support their Transportation Plan Goal 3 of Economic Vitality for all investments, and includes a specific project funding program, the Immediate Opportunity Fund, that supports local development projects which demonstrate job growth. • 2018 Regional Transit Strategy (RTS) and 2023 High Capacity Transit (HCT) Strategy and Regional Rail Futures Study are designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • The Community Connector Transit Study underway is exploring how more flexible solutions could help more people access industrial job centers that are difficult to serve with transit today. • An initiative of the Regional Travel Options Commute Program, <i>Get There Portland Metro</i> helps area employers solve their employee’s transportation challenges by connecting them to commute options, such as walking, biking, carpooling, vanpooling, and using public transit. • The Regional Vanpool Strategy is establishing a strategic regional approach and action plan to take advantage of a three-year ODOT contract for vanpool subsidies, services and reporting and to ensure long-term success of vanpool programs and on-going subsidies after the ODOT contract expires. • HCT improvements identified in the 2023 High Capacity Transit Strategy for major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors. The Regional Rail Futures Study identified where freight rail infrastructure could provide opportunities to connect more people to job centers along both HCT and inter-city corridors either through shared facilities nearer-term or transferred right-of-way longer-term. • Additionally, the Cascadia High Speed Rail improvement identified in the RTP would connect regional centers to unlock economic opportunity across states (Seattle, WA) and countries (Vancouver, BC). • The 2025 Regional Freight Strategy provides a coordinated vision and approach for enhancing freight and goods movement and prioritizing freight investments based on clear priorities. • Metro maintains and utilizes the Economic Value Atlas tool to provide data and analysis to better align planning and public investments to strengthen the regional economy and support implementation of the Comprehensive Economic Development Strategy.

Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
2. Increase Safety	• The 2023 RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified in the RTP and in the 2018 Regional Safety Strategy as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region’s 2040-growth management strategy). • Metro’s Community Quick-build and Demonstration Projects Guide supports community and jurisdictional partners to quickly install and test treatments that have been demonstrated to improve safety and mobility, especially for people walking and bicycling. • Safe and complete streets resources for community and jurisdictional partners, including data, analysis and guides, are available at oregonmetro.gov/what-metro-does/transportation/safe-streets-all. • The Regional Flexible Fund Allocation (RFFA) process of awarding STBG/CMAQ funding evaluates and rates all project applications relative to performance in implementing safety goals. • Public Transportation Agency Safety Plan performance measures for all agencies are incorporated into the RTP. • The MTIP process includes coordination with ODOT and transit agencies that has those agencies articulate how their funding allocation decisions considered the five RTP investment priority goals, including safety. • All Metro allocation-funded projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel. • Metro’s Safe Routes to School programs and grantmaking provide education and encouragement activities to help children and caregivers travel safely to and from school using these modes. SRTS programs can increase physical activity, reduce congestion, boost academic performance, improve health, and provide affordable travel options for families. • Coordinate with ODOT All Roads Transportation Safety funding program select projects with proven safety elements to address high crash sites/corridors. • Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations. Sidewalk completion, ADA accessibility and crossing location are also keys elements of the RTS for transit stop improvement planning more broadly.
3. Increase Security	• The 2023 RTP calls for implementing investments to increase system monitoring for operations, management, and security of the regional mobility corridor system. • Coordinate with ODOT on implementation of their Transportation Plan Goal 5 of Safety and Security. • Looking to incorporate recommendations from the Regional Emergency Transportation Routes phase 2 project and any follow-up studies into funding programs. • TriMet has updated its approach and investments in public safety and security utilizing recommendations from its Transit Public Safety Advisory Committee to address racial justice issues.

Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
	• System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.
4. Increase Accessibility and Mobility	• The 2023 RTP policies aim to increase accessibility and mobility to centers, employment and industrial areas and other essential destinations with a balanced and complete multi-modal transportation system. The policies aim to protect freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. • The MTIP program places a heavy emphasis on non-auto modes to improve multi-modal accessibility and mobility in the region. • The MTIP also reports on how each agency expending federal transportation funds is progressing on their ADA Implementation Plans with the programmed funds, and is programming a large portion of ODOT's revenues into ADA curb ramp and pedestrian signal actuation retrofit work. • The Regional Travel Options Program's community trips focus provides activities and grantmaking to support for residents and families for trips outside of work and school – such as essential destinations like healthcare as well as recreational trips to parks or social activities. Examples of programming to support these trips comes in the form of community walking and rolling events or campaigns, trip and route planning to-and-from key destinations, and increasing access to active transportation investments with outreach, engagement, and supportive infrastructure. • The planned HCT improvements in the region will provide increased accessibility and mobility to the most congested corridors and centers. • Planned Regional Rail, HCT and CCT improvements provide mobility options to persons traditionally underserved by the transportation system. For CCT in particular that includes planning service to reach destinations (e.g., parks, industrial areas, suburban neighborhoods, areas at the regional edge) that have been difficult to serve with traditional transit to further increase accessibility.
5. Protect Environment and Quality of Life	• The 2023 RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The 2023 RTP policies aim minimize the impact on the built and natural environment and reduce emissions. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The MTIP implements the Transportation Control Measures (TCMs) of the air quality SIP for CO and Ozone related emissions. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement), Carbon Reduction (CRP), and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP and other regional sources to enhance endangered salmon and steelhead passage.

Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
	• High capacity transit improvements provide emission-free transportation alternatives to the automobile in some of the region’s most congested corridors and centers. • High-Speed Rail, Regional Rail and HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers. CCT also supports this by connecting more people to the HCT network. • Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • 2023 RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues.
6. System Integration and Connectivity	• The 2023 RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The 2023 RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The 2023 RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The 2023 RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the region. • Projects funded through the MTIP must be consistent with regional street design guidelines and the RTP that has resolved system integration and connectivity issues. • Freight improvements are evaluated according to resolving potential conflicts with other modes. • The Regional TDM Strategy—a topical plan of the RTP—is defining regional policies and strategies to advance TDM in coordination with partners and through Metro’s Regional Travel Options (RTO) program, which provides funding and coordination for TDM efforts for the region. In addition, the Regional TDM Strategy identifies new and updated regional performance measures to assess impact and progress toward RTP goals and objectives. • A key element of the RTS is coordinating the pedestrian, bicycle and transit networks to support convenient and comfortable access. Planned High-speed Rail, Regional Rail and HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations. CCT improvements also stress this modal integration and with mobility hubs goes further to focus on wayfinding and information to help support seamless transitions between transit modes as well as active transportation modes. • The regional Transportation System Management and Operations (TSMO) program coordinates planning and operational agreements between agencies for TSMO

Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
	activities across the region, consistent with the TSMO Strategic Plan and the region's adopted ITS Architecture plan. • The Regional Travel Options (RTO) program plans for and supports delivery of transportation demand management services from a system user trip perspective across multiple modes and jurisdictions. • The Regional Transportation Demand Management (TDM) Strategy—a topical plan of the RTP—is defining regional policies and strategies to advance TDM in coordination with partners and through Metro's Regional Travel Options (RTO) program, which provides funding and coordination for TDM efforts for the region. In addition, the Regional TDM Strategy identifies new and updated regional performance measures to assess impact and progress toward RTP goals and objectives.
7. Efficient Management & Operations	• The 2023 RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed 2018 RTP projects include many system management improvements along regional corridors. • The 2023 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. • The Regional Travel Options (RTO) and Transportation System Management and Operations (TSMO) programs are funded through Metro allocations. • Transportation Demand Management (TDM) encompasses a range of programs and strategies aimed at influencing travel behavior, specifically reducing the demand for driving alone and encouraging the use of more sustainable, efficient, and shared modes of transportation. Metro encourages TDM-supportive design and infrastructure to make choosing travel options practical, safe, comfortable and attractive. These amenities are outside of the design of the streetscape itself (i.e. sidewalks, bike lanes, transit stops) and instead focuses on enhancing the experience for travel options users. • Transportation System Management and Operations strategies provide money-saving, multimodal solutions that relieve congestion, optimize infrastructure investments, provide safer operations and reduce carbon dioxide emissions. • ODOT also provides funding support to TDM and TSMO programs. • TriMet and SMART both operate TDM and Employer commute reduction programs. • Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines. CCT shuttles is another layer of feeder service that was identified based on where there are gaps in existing and planned bus service to again avoid redundancy. The study also considered where micromobility or TDM strategies like transportation wallets could provide better solutions than connector service. • The Regional Rail Futures Study identified where there may be opportunities to use existing freight rail infrastructure to provide additional passenger rail connections, promoting efficient use of the system.
8. System Preservation	• 2023 RTP projects include major roadway preservation projects.

Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
	• The 2023 RTP financial plan includes a comprehensive summary of current and anticipated operations and maintenance costs for roadway and transit systems. • Reconstruction projects that provide long-term maintenance are identified as a funding priority. • The ODOT Fix-It program and TriMet and SMART Preventive Maintenance programs that fund system preservation are two of the largest investment areas in the MTIP. Further, the RTP includes Transit Asset Management performance measures applicable to all transit agencies to support a state of good repair. • The Regional Rail Futures Study goes further to identify where the region should pursue opportunities to acquire rail right-of-way and infrastructure to preserve the system for new use in the future.
9. Resilience, Reliability and Stormwater Mitigation	• The 2023 RTP includes specific system resilience and reliability policies aimed at promoting predictable system management and operation needed to meet broader RTP outcomes, such as economic vitality and transportation equity. • The 2023 RTP includes resilience, green infrastructure and stormwater management policies that shaped the projects and programs in the plan. • Street design best practices for implementing the 2023 RTP stormwater policies were published in the Designing Livable Streets and Trails guidelines (2024). • Projects funded through the MTIP must be adopted as part of the 2023 RTP and thereby found to be consistent with RTP policies for resiliency and reliability through systems analysis of proposed RTP investments. • MTIP coordination with ODOT's efforts to incorporate resilience into the Fix-It funding program including the effects of climate change on asset management approach to their maintenance projects. • HCT projects defined in the 2023 RTP are part of a regional reliability strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments. High-speed Rail and Regional Rail corridors are another arm of this strategy to provide potential travel alternatives on inter-regional emergency transportation routes. • Projects funded through the MTIP must be designed consistent with regional street design policy for stormwater management in the 2023 RTP and the 2024 Livable Streets guidelines that implement the policy. • .The Regional Emergency Transportation Routes Phase 2 project (identified in Chapter 8 of the 2023 RTP) has prioritized and tiered the routes in the RTP which helps reaffirm the importance of funding resilience projects to help emergency responders to save lives in the immediate aftermath of a disaster (e.g. earthquake, flood, ice storm, wildfire, heat wave, etc.) • Metro's Cooling Corridors study provides strategies, recommendations and tools to address extreme heat and build community resilience in the region.
10. Enhanced Travel and Tourism	• The 2023 RTP includes specific system management policies aimed at promoting economic vitality, including travel and tourism as key components of the regional economy. • 2023 RTP projects were evaluated for consistency with regional policies as part of plan adoption.

Factor	Metropolitan Transportation Planning and Programming (RTP and MTIP)
	• Projects funded through the MTIP must be adopted as part of the 2023 RTP and thereby found to be consistent with RTP policies for promoting economic vitality, including enhancing travel and tourism. • HCT projects defined in the 2023 RTP are part of a regional economic vitality strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments. CCT investments can also support recreational tourism like the Columbia Gorge Express bus and Washington Park shuttle do today. • Further, the Cascadia High-speed Rail investment identified in the RTP is a key element of supporting travel and tourism inter-regionally. By decreasing current travel times and increasing reliability, the project is expected to catalyze economic vitality in the greater Portland region.

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

6. Federal Transportation Performance Management Reporting

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

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

To meet federal Transportation Performance Management (TPM) requirements established by MAP-21 and the FAST Act, Metro prepares and submits a **Mid-Performance Period and Full Performance Period Reports** to ODOT. These reports track progress toward national goals in the following areas::

- Safety (roadway)
- Pavement and Bridge Condition on the National Highway System

- System Performance on the National Highway System
- Freight Movement on the Interstate System
- Transit Asset Management
- Transit Safety

These reports ensure transparency and accountability in how federal resources are invested. The data informs updates to the Regional Transportation Plan and the Metropolitan Transportation Improvement Program, helping prioritize projects that align with regional and national goals.

Metro develops performance targets in collaboration with ODOT, TriMet, SMART, Portland Streetcar, C-TRAN, and regional advisory committees (TPAC and RTAC). These targets are formally adopted by JPACT and Metro Council in Appendix L of the RTP. Local transit agencies establish annual targets within their Public Transportation Agency Safety Plans (PTASPs) and report them to Metro and ODOT to satisfy federal requirements. Together these measures and targets support the region's [Congestion Management Process](#) and are considered alongside a broader set of performance measures and targets in the RTP.

Metro's next performance report is due to ODOT on Oct. 1, 2026 for the performance period of 2022-2025. The report will inform the 2028 RTP Update and next MTIP cycle.

