

Council meeting agenda

Thursday, May 23, 2024

10:30 AM

**Metro Regional Center, Council Chamber,
<https://zoom.us/j/615079992> Webinar ID:
615 079 992 or 888-475-4499 (toll free)
[https://www.youtube.com/live/GJyN9K9rIt
k?si=Ima4SbXiNxta8n5t](https://www.youtube.com/live/GJyN9K9rItk?si=Ima4SbXiNxta8n5t)**

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.
You can join the meeting on your computer or other device by using this link:
<https://zoom.us/j/615079992> (Webinar ID: 615 079 992)

1. Call to Order and Roll Call

2. Public Communication

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Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber.

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3. Consent Agenda

- 3.1 Consideration of the April 11, 2024 Council Meeting
Minutes
Attachments: [041124c Minutes](#)

[24-6077](#)

- 3.2 Consideration of the April 25, 2024 Council Meeting Minutes [24-6078](#)

Attachments: [042524c Minutes](#)

- 3.3 Resolution No. 24-5399 For the Purpose of Adopting the Fiscal Year 2024-25 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements [RES 24-5399](#)

Attachments: [Resolution No. 24-5399](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)

4. Resolutions

- 4.1 Resolution No. 24-5416 For the Purpose of Adopting the Metro Investment Policy for Fiscal Year 2023-2024 [RES 24-5416](#)

Presenter(s): Brian Kennedy (he/him), CFO, Metro

Attachments: [Resolution No. 24-5416](#)
[Exhibit A](#)
[Staff Report](#)

- 4.2 Resolution No. 24-5317 For the Purpose of Approving 2023 Nature in Neighborhoods Community Stewardship and Restoration Community Grants [RES 24-5417](#)

Presenter(s): Karissa Lowe (she/they), Nature in Neighborhoods Community Grants Program Manager, Metro

Attachments: [Resolution No. 24-5417](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

5. Ordinances (Second Reading and Vote)

Ordinance No. 24-1511 For the Purpose of Annexing to
the Metro District Boundary Approximately 203.79 Acres
Located in the Carver Area of Happy Valley North of
Highway 224 and South of SE Eckert Ln

[ORD 24-1511](#)

Presenter(s): Roger Alfred (he/him), Metro

Attachments: [Staff Report](#)
[Attachment 1](#)
[Ordinance No. 24-1511](#)
[Exhibit A](#)

6. Other Business

6.1 Council Discussion of FY 2024-25 Approved Budget

[24-6067](#)

Presenter(s): Marissa Madrigal (she/her), COO, Metro
Brian Kennedy (he/him), CFO, Metro

Attachments: [Staff Report](#)

7. Chief Operating Officer Communication

8. Councilor Communication

9. Adjourn

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកាតព្វកិច្ចរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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**Consideration of the April 11, 2024 Council
Meeting Minutes**
Consent

Metro Council Meeting
Thursday, May 23rd, 2024

Metro

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



Metro

Minutes

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10:30 AM

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si=yqprl1QV39KDyCLN](https://www.youtube.com/live/xziAdbE_-hE?si=yqprl1QV39KDyCLN)
Council meeting

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:30 a.m.

Present: 7 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Duncan Hwang, and Councilor Ashton Simpson

2. Public Communication

Dana West, Portland: As a stagehand at the Keller Auditorium, West expressed concerns over the effects of the shutdown during the potential renovation. Instead they recommended the construction of a new theater elsewhere.

Kate Mura, Portland: Mura, another stagehand, reiterated Dana West's testimony and noted the lack of inclusion of the voices of the stagehands and theater staff in this decision process.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

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3. Consent Agenda

A motion was made by Councilor Gonzalez, seconded by Councilor Simpson, to adopt items on the consent agenda. The motion passed by the following vote:

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

3.1

Attachments: [Resolution No. 24-5395](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

- 3.2 **Resolution No. 24-5401** For the Purpose of Confirming the Reappointment of One Member and Appointment of One New Member to the Metro Audit Committee

Attachments: [Resolution No. 24-5401](#)
[Exhibit A](#)
[Staff Report](#)

4. **Ordinances (Second Reading and Vote)**

- 4.1 Ordinance No 24-1509 For the Purpose of Amending Metro Code Chapter 7.04 to Expand Eligible Recipients of 2040 Planning and Development Grants and Allow Allocation of CET Funds to Community Placemaking Grant Program

Attachments: [Ordinance No. 24-1509](#)
[Exhibit A](#)
[Staff Report](#)

Council President Peterson stated that the first reading and public hearing for Ordinance No. 24-1509 took place on March 21st, 2024 .

Council President Peterson called on Eryn Kehe, Urban Policy & Development Manager, and Serah Breakstone, 2040 Grants Manager, to present to Council.

Staff was available for questions about Ordinance No 24-1509 For the Purpose of Amending Metro Code to Implement 2040 Planning & Development Grants Program Refinements, but there were none.

Council President Peterson called for a motion to approve Ordinance No. 24-1509.

A motion was made by Councilor Lewis, seconded by Councilor Gonzalez, that this item be adopted. The motion

passed by the following vote:

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

- 4.2 Ordinance No. 24-1508 For the Purpose of Amending Metro Code Section 5.05.055 to Allow the Disposal of Cleanup Material at a Limited Capacity Landfill Under Certain Conditions

Attachments: [Ordinance No. 24-1508](#)
[Exhibit A](#)
[Staff Report](#)

Council President Peterson stated that the first reading and public hearing for Ordinance No 24-1508 took place on March 21st, 2024.

Council President Peterson called on Will Ennis, Senior Solid Waste Planner, to present to Council.

Staff pulled up the Ordinance No. 24-1508 For the Purpose of Amending Metro Code Section 5.05.055 to Allow the Disposal of Cleanup Material at a Limited Capacity Landfill Under Certain Conditions PowerPoint to present to Council. Council President Peterson called for a motion to approve the Ordinance No 24-1508.

A motion was made by Councilor Lewis, seconded by Councilor Simpson, that this item be adopted. The motion passed

5. Other Business

- 5.1 Presentation of the FY 2024-25 Proposed Budget and Budget Message

Attachments: [Staff Report](#)
[Attachment 1](#)

Council President Peterson introduced Marissa Madrigal (she/her), COO, Metro, Brian Kennedy (he/him), CFO,

Metro, Brian Evans (he/him), Metro Auditor, to present the Fiscal Year 2024-25 Proposed Budget and Budget Message.

Staff pulled up the FY 2024-25 Proposed Budget and Budget Message PowerPoint to present to Council.

Presenters outlined the public-facing portion of the fiscal year 2024-2025 budget process. Madrigal delivered the budget message, discussed the budget environment, and significant changes. The message included support for strategic investments in housing, the economy, and the environment, with a focus on sustaining existing initiatives and preparing for economic uncertainties. The presentation also addressed the challenges posed by national reputational damage and ongoing safety concerns impacting convention bookings in the Portland region.

Moreover, the presenters emphasized the importance of honoring commitments to voter-approved programs, with a notable increase in the proposed budget size compared to ten years ago. They highlighted the allocation of funds toward housing initiatives, technological advancements, and agency performance measures, underscoring Metro's commitment to accountability, transparency, and efficiency. The presentation concluded with an overview of the budget adoption key milestones, including public hearings, budget amendments, and the final adoption process slated for June, aimed at ensuring financial resilience and alignment with strategic goals.

Council Discussion

Councilor Hwang asked about a difference between Metro's staffing level and an increase in the budget, and presenters explained that those extra funds are actually under the control of the counties, so it makes the Metro budget appear artificially larger than usual.

5.1.1 5.1.1 Public Hearing on the Proposed Budget

Deputy Council President Hwang opened the meeting to members of the public wanting to testify on the Fiscal Year 2024-25 Proposed Budget and Budget Message.

Council Discussion:

Seeing no further discussion on the topic, Deputy Council President Hwang moved on to the next agenda item.

5.2 Break

5.3 Department Budget Presentations: Housing, Waste Prevention and Environmental Services

Attachments: [Staff Report](#)

Council President Peterson introduced Patricia Rojas, Housing Director, Liam Frost, Emily Leib, and Rachael Lembo to present the Housing Department Budget Presentation.

Staff pulled up the Housing Department Budget Presentation PowerPoint to present to Council.

