

| Planning Topic | 2025 Metro Certification Corrective Actions | Action Items | Status |
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| Metropolitan Transportation Plan (MTP) | To fully meet the requirements of 23 CFR 450.324(f)(11)(iii), Metro must update the MTP by November 30, 2028, to specifically address the following requirement: | | |
| | <ul style="list-style-type: none"> The financial plan must include strategies for new funding sources for ensuring their availability. | As a part of the scope of work for the next RTP update, identify the development of a financial plan and strategy to pursue any new funding forecasted in the financial plan. | The RTP work program will be developed in fall/winter of 2025 for consideration by JPACT and Metro Council in May/June 2026. |
| Civil Rights | Revise the Title VI Plan to include the following: | | |
| | <ul style="list-style-type: none"> The Title VI Assurances need current signatures and dates and placed in appendix of future Title VI Plans. | Title VI Assurances have current signatures and dates and to be placed in the appendix of future Title VI Plans. | Deputy Chief Operating Officer, Holly Calhoun, signed the Title VI standard assurances on 04/30/2025. They are included on Appendix A of Metro's October 2025 Title VI Plan. |
| | <ul style="list-style-type: none"> Update the Title VI complaint process so FHWA headquarters processes the complaints. Both the complaint web page and the plan itself need to be modified to reflect these changes. | Title VI complaint process updated. | Updated on Metro website as of April 2025 |
| | <ul style="list-style-type: none"> The Plan needs to say it was approved by the Policy Committee and the approval date. | Have MPO policy committees review and approve Title VI Plan. | 06/06/2025 - TPAC recommended that JPACT approve Title VI Plan adoption. 07/17/2025 - JPACT approved and recommended to Metro Council. 09/18/2025 - Metro council adopted plan and resolution. The signed resolution is found on Appendix D of the Metro's 2025 Title VI Plan. |
| | <ul style="list-style-type: none"> Based on 23 CFR 200.9, the organizational chart in the Title VI Plan needs to reflect the position of the person who signs the assurances and show that the Title VI Program Manager has unfettered access to this person | Update Title VI Plan to demonstrate direct line of access between Title VI Program Manager and Metro Administrator responsible for signing federal assurances. | Updated organization chart is now included in the Title VI Plan. |
| Planning Topic | 2025 Metro Certification Recommendations | Action Items | Status |
| MPO Structure and Agreements | <ul style="list-style-type: none"> The Federal Team recommends that the approval documentation for any plans or programs include the dates of action by both JPACT and the Metro Council, as their interdependent roles are essential to successful process approvals. | Update the document/report title page template to include an entry for both JPACT and Metro Council approval dates. | Report/Plan title page template has been updated to include approval and adoption dates of both JPACT and Metro Council for use with future reports. |

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| | <ul style="list-style-type: none"> The Federal Team recommends that FTA and FHWA be added as non-voting members of JPACT, with opportunities to provide updates on JPACT meeting agendas. Additionally, consider including direct representation of regional transit agencies on technical advisory boards and committees, such as the Transportation Policy Alternatives Committee (TPAC). | <p>FHWA and FTA will be notified and provided meeting materials for all JPACT meetings and invited to participate in meeting proceedings.</p> <p>Review rosters of technical advisory boards and committees for consideration of additional representation of regional transit agencies.</p> | <p>FHWA and FTA staff are included on JPACT mailing lists for meeting materials and are invited to participate in meeting proceedings.</p> <p>Review and possible update to TPAC by-laws is a desired MPO work program item. Metro staff is evaluating resource capacity to schedule this work.</p> |
| | <ul style="list-style-type: none"> The Federal Team recommends that Metro work with JPACT members and regional transit agencies to clearly define how regional transit interests are represented on the committee. The JPACT By-Laws should explicitly describe the role of the regional transit representation seat, currently held by TriMet. Additionally, the representation of transit agencies on JPACT could be further supported through interlocal agreements between the transit agencies. | <p>Share current definition of regional transit agency representation on JPACT and determine whether any clarification is warranted.</p> <p>Consult with JPACT and consider means/methods to support JPACT members in their representation of transit issues and agencies, such as preparatory coordination meetings or briefings.</p> <p>Propose and obtain feedback on Metro hosting regular (quarterly?) transit providers coordination meeting to review and discuss TPAC and JPACT work programs and public transit planning topics.