7. Public Involvement

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

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

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

Metro last updated its public engagement guide in 2024, including new practices and approaches to inclusive engagement.

Title VI – Title VI of the Civil Rights Act of 1964 - Metro is federally mandated to uphold Title VI of the Civil Rights Act of 1964. The Title VI program works to continuously improve practices and processes to ensure 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, national origin, sex, age or disability in any of Metro’s programs and activities.

Staffing and reporting structure aligns with federal best practices. A Metro Deputy Chief Operating Officer has been appointed as the agency’s “Title VI Designated Official” who is responsible for ensuring and overseeing Title VI and related statutes compliance efforts. They are a primary point of contact for matters related to Title VI including resolving corrective actions. Additionally, they report to the Chief Operating Officer, who is the head of the agency, allowing for quick resolutions and efficient communication. In 2025, Metro hired a Title VI Coordinator/Specialist who is a designee and works in collaboration with senior leadership and the Title VI Designated Official to ensure effective Title VI compliance efforts.

Metro’s Title VI Program is ongoing. Its activities include receiving, and reporting discrimination complaints against Metro and its subrecipients, conducting focused public involvement efforts enhancing Metro’s transportation plans and programs, providing language resources, including translation of vital documents, ensuring language assistance guidance and available training for staff to assist and engage with persons with limited English proficiency.

The most recent Title VI Plan was submitted to ODOT and FHWA in October 2025 and remains in effect for a three-year period. The content of the Title VI Plan closely follows US DOT’s Title VI Program Implementation Plan checklist including detailing Metro’s both a non-discrimination policy statement, signed standard assurances, staffing, data collection, training, and complaint procedures. In September 2024, Metro submitted its updated Limited English Proficiency Plan and updated Title VI Program to FTA, also in effect for three-year periods. The most recent Title VI Annual Compliance Report for ODOT, covering a 12-month period from July 1, 2024 through June 30, 2025 was accepted by ODOT on October 1, 2025. The next annual report will be due Oct. 1, 2026, covering July 1, 2025 to June 30, 2026

8. Disadvantaged Business Enterprise

On October 3, 2025, the US Department of Transportation issued an Interim Final Rule making significant changes to the Disadvantaged Business Enterprise (DBE). The rule has been published in the [Federal Register](#) and is effective immediately. ODOT and all subrecipients of federal transportation funding subject to the DBE Program are required to comply.

ODOT has stated that the DBE program values have not changed, the way ODOT seeks to achieve them will need to shift given these new federal requirements. ODOT is actively reviewing the directions and assessing the options.

Metro submitted an updated DBE policy on April 1, 2025. Metro’s policy does not contain any DBE contract goals. Metro will continue to monitor ODOT’s DBE website and make updates to Metro’s policy as needed.

9. Americans with Disabilities Act

Metro continually monitors and assesses its programs, activities, services, and facilities to improve accessibility. Metro works to modify existing processes and procedures to exceed the minimum

accessibility standards set by the Americans with Disabilities Act³ (ADA). Metro has policies and vendor contracts to provide program modifications to accommodate the needs of individuals with disabilities and does not charge additional fees to people requesting program modifications due to their disability.

The ADA Self-Evaluation and Transition Plan (SETP) of the Metropolitan Planning Organization's services, policies, and practices identifies barriers and describes the methods to remove the barriers, along with specified timelines to continue compliance with Section 504 of the Rehabilitation Act⁴ of 1973 and Title II of the ADA of 1990, and other applicable laws. The 2023 SETP established a schedule to improve its services, policies, and practices and to complete architectural barrier removal activities. The Plan is reviewed and reported annually, and the remaining self-evaluation and transition plan elements are scheduled through the fiscal year 2026/2027.

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

- Work with leadership to convene, inform, and engage staff on organizational processes that impact accessibility.
- Conduct self-evaluation and transition plan activities.
- Build organizational understanding and implement accessibility best practices in policy, programs (community engagement, customer service, and communications), and capital planning.
- Create opportunities for staff to build capacity and understanding of Title II policies to ensure compliance with ADA, including training.
- Coordinate and monitor Metro's compliance with state and federal laws, regulations, and guidelines prohibiting discrimination against persons with disabilities.
- Investigate and manage complaints alleging discrimination.
- Monitoring and reporting activities include tracking the previous year's activities and efforts annually, including accomplishments and program changes, organizational structure or personnel changes, and accessibility-related goals and objectives for the coming year.

10. Lobbying

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