Presenters outlined the housing department's budget proposal for FY 2025, covering progress on investments from the current fiscal year, the budget for the upcoming year, performance measures, and equity metrics. They emphasized the department's efforts to build a regional system for affordable housing, highlighting collaboration among jurisdictions, nonprofits, and impacted community members. The presentation showcased achievements in affordable housing bond implementation, including surpassing production goals and creating economic opportunities. The department's growth plan for FY 2024 focused on establishing foundational infrastructure and leadership capacity, with a particular emphasis on technical assistance and organizational support. They discussed the FY 2024 work plan, recruitment efforts, and internal processes to support staff stability and efficiency. The presentation also detailed progress on SHS investments and

performance measures, such as units completed or under construction and households served. Equity metrics showed a focus on serving BIPOC communities. The proposed budget for FY 2025 included resources for SHS and the affordable housing bond, with allocations for administration, program costs, reserves, and partner implementation. Budget modifications included additional general fund support for the affordable housing bond and funding for a regional housing strategy, along with adjustments to staffing positions. Overall, the presentation highlighted the department's commitment to advancing Metro's strategic goals related to housing, climate, and the economy.

Council Discussion

Councilor Nolan requested clarification on the number of additional positions for this fiscal year, and presenters explained there was only one position added, the others were being moved over from another department.

Councilor Rosenthal asked about the organization of the housing communications team, and presenters described the structure.

Councilor Lewis thanked the Housing team for all their work, and noted how much of Metro's budget is allocated to this relatively small team. She also asked if the \$150,000 planning budget is enough. Presenters explained that is just for initial planning efforts, and it is being matched by the Planning department.

Councilor Hwang inquired about capacity building for counties, and presenters described the different funding mechanisms available. Councilors and presenters discussed a number of elements of the SHS tax further.

Councilor Rosenthal asked about moving some data positions from the Planning Department over to the Housing department, and presenters explained the trajectory of the data and research portion of the department.

Seeing no further discussion on the topic, Council President Peterson moved on to the next presentation.

Council President Peterson introduced Marta McGuire, Director of Waste Prevention and Environmental Services, Patrick Dennis, Finance Manager, and Cary Stacey, Deputy Director, to present the Waste Prevention and Environmental Services Department Budget Presentations. Staff pulled up the Waste Prevention and Environmental Services Department Budget Presentation PowerPoint to present to Council.

Presenters outlined the proposed budget for the Waste Prevention and Environmental Services department for FY 2024-2025. It includes allocations for operating expenses, capital outlay, and contingency reserves. Key areas of investment include personnel services, solid waste operations contracts, and central services support. The department's strategic priorities align with the regional waste plan and focus on inclusive prosperity, trash reduction, and greenhouse gas emissions. Engagement efforts with stakeholders informed targeted investments in household hazardous waste management, local government partnerships, waste prevention education, and community cleanup initiatives. Plans for the future involve expanding opportunities for reuse, reducing food waste, and implementing priority policy projects. Budget modifications for FY 2025 include positions to address audit recommendations, staffing gaps, and service level restoration.

Council Discussion

Councilor Gonzalez asked about the pre-pandemic reserves, and presenters stated it was almost \$56 million, and that they are working to reestablish the reserves that were depleted during the pandemic.

Councilor Nolan requested clarification on the staffing and organization of WPES, and presenters detailed that structure.

Councilor Lewis wanted to know why Metro Central needed a new Point of Sale system, but Metro South did not, and presenters confirmed that both transfer stations were upgraded. She also asked about the aim to reduce variable hour employees, and presenters detailed the ways they are hoping to do that.

Councilor Rosenthal inquired about new projects in the capital improvement plan and how they would be funded if they came up part way through the year, and presenters explained the process of asking for a budget amendment.

Councilor Hwang asked if the RID patrol is serving the whole region, what their response time is like, and if they are meeting the needs of the whole region. Presenters described the tools they use to track this information and offered to share them with the council.

Council President Peterson wondered about programs that could help identify illegal dumping and reduce the quantity.

6. Chief Operating Officer Communication

There were none.

7. Councilor Communication

Councilors provided updates on the following meetings and

events:

- Councilor Rosenthal updated the council on his attendance of a Zoo Bond meeting and some of the details discussed in that meeting, like the Animal Ambassador program.

8. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 1:22 p.m.

Respectfully submitted,

Sam Hart

Sam Hart, Legislative Assistant

**Consideration of the April 25, 2024 Council
Meeting Minutes**
Consent

Metro Council Meeting
Thursday, May 23rd, 2024

Metro

600 NE Grand Ave.
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Minutes

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Council meeting

1. Call to Order and Roll Call

Deputy Council President Hwang called the Metro Council Meeting to order at 10:32 a.m.

Present: 6 - Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Duncan Hwang, and Councilor Ashton Simpson

Excused: 1 - Council President Lynn Peterson

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting. Testimony on non-agenda items will be taken at the beginning of the meeting. Testimony on agenda items generally will take place during that item, after staff presents, but also may be taken at the beginning of the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber.

Those requesting to comment virtually during the meeting can do so by joining the meeting using this link: <https://zoom.us/j/615079992> (Webinar ID: 615079992) or 888-475-4499 (toll free) and using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Consent Agenda

A motion was made by Councilor Lewis, seconded by Councilor Simpson, that this item be approved the Consent Agenda. The motion passed by the following vote:

Aye: 6 - Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

Excused: 1 - Council President Peterson

- 3.1 **Resolution No. 24-5408** For the Purpose of Appointing Members to the Natural Areas and Capital Program Performance Oversight Committee

Attachments: [Resolution No. 24-5408](#)
[Exhibit A](#)
[Staff Report](#)

- 3.2 **Resolution No. 24-5410** For the Purpose of Re-Appointing Members to the Natural Areas and Capital Program Performance Oversight Committee

Attachments: [Resolution No. 24-5410](#)
[Exhibit A](#)
[Staff Report](#)

- 3.3 **Resolution No. 24-5403** For the Purpose of Authorizing the Chief Operating Officer to Grant a Park Use Easement to PGE at Farmington Paddle Launch

Attachments: [Resolution No. 24-5403](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)

4. Resolutions

- 4.1 **Resolution No. 24-5404** For the Purpose of Adopting Solid Waste Fees at the Metro Transfer Stations and the Regional System Fee for 2024-25

Attachments: [Resolution No. 24-5404](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)
[Attachment 2 to Staff Report](#)
[Attachment 3 to Staff Report](#)

This Resolution was delayed for vote until May 2nd, but Deputy Council President Hwang called on Brian Kennedy, CFO, to be available for questions from Council in preparation of the vote next week.

Council Discussion:

Councilor Nolan expressed support for the resolution and gave an overview of the task force's inception and purpose. They noted that the task force was asked to recommend a framework for establishing rates, rather than actually asking them to come up with the rates. Nolan also explained that the postponement was to make sure their local partners had more time to properly understand the process that brought them to the rate changes.

Councilor Rosenthal asked about curbside rates, and Kennedy explained that Metro does not set those rates, but that we cover about 20% of the curbside bill. He also explained that the fee increase would end up working out to about \$12 more per year per resident.

Councilor Lewis seconded Nolan's comments and the exhaustive process the Waste Fee Taskforce undertook to arrive at this place.

Councilor Gonzalez echoed Lewis's sentiments and asked about what is going to take place in the week postponement.

Councilor Nolan explained that MPAC recommended the postponement to give people the opportunity to understand

the mechanics of the resolution and allow the Taskforce to answer further questions. They noted that changes will not be made to the resolution.

Seeing no further discussion on the topic, Deputy Council President Hwang moved on to the next agenda item.

5. Other Business

5.1 Department Budget Presentation: Oregon Zoo

Attachments: [Staff Report](#)

Deputy Council President Hwang introduced Heidi Rahn (she/her), Zoo Director, to present the Oregon Zoo Department Budget Presentation.

Staff pulled up the Oregon Zoo Department Budget Presentation PowerPoint to present to Council.

Presenters outlined the Oregon Zoo's current fiscal status and future plans, highlighting key personnel changes and achievements. With fiscal year 2024 performing well financially, the zoo anticipates a surplus that will be invested in capital projects. Their focus on staffing, campus development, and financial sustainability remains strong, with a budgeted operating revenue of over \$53 million for fiscal year 2025. Despite rising personnel and maintenance costs, the zoo is committed to maintaining reserves and diversifying funding sources to meet future challenges. Their capital and renewal plan includes investments in infrastructure upgrades, climate resilience, and guest experiences, supported by federal funding and partnerships.