</p> <p>Review TPAC by-laws and operating procedures with intent to increase opportunities for participation by public transportation service providers in regional planning activities.</p> <p>Review and prepare update to regional planning agreement between ODOT, Metro, TriMet and SMART for opportunities to clarify and increase coordination on public transit planning activities.</p> | <p>Memo describing transit agency representation by JPACT members was provided to JPACT in June 2025.</p> <p>Metro has also secured a facilitator to help lead an effort to better understand the needs and working relationships between agencies in the region involved with transit planning and transit operations in the region and is scheduled to begin in March. This work may lead to further planning efforts or agreements on advancing the planning and funding of transit.</p> <p>Metro is organizing quarterly Transit Forum meetings for the coordination of transit agency staff on transit planning and related topics and is expected to begin in spring of this year. The TPAC and JPACT work programs will be reviewed so agency staff will have the opportunity to understand upcoming agenda topics and communicate with their TPAC and JPACT representatives prior to meetings. Review and consideration of planning agreements will be a topic agenda item at one of the early meetings of the Transit Forum.</p> <p>In addition to agency staff being updated on TPAC and JPACT work program items and prepared to communicate with their JPACT representatives, Metro staff offers to meet with any JPACT member ahead of meetings to brief and prepare that member on upcoming agenda items.</p> <p>Review and possible update to TPAC by-laws is a desired MPO work program item. Metro staff is evaluating resource capacity to schedule this work.</p> |
| <p>Metropolitan Transportation Plan (MTP)</p> | <ul style="list-style-type: none"> The Federal Team recommends that the RTP document the use of Year of Expenditure (YOE) in the financial planning processes and clearly outline the methods used to establish the inflation factor applied for YOE. | <p>Work with the statewide long-range transportation revenue forecast committee and professional technical staff to define and document the methods used to forecast project cost inflation.</p> | <p>Start when statewide long-range revenue forecast committee is convened by ODOT.</p> <p>The RTP work program is under development for consideration by JPACT and Metro Council in July 2026.</p> |

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| | <ul style="list-style-type: none"> The Federal Team recommends that the RTP include a project prioritization process that clearly demonstrates how performance-based planning is used to identify and prioritize projects that support regional goals and policies. The FHWA will provide assistance and conduct an additional review as Metro works towards implementing this recommendation. | <p>As directed by JPACT and the Metro Council in Ch. 8 of the 2023 RTP (Section 8.2.3.13), Metro will work with cities, counties, community-based organizations and transportation agencies to improve the process of developing, evaluating and prioritizing the projects submitted by local agencies, ODOT, Port of Portland, TriMet, SMART and federally-recognized tribal governments in advance of the next RTP update. This work will also support Metro implementation of OAR 660-012-0155 and address corrective actions approved by the Land Conservation and Development Commission in January 2025. This work will include:</p> <ul style="list-style-type: none"> Participating in the FHWA review to learn best practices on MTP project list development and prioritization. Convening a group or multiple groups to review Metro's existing metrics and tools for evaluating the impacts of transportation decisions on the region's safety, climate, equity, mobility and economy to ensure metrics and tools reflect community and regional priorities. Conducting a review of processes and best practices used by four to five peer MPOs to identify needs, develop project list to address needs, and evaluate and prioritize investments. Working with cities, counties and transportation agencies to share best practices and information on conducting inclusive, equitable engagement and applying safety, climate and equity data and metrics to identify investment priorities in advance of the 2028 RTP call for projects. | <p>The RTP work program is under development for consideration by JPACT and Metro Council in July 2026. The technical review of processes and best practices and scoping of engagement work is beginning. Metro is in the process of creating a new MPO unit that will focus on performance analysis in support of these action items.</p> |
| | <ul style="list-style-type: none"> The Federal Team recommends that local and statewide planning efforts and planning documents, which play an important role in the development of the RTP, be clearly articulated in the RTP document through an integrated approach. | <p>Document a review of local, regional and statewide planning efforts and planning documents during the scoping phase of the 2028 RTP update.</p> | <p>The RTP work program is under development for consideration by JPACT and Metro Council in July 2026. A review of local, regional and statewide planning efforts and planning documents is beginning.</p> |