Council Discussion

Councilor Gonzalez asked about the access subsidy and how that factors into the budget. Presenters responded that they

have built the 10% free tickets into the budget to ensure access.

Councilor Lewis asked about the staff costs for large Zoo events, and presenters responded that they have been analyzing their variable hour staff usage for these events and managed to convert many of them into full-time positions.

Deputy Council President Hwang asked how to best advance safety and comfort for staff during inclement weather conditions. Presenters explained that they have a staff safety manager who has innovated in a number of ways to improve the experience of staff and is available for addressing issues of this kind. There is also a Workplace Culture Committee run by staff that make recommendations and work with the managers to get their needs met.

Councilor Rosenthal inquired if the campus improvement projects will reduce operating costs in the future. Presenters responded that the slope increase in operating costs is largely due to pay equity measures, and that the positive impact of the campus improvements will likely be visible in the expenditures projections further along in the timeline.

Councilor Nolan emphasized the importance of designing the upgrades for efficiency that could make the Zoo mostly self-sustaining.

Seeing no further discussion on the topic, Deputy Council President Hwang moved on to the next agenda item.

- 5.2 Budget Committee Deliberation on the FY 2024-25 Proposed Budget and to Consider Proposed Budget Amendments

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)
[Attachment 4](#)
[Attachment 5](#)
[Attachment 6](#)
[Attachment 7](#)

Deputy Council President Hwang introduced Marissa Madrigal (she/her), COO, Metro, Brian Kennedy (he/him), CFO, Metro, Brian Evans (he/him), Metro Auditor, to be available for questions during the Budget Committee Deliberation on the FY 2024-25 Proposed Budget and to Consider Proposed Budget Amendments.

Councilor Lewis outlined her four budget notes:

The first budget note's objective is to address challenges in the arts sector by allocating \$125,000 towards two grant programs. One program will assist resident performing arts companies in covering venue cost increases, while the other will provide grants to local community-based organizations (CBOs) for venue rentals, collaborating with the Department of Culture and Community. The proposal consists of \$25,000 reappropriation from Special Appropriations and \$100,000 redirected funds in the COO/Council budget.

The second budget note proposed reallocating unallocated General Fund Reserve for Capital towards climate resilience initiatives. This one-time funding, dependent on the remaining balance after required reserves, will bolster Metro's capital reserve in the General Fund, prioritizing climate justice and resilience efforts on Metro property.

The third budget note proposed the hiring a Hatfield fellow to draft a work plan for the WPES Reuse Pilot program. This note emphasizes the timing of this endeavor and directs WPES staff to present investment scenarios, including new resources or reallocation of existing ones, by November 2024. These scenarios aim to establish sustainable funding

mechanisms for reuse organizations, focusing on diverting reusable items from landfills and ensuring measurable effectiveness.

The fourth budget note proposed the establishment of a Washington Park Train Task Force, requesting the provision of staff support from the Chief of Staff and the Council Office Director for three to six meetings. It also suggests additional technical and engagement resources from relevant departments, such as Parks and Nature and/or Planning and Development, as needed. The task force's objective is to examine and provide recommendations on the feasibility and funding options for a whole loop train in Washington Park, involving stakeholders like the public, City of Portland representatives, and Oregon Zoo staff.

Council Discussion

Councilor Rosenthal asked how the two grant programs would be split, and Lewis suggested it be split down the middle but that P5 would administer the allocation.

Councilor Hwang inquired about the scale of need for the arts grant programs, and Lewis responded that the scale of need is quite great due to increasing costs for performances.

Councilor Nolan asserted that their priority lies more with community-led performances, rather than for established performance companies, and requested that half of the fund be set aside for BIPOC community-led organizations. Lewis agreed and noted this.

Councilors requested clarification on the budget note and budget amendment processes, and Madrigal went into more detail about the steps. Kennedy also explained that notes and amendments are submitted on May 4th, the Council votes on them May 6th, and the new budget is adopted in June.

Councilor Gonzalez expressed support for the performing arts grant repurposing, but for further analysis to be done about where exactly the investment would be going. Lewis and Gonzalez agreed on a future work session to discuss further.

Councilor Rosenthal expressed support for the Washington Park train, but worried about the staff time available for the new Washington Park Train Task Force. Lewis agreed and noted that attendance of the meetings would need to be prioritized.

Councilor Nolan expressed concern over prioritizing the train in the Zoo upgrades, because there are other projects that may be neglected. Lewis agreed that the train is not a high priority for the Zoo, but by making it a Portland Park's project, there may be funds from outside of Metro.

Councilor Rosenthal outlined his two budget notes:

The first budget note proposed a Vehicle Mile Tax due to the unreliability of gas tax revenue, particularly in the face of increasing fuel efficiency and electric vehicle adoption. Given the disproportionate impact on the Metro region, a preliminary analysis is proposed to assess the conceptual basis, potential perceptual issues, technical constraints, and revenue allocations for both statewide and regionally based VMTax systems. This analysis would inform discussions with regional legislators, ODOT, and the OTC regarding transportation funding, with anticipated allocations from general fund revenues.

The second budget note proposed a regional value tolling prototype to address the funding gap for transportation in the Portland Metro region. With the pause in the tolling process by Governor Tina Kotek, Rosenthal urged Metro

and its partners to create a solution aligned with regional prosperity and Metro's adopted values. The prototype plan aims to evaluate potential tolling locations, revenue impacts, economic effects, and stakeholder responsibilities, providing a foundation for legislative changes and fostering constituent support. The project would require 1 FTE and \$200,000 for consultant support.

Council Discussion

Councilor Gonzalez clarified that the consulting fees are a guess, and that there has not been a conversation yet with staff to what this all will take. Rosenthal confirmed that staff have been informed but have not yet been able to discuss it. Gonzalez also asked who is asking to do this tax, and Rosenthal responded that logic is asking Metro to do this tax because we are the ones with the authority.

Councilor Lewis asserted that she cannot support putting local resources towards tolling at this time, and that her region has no appetite for it.

Councilor Simpson outlined his budget amendment: The proposed amendment requests that Metro take over financial support of the Portland Traffic and Transportation class offered at Portland State University, which was previously funded by Portland Bureau of Transportation but has recently been cut. The cost would be \$41,000 per year to run the class, including \$15,000 for a facilitator, \$15,000 for PSU facility and assistance costs, and \$11,000 for staff time. The proposal's objective is to demonstrate and increase Metro's leadership in building knowledge in the region. Councilor Simpson made it clear that he has taught this class in the past.

Council Discussion

Councilor Lewis expressed support, highlighting the importance of making sure people across the region know about this free class. Simpson noted this.

Councilor Gonzalez gave support for this amendment and asked which pot the money would come from. Kennedy responded that this type of small expense would likely come from the General Fund.

Councilor Hwang asked what average enrollment is for this course, and Simpson replied that it was roughly 30 students per term.

5.2.1 Public hearing on the budget

Deputy Council President Hwang opened the meeting to members of the public wanting to testify on the Budget Committee Deliberation on the FY 2024-25 Proposed Budget and to Consider Proposed Budget Amendments.

Glenda Scherer, Gladstone: Scherer testified against tolling and tax per mile proposals, describing how it would negatively impact her school, staff, and students. She also expressed concern over the technology described in the proposal.

Jackie Kirouac-Fram, Portland: Kirousac-Fram, Executive Director of Rebuilding Center, testified the necessity of Metro funding for the Rebuilding Center. She described the ways in which the center is a vital partner in reducing waste in Portland, and that they will be unable to continue providing these services at this level without funding from Metro. She requested \$200,000 for stop-gap funding for 2024 until a long-term solution can be found.

Anna Kurnizki, Portland: Kurnizki echoed Kirouac-Fram's testimony, and further described the benefits of the

Rebuilding Center to the community and Metro's Waste Prevention goals.

Seeing no further discussion on the topic, Deputy Council President Hwang moved on to the next agenda item.

6. Chief Operating Officer Communication

There were none.

7. Councilor Communication

Councilors provided updates on the following meetings and events:

- Councilor Gonzalez updated Council on an Intel reception he attended for a major semiconductor investment and shared that Governor Kotek announced the creation of a semiconductor research center.
- Councilor Rosenthal attended an event at the Zoo this week and described some of the projects that were discussed there, like new lamprey tanks.
- Councilor Lewis attended the first meeting of the West Linn Vision Task Force.
- Councilor Nolan described some of the topics discussed at MPAC last night.

8. Adjourn

There being no further business, Deputy Council President Hwang adjourned the Metro Council Meeting at 12:44 p.m.

Respectfully submitted,

Sam Hart

Sam Hart, Legislative Assistant

**Resolution No. 24-5399 For the Purpose of
Adopting the Fiscal Year 2024-25 Unified
Planning Work Program and Certifying that
the Portland Metropolitan Area is in
Compliance with Federal Transportation
Planning Requirements**

Consent

Metro Council Meeting
Thursday, May 23rd, 2024

BEFORE THE METRO COUNCIL

| | | |
|--------------------------------------|---|---------------------------------------|
| FOR THE PURPOSE OF ADOPTING THE |) | RESOLUTION NO. 24-5399 |
| FISCAL YEAR 2024-25 UNIFIED PLANNING |) | Introduced by Chief Operating Officer |
| WORK PROGRAM AND CERTIFYING THAT |) | Marissa Madrigal with the concurrence |
| THE PORTLAND METROPOLITAN AREA IS IN |) | of Council President Lynn Peterson |
| COMPLIANCE WITH FEDERAL |) | |
| TRANSPORTATION PLANNING REQUIREMENTS |) | |

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area for the Fiscal Year (FY) 2024-25; and

WHEREAS, the UPWP is developed in consultation with federal and state agencies, local governments, and transit operators; and

WHEREAS, the FY 2024-25 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, Metro Council approval of the FY 2024-25 UPWP is required to receive federal transportation planning funds; and

WHEREAS, the FY 2024-25 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and has been reviewed through formal consultation with state and federal partners; and

WHEREAS, the FY 2024-25 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, on April 5, 2024, TPAC recommended approval of the FY 2043-25 UPWP and forwarded their recommended action to JPACT; and

WHEREAS, on May 23, 2024, JPACT recommended approval of the FY 2024-25 UPWP; and

WHEREAS, the federal self-certification findings in Exhibit B demonstrate Metro's compliance with federal planning regulations as required to receive federal transportation planning funds; now therefore

BE IT RESOLVED that:

1. The Metro Council adopts JPACT's May 23, 2024 recommendation to adopt the FY 2024-25 UPWP.
2. The Metro Council finds that the FY 2024-25 UPWP is consistent with the continuing, cooperative, and comprehensive planning process.
3. The Metro Council authorizes Metro's Chief Operating Officer to apply for, accept, and execute grants and agreements specified in the UPWP and to submit the final UPWP and self-

certification findings to the Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

ADOPTED by the Metro Council this 23rd day of May 2024.

Lynn Peterson, Council President

Juan Carlos Gonzalez, Chair of JPACT

Approved as to Form:

Carrie MacLaren, Metro Attorney



DISCUSSION DRAFT

2024-2025 Unified Planning Work Program

Transportation planning in the
Portland/Vancouver metropolitan area

April 2024

oregonmetro.gov

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TABLE OF CONTENTS

| | |
|---|----|
| Portland Metropolitan Area Unified Work Planning Work Program (UPWP) Overview | 7 |
| Amending the UPWP | 11 |
| Federal Requirements for Transportation Planning | 12 |
| Metro Overview | 18 |
| Metropolitan Planning Area Boundaries Map | 19 |
| Regional Policy Framework..... | 20 |
| Metro Governance and Committees | 21 |
| Planning Priorities in the Greater Portland Region..... | 23 |
| Glossary of Resource Funding Types | 25 |

METRO-LED REGIONWIDE PLANNING

| | |
|---|----|
| Transportation Planning | 28 |
| Climate Smart Implementation | 30 |
| Metropolitan Transportation Improvement Program (MTIP) | 32 |
| Air Quality Program | 35 |
| Regional Transit Program..... | 37 |
| Regional Freight Program | 39 |
| Complete Streets Program..... | 41 |
| Regional Travel Options (RTO)/ Safe routes to School (SRTS) | 43 |
| Transportation System Management & Operations-Regional Mobility Program (TSMO)..... | 45 |
| Better Bus Program..... | 47 |
| Connecting First and Last Mile - Accessing Mobility through Transit Study..... | 49 |
| Safe Streets for All (SS4A) Program | 51 |
| Regional EPA Climate Pollution Reduction Grant | 53 |
| Regional Industrial Lands Availability and Intermodal Facilities Access Study..... | 55 |
| Economic Value Atlas (EVA) Implementation..... | 57 |
| Regional Emergency Transportation Routes | 59 |

METRO-LED CORRIDOR / AREA PLANNING

| | |
|--|----|
| Investment Areas (Corridor Refinement and Project Development) | 63 |
| Southwest Corridor Transit Project | 65 |
| TV Highway Transit and Development Project | 67 |
| 82nd Avenue Transit Project..... | 69 |

METRO ADMINISTRATION & SUPPORT

| | |
|--|----|
| MPO Management and Services..... | 73 |
| Civil Rights and Environmental Justice..... | 75 |
| Data Management and Visualization..... | 77 |
| Land Use and Socio-Economic Modeling Program | 79 |
| Travel Model Program | 82 |
| Oregon Household Travel and Activity Survey Program..... | 84 |
| Technical Assistance Program..... | 86 |

STATE-LED TRANSPORTATION PLANNING OF REGIONAL SIGNIFICANCE

| | |
|--|----|
| ODOT Development Review | 89 |
| ODOT Transportation and Growth Management..... | 90 |
| ODOT Region 1 Active Transportation Strategy | 91 |
| ODOT Region 1 Systems Analysis and Technical Assistance..... | 92 |
| ODOT Region 1 Planning for Operations | 93 |
| ODOT I-5 Boones Bridge Replacement Interchange Improvement Project | 94 |

LOCALLY-LED TRANSPORTATION PLANNING OF REGIONAL SIGNIFICANCE

| | |
|---|-----|
| Clackamas County Sunrise Gateway Corridor Community Visioning Project..... | 97 |
| TriMet Comprehensive Service Planning | 99 |
| TriMet Eastside Park & Ride Transit Oriented Development (TOD) Planning | 100 |
| TriMet Park & Ride Optimization Plan | 102 |
| TriMet FX System Plan | 103 |
| City of Portland Lower Albina Reconnecting Communities..... | 105 |
| City of Portland Central Eastside Railroad Crossing Study | 107 |

TABLES

| | |
|---|----|
| Table 1. Role of Metro’s Federal, State and Regional Planning Documents | 10 |
| Table 2. Status of Metro’s federally required planning documents | 17 |

APPENDICES

| | |
|--|-----|
| Fiscal Year 2024-25 Unified Planning Work Program Funding Summary | 111 |
| Federal Certification Review Table | 113 |
| Southwest Regional Transportation Council Unified Planning Work Program..... | 124 |

TO BE ADDED

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



Unified Planning Work Program (UPWP) overview

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PORTLAND METROPOLITAN AREA UNIFIED PLANNING WORK PROGRAM (UPWP) OVERVIEW

Introduction

The Unified Planning Work Program (UPWP) is developed annually, and documents metropolitan transportation planning activities performed with federal transportation funds and other planning activities that are regionally significant. The UPWP is developed by the Metropolitan Planning Organization (MPO) in cooperation with Federal and State agencies, local governments and transit operators.

This UPWP documents the metropolitan planning requirements, planning priorities facing the Portland metropolitan area and transportation planning activities and related tasks to be accomplished during Fiscal Year 2024-2025 (from July 1, 2024 to June 30, 2025).

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon, for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet federal laws and regulations, the Oregon Transportation Planning Rule (which implements Statewide Planning Goal 12), and the Metro Charter for this MPO area. In combination, these requirements call for development of a region multi-modal transportation system plan that is integrated with the region's City and County Comprehensive plans, and meets Federal and state planning requirements.

The UPWP is developed by Metro, as the MPO for the Portland metropolitan area. It is a federally required document that serves as a tool for coordinating federally - funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. Included in the UPWP are detailed descriptions of the transportation planning projects and programs, listings of draft activities for each project, and a summary of the amount and source of state and federal funds to be used for planning activities. Estimated costs for project staff include budgeted salary and benefits as well as overhead costs for project administrative and technical support.

Transportation planning and project development activities

Metro, administers funds to both plan and develop projects for the region's transportation system. Transportation planning activities are coordinated and administered through the Unified Planning Work Program (UPWP). Project development is coordinated and administered through the Metropolitan Transportation Improvement Program (MTIP).