| <p>Congestion Management Process (CMP)</p> | <ul style="list-style-type: none"> The Federal Team recommends that the CMP continue to serve as a vital tool and resource for enhancing the region's understanding of congestion and developing effective reduction strategies. To support this effort, the MPO should ensure that CMP products, such as the Atlas of Mobility Corridors and RTP Regional Mobility Corridor Strategies, are updated prior to the next RTP revision, incorporating the most recent data and analysis on congested corridors. Additionally, the revised RTP should clearly outline the strategies developed through the CMP and their anticipated outcomes. Lastly, the FHWA plans to conduct an additional review of Metro's CMP to identify opportunities for improvement, aiming to enhance the CMP's effectiveness and relevance to the development of both the RTP and TIP. | <p>Prepare a CMP Report to inform the scoping phase and subsequent work in support of the 2028 RTP update.</p> <p>Update the online Atlas of Mobility Corridors data and RTP Mobility Corridors Strategies to reflect current CMP data identified in Appendix L to the 2023 RTP and project solutions prioritized to address identified needs during the 2028 RTP update</p> <p>Participate in FHWA review and reach out to peer MPOs to learn best practices</p> | <p>The RTP work program is under development for consideration by JPACT and Metro Council in July 2026. Technical work in support of the Mobility Corridor atlas update is beginning and will inform the RTP needs analysis and federally-required reporting in Fall 2026.</p> |

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| Public Participation Plan (PPP) | <ul style="list-style-type: none"> • The Federal Team recommends documenting the federally required PPP as Appendix D of the Public Engagement Guide since much of what is required PPP as Appendix D of the Public Engagement Guide since much of what is required for effective public involvement is already addressed within the guide itself, not Appendix D. To alleviate confusion, Appendix D should clearly identify the elements within the Public Engagement Guide that apply to Federal requirements, or the PPP should be fully integrated into the guide to eliminate duplication and confusion. | <p>In the next update, staff will consider simplification of the Public Engagement Guide and the demonstration of federally required public involvement activities as currently shown in Appendix D.</p> <p>Website recommendations will be addressed as a part of the new website launch in the fall of 2025.</p> <p>Staff will continue to look at best practices to increase communication of concepts with use of visualization techniques.</p> | Public Engagement Guide changes will be made with the 2029 PEG update |
| <ul style="list-style-type: none"> • The federal team recommends that if Appendix D is maintained, the update cycles and processes to document public comments and to engage the public should support those identified in the Public Engagement Guide. | Public Engagement Guide changes will be made with the 2029 PEG update | | |
| <ul style="list-style-type: none"> <input type="checkbox"/> The Federal Team recommends that the PPP be a part of Metro’s key documents on Metro’s website to ensure it is easily accessible and usable by the public. | <p>Metro’s new website created a webpage for the MPO including all core MPO documents. The new Metro website also added Get Involved to the homepage menu to give visitors easy access to opportunities to participate (www.oregonmetro.gov/get-involved) and the public engagement guide (www.oregonmetro.gov/get-involved/public-engagement)</p> | | |
| <ul style="list-style-type: none"> <input type="checkbox"/> The Federal Team recommends that Metro consider streamlining and simplifying documents, utilizing visualization techniques to manage messaging rather than relying solely on text. | <p>Metro continues to improve its public communication approach. The new website advances this work by being mobile-first (the way most members of the public reach Metro’s documents) and minimizing the text on every page.</p> | | |
| Civil Rights | None. | | |
| Transportation Improvement Program (TIP) | <ul style="list-style-type: none"> <input type="checkbox"/> The Federal Team recommends all projects submitted to the TIP should be prioritized by the MPO to ensure the goals and policies of the RTP are being met. This will also help ensure that decisionmakers better understand how projects included in the TIP support the RTP and federal performance measures. The FHWA will provide assistance and conduct an additional review as Metro works towards implementing this recommendation. | <p>MPO staff and stakeholders will engage with FHWA assistance to examine how to apply best practices for prioritizing TIP projects and programs to ensure RTP policies are being met and decision makers understand how the TIP programmed activities support the RTP and federal performance measures.</p> | <p>With recent significant staff reductions, FHWA staff has not had capacity to conduct additional review for this cycle of the TIP. Metro will work with FHWA as capacity becomes available.</p> |