Following is a description and guidance of what activities will be defined as transportation planning activities to be included in the UPWP and activities that will be defined as

transportation project development activities and included in the MTIP.¹ The descriptions are consistent with the Oregon planning process and definitions.

Agencies using federal transportation funds or working on regionally significant planning and/or project development activities, should coordinate with Metro on their description of work activities and budgets for how to include a description of those activities in the appropriate UPWP or TIP process and documents.

Transportation planning activities to be administered or tracked through the UPWP process

Work activities that are intended to define or develop the need, function, mode and/or general location of one or more regional or state transportation facilities is planning work and administered through the UPWP process. A state agency may declare an activity as planning if that activity does not include tasks defined as project development.

Examples of UPWP type of planning activities include: transportation systems planning, corridor or area planning, Alternatives Analysis, Type, Size and Location (TSL) studies, and facilities planning.

UPWP Definitions

"System Planning" occurs at the regional, community or corridor scale and involves a comprehensive analysis of the transportation system to identify long-term needs and proposed project solutions that are formally adopted in a transportation system plan, corridor plan, or facility plan.

"Project Planning" occurs when a transportation project from an adopted plan (e.g. system, corridor, etc.) is further developed for environmental clearance and design. Often referred to as scoping, project planning can include:

- Problem identification
- Project purpose and need
- Geometric concepts (such as more detailed alignment alternatives)
- Environmental clearance analysis
- Agency coordination
- Local public engagement strategy

"Transportation Needs" means estimates of the movement of people and goods consistent with acknowledged comprehensive plan and the requirements of the state transportation planning rule. Needs are typically based on projections of future travel demand resulting from a

¹ If federal transportation funds are used for a transportation planning activity, in addition to its UPWP project entry, those funds will have an entry in the MTIP for the purpose of tracking the obligation of those funds only. The coordination and administration of the planning work will be completed within the UPWP process.

continuation of current trends as modified by policy objectives, including those expressed in Oregon Planning Goal 12 and the State Transportation Planning rule, especially those for avoiding principal reliance on any one mode of transportation.

"Transportation Needs, Local" means needs for movement of people and goods within communities and portions of counties and the need to provide access to local destinations.

"Transportation Needs, Regional" means needs for movement of people and goods between and through communities and accessibility to regional destinations within a metropolitan area, county or associated group of counties.

"Transportation Needs, State" means needs for movement of people and goods between and through regions of the state and between the state and other states.

"Function" means the travel function (e.g. principle arterial or regional bikeway) of a particular facility for each mode of transportation as defined in a Transportation System Plan by its functional classification.

"Mode" means a specific form of travel, defined in the Regional Transportation Plan (RTP) as motor vehicle, freight, public transit, bicycle and pedestrian modes.

"General location" is a generalized alignment for a needed transportation project that includes specific termini and an approximate route between the termini.

Transportation project development and/or preliminary engineering activities to be administered or tracked through the Transportation Improvement Program process

Transportation project development work occurs on a specific project or a small bundle of aligned and/or similar projects. Transportation project development activities implement a project that emerges from a local transportation system plan (TSP), corridor plan, or facility plan by determining the precise location, alignment, and preliminary design of improvements based on site-specific engineering and environmental studies. Project development addresses how a transportation facility or improvement authorized in a TSP, corridor plan, or facility plan is designed and constructed. This may require a land use decision under Oregon's statewide planning program. *See Table 1 for a description of how Metro's various Federal, State, Regional and local planning documents interrelate.*

MPO staff will work with agency staff when determining whether work activities to define the location of a facility is more about determining a general location (planning activity) or precise location (project development activity).

For large transit or throughway projects, this work typically begins when the project is ready to enter its Final Environmental Impact Statement and Engineering phase.

Table 1. Role of Metro’s Federal, State and Regional Planning Documents

| | |
|---|--|
| Regional Transportation Plan (RTP) | Serves as both our Metropolitan Transportation Plan for federal purposes and our Regional Transportation System Plan (TSP) for Oregon statewide planning purposes. Establishes regional policy, performance measures and targets and a rolling 20-year system of transportation investments for the region. Updated every five years. Local cities and counties are also required by the State to complete their own TSP which, must be consistent with the RTP. The local TSPs and the RTP have an iterative relationship – both influence and inform each other. |
| Regional Transportation Functional Plan (RTFP) | Establishes transportation planning requirements for cities and counties in the Metro region that build upon state and federal requirements. Updated periodically, usually in tandem with an RTP update. |
| Metropolitan Transportation Improvement Program (MTIP) | Four-year program of regionally significant transportation investments in the Metro region. Updated every three years and amended monthly. |
| Unified Planning Work Program (UPWP) | Annual program of federally funded transportation planning activities in the Metro region (including ODOT planning projects). Includes Metro's annual self-certification with federal planning requirements. |

Organization of UPWP

The UPWP is organized into three sections: the UPWP Overview, a listing of planning activities by category, and other planning related information including the UPWP for the Southwest Washington Regional Transportation Council.

Planning activities for the Portland metropolitan area are listed in the UPWP by categories to reflect:

- Metro led regionwide planning
- Metro led Corridor/area planning
- Metro Administrative and support

- State led transportation planning of regional significance, and
- Locally led planning of regional significance

Development of UPWP

When developing the annual UPWP, Metro follows protocols established by ODOT in cooperation with the United States Department of Transportation in 2016. These protocols govern the general timeline for initiating the UPWP process, consultation with state and federal agencies and adoption by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

The UPWP is developed by Metro with input from local governments, Tri-County Metropolitan Transportation District (TriMet), South Metro Area Regional Transit (SMART), Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Additionally, Metro must undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with the adoption of the UPWP.

This UPWP includes the transportation planning activities of Metro and other area governments using Federal funds for transportation planning activities for the fiscal year of July 1, 2024 through June 30, 2025. During the consultation, public review and adoption process for the 2024-2025 UPWP, draft versions of the document were made available to the public through Metro's website and distributed to Metro's advisory committees and the Metro Council.

Amending the UPWP

The UPWP is a living document and must be amended periodically to reflect significant changes in project scope or budget of planning activities (as defined in the previous section of the UPWP) to ensure continued, effective coordination among our federally funded planning activities. This section describes the management process for amending the UPWP, identifying project changes that require an amendment to the UPWP, and which of these amendments can be accomplished as administrative actions by staff versus legislative action by JPACT and the Metro Council.

Legislative amendments (including a staff report and resolution) to the UPWP are required when any of the following occur:

- A new planning study or project is identified and is scheduled to begin within the current fiscal year
- There is a \$500,000 or more increase in the total cost of an existing UPWP project. This does not cover carryover funds for a project/program extending multiple fiscal years that is determined upon fiscal year closeout.

Legislative amendments must be submitted by the end of the 2nd quarter of the fiscal year for the current UPWP.

Administrative amendments to the UPWP can occur for the following:

- Changes to total UPWP project costs that do not exceed the thresholds for legislative amendments above.
- Revisions to a UPWP narrative's scope of work
- Addition of carryover funds from previous fiscal year once closeout has been completed to projects or programs that extend into multiple fiscal years.

Administrative amendments will be reported to TPAC, ODOT and TriMet as they occur and can be submitted at any time during the fiscal year for the current UPWP. All UPWP amendments require USDOT approval.

Federal Requirements for Transportation Planning

The \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA), approved in 2021, includes \$550 billion for new programs and \$650 billion for the continuation of core programs, which have been previously authorized under the [Fixing America's Surface Transportation \(FAST\) Act](#) and other authorizations. This approval represents a significant amount of new funding and programs and largely protects the priorities of the Biden administration through and beyond his initial term of office (the transportation funding incorporated in this bill extends through federal FY 2026). While the bill covers a 10-year period, much of the funding is spread over five years.

Regulations implementing IIJA require state Departments of Transportations and Metropolitan Planning Organizations to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The national goal areas are:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduce project delivery delays

IIJA greatly expands the amount of federal funding that will be allocated to states and metropolitan areas, and this increase in funding is accompanied by new federal guidance on outcomes that will eventually be promulgated in federal regulations. These new regulations are expected to address climate change, resiliency, safety, and other concerns broadly identified in the legislation. The new regulations are expected in the next 2-3 years and will be incorporated into Metro's planning processes as part of future updates to the RTP and MTIP.

A. Planning Emphasis Areas (PEAs)

The USDOT encourages MPOs to incorporate planning emphasis areas (PEAs) into the metropolitan transportation planning process. Metro is very supportive of the PEAs emphasis on addressing equity, environmental justice and climate change. These are core elements of the policies in the 2023 RTP and are reflected in the planning efforts described in the 2024-25 UPWP. The following is an excerpt from the new [PEAs](#):

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future: Ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change.

Equity and Justice in Transportation Planning: Advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. Encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (Advancing Racial Equity and Support for Underserved Communities) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities.

Complete Streets: Review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future

transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists.

The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement: *Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. Increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.*

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination: *Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD’s facilities include military bases, ports, and depots.*

The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities.

Federal Land Management Agency (FLMA) Coordination: Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Focus on integration of transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands 5 Highway's developed transportation plans and programs. Explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).

Planning and Environment Linkages (PEL): Implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

Data in Transportation Planning: To address the emerging topic areas of data sharing, needs, and analytics, incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making."

B. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key participants who have not traditionally been involved in the planning process, including the business community, members of the public, community groups, and

other governmental agencies. Effective public involvement will result in meaningful opportunities for public participation in the planning process.

C. Regional Transportation Plan

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.
- Recognition of the Coordinated Transportation Plan for Seniors and People with Disabilities
- Addressing required federal planning factors: improving safety, supporting economic vitality, increasing security, increasing accessibility and mobility, protecting the environment and promoting consistency between transportation investments and state and local growth plans, enhancing connectivity for people and goods movement, promoting efficient system management and operations, emphasizing preservation of existing transportation infrastructure, improving resiliency and reliability and enhancing travel and tourism.
- A performance-based planning process, including performance measures and targets.

D. Metropolitan Transportation Improvement Program (MTIP)

The short-range metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the MTIP period.
- A financial plan that demonstrates how the MTIP can be implemented.
- Descriptions of each project in the MTIP.
- A performance-based planning process, including performance measures and targets.

E. Transportation Management Area (TMA)

Metropolitan areas designated TMAs (urbanized areas with a population of over 200,000) such as Metro must also address the following requirements:

- Transportation plans must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and public transportation operators.
- A Congestion Management Process (CMP) must be developed and implemented that

provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities, through use of travel demand reduction and operational management strategies.

- A federal certification of the metropolitan planning process must be conducted at least every 4 years. At least every 4 years, the MPO must also self-certify concurrent with submittal of an adopted TIP.

F. Air Quality Conformity Process

As of October 2017, the region has successfully completed its second 10-year maintenance plan and has not been re-designated as non-attainment for any other criteria pollutants. As a result, the region is no longer subject to demonstrating transportation plans, programs, and projects are in conformance, but will continue to be subject to meeting federal air quality standard and provisions within the State Implementation Plan.

Table 2. Status of Metro's federally required planning documents

| Plan Name | Last Update | Next Update |
|--|--|---|
| Unified Planning Work Program (UPWP) | Adopted in May 2024 | Scheduled for adoption in May 2025 |
| Regional Transportation Plan (RTP) | Adopted in November 2023 | Scheduled for adoption in November 2028 |
| Metropolitan Transportation Improvement Program (MTIP) | Adopted in July 2023 | Scheduled for adoption in July, 2026 |
| Annual Listing of Obligated Projects Report | Completed at the end of each calendar year | Scheduled for December 31, 2024 |
| Title VI/ Environmental Justice Plan | Updated in December 2022 | Scheduled for August 2025 |
| Public Participation Plan | Updated in March 2024 | TBD |
| ADA Self-Evaluation & Facilities Update Plan | Updated in December 2022 | June 2024 |

Metro Overview

Metro was established in 1979 as the MPO for the Portland metropolitan area. Under the requirements of FAST Act, Metro serves as the regional forum for cooperative transportation decision-making as the federally designated Metropolitan Planning Organization (MPO) for Oregon portion of the Portland-Vancouver urbanized area.

Federal and state law requires several metropolitan planning boundaries be defined in the region for different purposes, see map on the following page. The multiple boundaries for which Metro has a transportation and growth management planning role are:

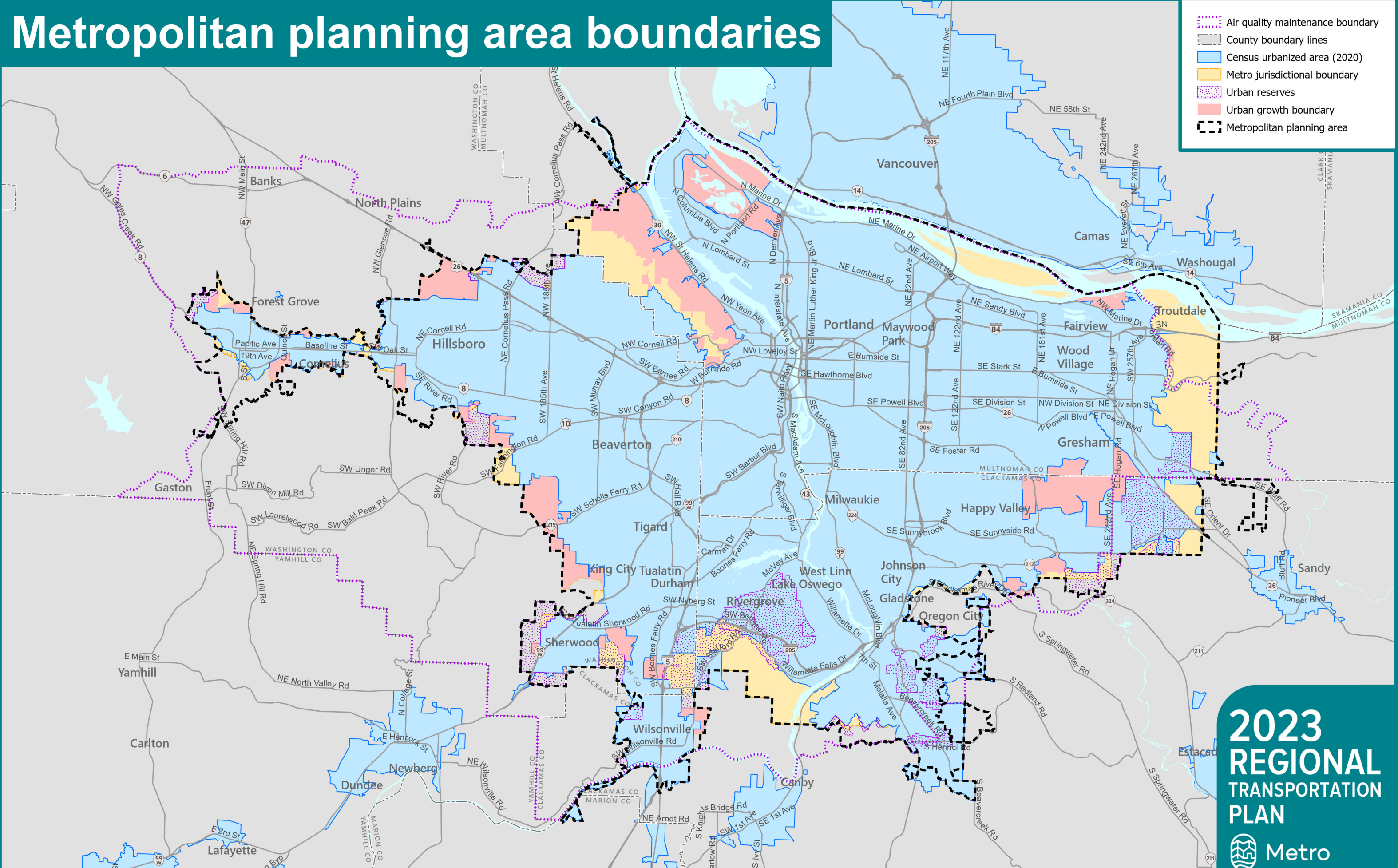
- Metro Jurisdictional Boundary
- Urban Growth Boundary (UGB)
- Urbanized Area Boundary (UAB)
- Metropolitan Planning Area Boundary (MPA)
- Air Quality Maintenance Area Boundary (AQMA)

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

Second, under Oregon law, each city or metropolitan area in the state has an urban growth boundary that separates urban land from rural land. Metro is responsible for managing the Portland metropolitan region urban growth boundary that encompasses 24 cities and portions of the 3 counties that make up our region.

Third, the Urbanized Area Boundary (UAB) is defined by the U.S Census Bureau and is distinct from the Metro UGB. This boundary is shown in the map below and described in the legend as "Census Urbanized Area (2020)."

Metropolitan planning area boundaries



Fourth, MPO's are required to establish a Metropolitan Planning Area (MPA) Boundary, which marks the geographic area to be covered by MPO transportation planning activities, including development of the UPWP, updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and allocation of federal transportation funding through the Regional Flexible Fund Allocation (RFFA) process. At a minimum, the MPA boundary must include the urbanized area, areas expected to be urbanized within the next twenty years and areas within the Air Quality Maintenance Area Boundary (AQMA).

A fifth boundary is the federally designated AQMA, which includes former non-attainment areas in the metropolitan region that are subject to federal air quality regulations. As a former carbon monoxide and ozone non-attainment region, the Portland metropolitan region had been subject to a number of transportation conformity requirements. As of October 2017, the region has completed and is no longer required to perform transportation conformity requirements for carbon monoxide. Transportation conformity requirements related to ozone were lifted in the late 2000's due to the revocation of the 1-hour ozone standard, which was the standard the region had been in non-attainment. However, Metro continues to comply with the State Implementation Plan for air quality, including Transportation Conformity Measures.

Regional Policy Framework

The 2023 RTP plays an important role in implementing the 2040 Growth Concept, the region's adopted blueprint for growth. To carry out this function, the RTP is guided by six desired regional outcomes adopted by the Metro Council, which in turn are implemented through the goals and objectives that make up the policy framework of the plan. These are the six desired outcomes:

- Equity – The benefits and burdens of growth and change are distributed equally
- Vibrant communities – People live, work and play in vibrant communities where their everyday needs are easily accessible
- Economic prosperity – Current and future residents benefit from the region's sustained economic competitiveness and prosperity
- Safe and reliable transportation – People have safe and reliable transportation choices that enhance the quality of their life
- Clean air and water – Current and future generations enjoy clean air, clean water and healthy ecosystems
- Climate leadership – The region is a leader in minimizing contributions to global warming

While these broad outcomes establish a long-term direction for the plan, the near-term investment strategy contained in the 2023 Regional Transportation Plan focuses on key priorities within this broader vision for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on:

- Equity

- Safety
- Mobility
- Economy
- Climate

The planning activities described in this UPWP were prioritized and guided by these focus areas as a way to make progress toward the desired outcomes, and each project narrative includes a discussion of one or more of these planning priorities. Regional planning projects included in the UPWP are also described in detail within the 2023 RTP, itself, in terms of their connection to the broader outcomes envisioned in the plan. These descriptions are included in Chapter 8 of the 2023 RTP, which serves as the starting point for Metro's annual work plan for transportation planning.

Metro Governance and Committees

Metro is governed by an elected regional Council, in accordance with a voter-approved charter. The Metro Council is comprised of representatives from six districts and a Council President elected region-wide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro. Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

Joint Policy Advisory Committee on Transportation (JPACT)

JPACT is a 17-member policy committee that serves as the MPO Board for the region. JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation, (WSDOT). All MPO transportation-related actions are approved by JPACT and recommended to the Metro Council. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

Metro Policy Advisory Committee (MPAC)

MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school

districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

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

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

In accordance with these requirements, the transportation plan is developed to meet not only the FAST Act, but also the Oregon Transportation Planning Rule and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

Transportation Policy Alternatives Committee (TPAC)

TPAC is comprised of technical staff from the same jurisdictions as JPACT, plus a representative from the Southwest Washington Regional Transportation Council, and six community members. In addition, the Federal Highway Administration and C-TRAN have each appointed an associate non-voting member to the committee. TPAC makes recommendations to JPACT.

Metro Technical Advisory Committee (MTAC)

MTAC is comprised of technical staff from the same jurisdictions as MPAC plus community and business members representing different interests, including public utilities, school districts, economic development, parks providers, housing affordability, environmental protection, urban design and development. MTAC makes recommendations to MPAC on land use related matters.

Metro Public Engagement Review Committee (PERC), Committee on Racial Equity (CORE), and Housing Oversight Committee

The [Metro Public Engagement Review Committee \(PERC\)](#) advises the Metro Council on engagement priorities and ways to engage community members in regional planning activities consistent with adopted public engagement policies, guidelines and best practices. The [Committee on Racial Equity \(CORE\)](#) provides community oversight and advises the Metro Council on implementation of Metro's [Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#).

Adopted by the Metro Council in June 2016 with the support of MPAC, the strategic plan leads with race, committing to concentrate on eliminating the disparities that people of color experience, especially in those areas related to Metro's policies, programs, services and

destinations.

On November 6, 2018, voters in greater Portland approved the nation's first regional housing bond. The bond will create affordable homes for 12,000 people across our region, including seniors, veterans, people with disabilities, and working families. Housing affordability is a key component of Metro's 2040 growth concept.

The regional affordable housing bond framework included these core values:

- Lead with racial equity to ensure access to affordable housing opportunities for historically marginalized communities.
- Prioritize people least well-served by the market.
- Create opportunity throughout the region by increasing access to transportation, jobs, schools, and parks, and prevent displacement in changing neighborhoods.
- Ensure long-term benefits and good use of public dollars with fiscally sound investments and transparent community oversight.

Metro Council adopted a [framework](#) to guide implementation and appointed an [Oversight Committee](#) to provide independent and transparent oversight of the housing bond implementation.

Planning Priorities in the Greater Portland Region

FAST Act, the Clean Air Act Amendments of 1990 (CAAA), the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Planning Rule, the Oregon Transportation Plan and modal/topic plans, the Metro Charter, the Regional 2040 Growth Concept and Regional Framework Plan together have created a comprehensive policy direction for the region to update land use and transportation plans on an integrated basis and to define, adopt, and implement a multi-modal transportation system. Metro has a unique role in state land use planning and transportation. In 1995, the greater Portland region adopted the 2040 Growth Concept, the long-range strategy for managing growth that integrates land use and transportation system planning to preserve the region's economic health and livability in an equitable, environmentally sound and fiscally responsible manner. A primary mission of the RTP is implementing the 2040 Growth Concept and supporting local aspirations for growth.

These Federal, state and regional policy directives also emphasize development of a multi-modal transportation system. Major efforts in this area include:

- Update of the Regional Transportation Plan (RTP)
- Update to the Metropolitan Transportation Improvement Program (MTIP)
- Implementation of projects selected through the STIP/MTIP updates
- Completing multi-modal refinement studies in the 82nd Avenue Transit Project, Tualatin Valley Highway Transit and Development Project, and Westside Multimodal Improvements Study

Metro's regional priorities not only meet the most critical planning needs identified within our region, but also closely match federal planning priorities, as well:

- The 2023 RTP update continues to use an outcomes-based policy framework that not only allows our decision makers that base regulatory and investment decisions on

desired outcomes, but will also allow us to meet new federal requirements for performance base planning.

- The Regional Freight Delay and Commodities Movement Study was developed in 2023 to address rapidly changing port conditions in our region, including the effects of COVID on goods movement and emerging role of e-commerce.
- The 2018 Regional Safety Strategy responds to strong public demand for immediate action to improve multimodal safety on our major streets while also helping establish measures to help track safety to meet state and federal performance monitoring.
- The 2018 Regional Transit Strategy not only expands on our vision for a strong transit system to help shape growth in our region, but will also help ensure that we continue to meet state and federal clean air requirements through the transition to a Zero Emissions transit fleet and goals for ridership growth. The High-Capacity Transit element of the strategy was further updated in 2023.
- The 2018 Emerging Technology Strategy identifies steps that Metro and its partners can take to harness new developments in transportation technology; and the increasing amount of data available to both travelers and planners - to support the regions goals.
- The region's Climate Smart Strategy was adopted in December 2014, as required by the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, and is currently being implemented through the 2023 RTP.
- The Congestion Management Process (CMP) was adopted as part of 2023 RTP. Many of the elements of the CMP are included as part of the Transportation System Management and Operations (TSMO) program, consisting of both the Regional Mobility and Regional Travel Options work programs. Metro staff revised the Regional Mobility Atlas as part of the 2018 RTP update.

Metro's annual development of the UPWP and self-certification of compliance with federal transportation planning regulations are part of the core MPO function. The core MPO functions are contained within the MPO Management and Services section of the work program. Other MPO activities that fall under this work program are air quality compliance, quarterly reports for FHWA, FTA and other funding agencies, management of Metro's advisory committees, management of grants, contracts and agreements and development of the Metro budget.

Quadrennial certification review took place in December 2020 and is covered under this work program.

Glossary of Resource Funding Types

PL – Federal FHWA transportation planning funds allocated to Metropolitan Planning Organizations (MPOs)

STBG– Federal Surface Transportation Program transportation funds allocated to urban areas with populations larger than 200,000. Part of Metro’s regional flexible fund allocation (RFFA) to Metro Planning, or to specific projects as noted

5303 – Federal FTA transportation planning funds allocated to MPOs and transit agencies

FTA / FHWA / ODOT – Regional Travel Option grants from FTA, FHWA and ODOT

Metro Direct Contribution – Direct Metro support from Metro general fund or other sources.

Metro Required Match – Local required match support from Metro general fund or other sources.

Local Partner Support – Funding support from local agencies including



Metro-Led Regionwide Planning

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Transportation Planning

Staff Contact: Tom Kloster (tom.kloster@oregonmetro.gov)

Description

As the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region, Metro is responsible for meeting all federal planning mandates for MPOs. These include major mandates described elsewhere in this Unified Planning Work Program (UPWP), such as the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Plan (MTIP) that follow this section. In addition to these major mandates, Metro also provides a series of ongoing transportation planning services that support other transportation planning in the region, including:

- Periodic amendments to the RTP and UPWP
- Periodic updates to the regional growth forecast
- Periodic updates to the regional revenue forecasts
- Policy and project development support for regional corridor and investment area planning
- Ongoing transportation model updates and enhancements
- Policy support for regional Mobility and CMP programs
- Compliance with federal performance measures

Metro also brings supplementary federal funds and regional funds to this program to provide general planning support to the following regional and state-oriented transportation planning efforts:

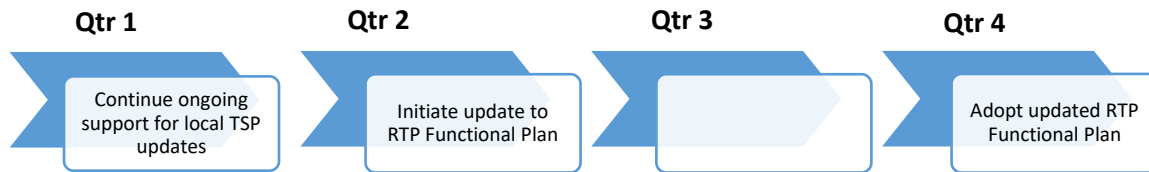
- Policy and technical planning support for the Metro Council
- Administration of Metro's regional framework and functional plans
- Ongoing compliance with Statewide planning goals and greenhouse gas emission targets
- Policy and technical support for periodic urban growth report support
- Coordination with local government Transportation System Planning
- Collaboration in statewide transportation policy, planning and rulemaking
- Collaboration with Oregon's MPOs through the Oregon MPO Consortium (OMPOC)

In addition to supporting local governments on transportation planning efforts, Metro's transportation planning program involves ongoing, close coordination with the Oregon Department of Transportation (ODOT) and TriMet, our major state and regional partners in transportation.

In 2024-25, major efforts within this program include:

- Implementation of the 2023 Regional Transportation Plan (RTP), including an update to the Regional Transportation Functional Plan, the regulatory document that implements the RTP through local city and county transportation system plans.
- Support for local jurisdictions required to update comprehensive plans to be consistent with statewide climate rulemaking
- Other ongoing transportation policy support for major planning projects at Metro and our cities and counties.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

| | |
|----------------------|------------------------|
| Personnel Services | \$ 1,283,502 |
| Materials & Services | \$ 65,900 ¹ |
| Indirect Costs | \$ 639,184 |

Resources:

| | |
|--------------------|-------------------|
| PL | \$ 343,623 |
| PL Match (ODOT) | \$ 39,330 |
| 5303 | \$ 123,470 14,132 |
| 5303 Match (Metro) | \$ 696,333 79,698 |
| STBG | \$ 692,001 |
| STBG Match (Metro) | \$ |
| Metro Direct | \$ |

TOTAL \$ 1,988,586

TOTAL \$ 1,988,586

¹ As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

Climate Smart Strategy Implementation

Staff Contact: Kim Ellis, kim.ellis@oregonmetro.gov

Description

The Climate Smart Strategy Implementation program is an ongoing activity to support regional climate mitigation and local and regional implementation of the region's [Climate Smart Strategy](#) (first adopted in 2014) to meet state-mandated carbon pollution reduction targets. This includes monitoring and reporting on the region's progress in achieving the policies and actions adopted in the strategy through scheduled updates to the [Regional Transportation Plan \(RTP\)](#), and ensuring implementation activities and updates to the strategy meet the Oregon [Metropolitan Greenhouse Gas Emissions Reduction Target Rule](#) and the Oregon [Transportation Planning Rule](#). The program also includes technical and policy support to ensure MPO activities, including implementation of the RTP and the Metropolitan Transportation Improvement Program (MTIP), support regional and state greenhouse gas emissions reduction goals and implementation of the statewide [Climate-Friendly and Equitable Communities \(CEFC\) Program](#) and the [Statewide Transportation Strategy \(STS\) for Reducing Greenhouse Gas Emissions from Transportation](#). This program supports RTP policy goals: climate action and resilience, equitable transportation, safety, mobility, and thriving economy.

Typical program activities include maintaining a public webpage; providing technical support; and working with state, regional and local partners and Metro's regional policy and technical advisory committees to support local and regional implementation and monitoring activities.

Key FY 23-24 deliverables and milestones included:

- Provided technical and policy support for implementation and monitoring at the regional and state level, including coordination with the statewide CEFC Program.
- Updated the Climate Smart Strategy as part of the 2023 RTP update.
- Planning work and coordination with Metro's modeling team and state agencies to advance the region's climate modeling and analysis tools for the 2023 RTP update and future climate monitoring and evaluation efforts.
- Provided technical and policy support for allocation of Metro's share of the federal Climate Reduction Program (CRP) funding, using Climate Smart Strategy as a policy framework in coordination with ODOT and in alignment with Oregon's Statewide Transportation Strategy and supporting Oregon Carbon Reduction Strategy.
- Provided planning and legislative support to the Metro Council and agency leadership on issues specific to climate change, including participation in an agency Climate Justice Task Force and Climate Strategic Targets Team.

Anticipated work in FY 24-25 includes:

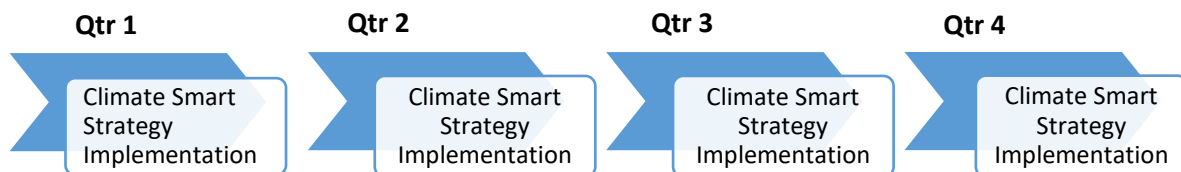
- Coordination with Metro Research Center, State of Oregon and other partners to improve regional climate data and climate analysis tools and capabilities to inform policy and investment decisions that have climate impacts.
- Ongoing and expanded communication and engagement with local partners on Climate Smart implementation, including planning work to further implement RTP climate policies and Climate Smart Strategy through the Regional Transportation Functional Plan update.
- Continue monitoring the progress of Climate Smart Strategy implementation.

- Tracking and evaluation of the effectiveness of the federal Carbon Reduction Program funding investments on reducing carbon emissions.
- Set federally-required greenhouse gas emissions reduction targets in coordination with ODOT, WSDOT and SW RTC.
- Identify needs and gaps in current public and private transportation electrification efforts that regional and local actions can fill to advance transportation electrification in the region.

Other UPWP projects that will support implementation of the Climate Smart Strategy include: Transportation Planning, Regional Transit Program, Better Bus Program, Connect First and Last Mile Accessing Mobility through Transit Study, Complete Streets Program, Regional Travel Options Program, Safe Routes to School Program, Transportation System Management and Operations (TSMO) Program, Regional Emergency Transportation Routes, Regional EPA Climate Pollution Reduction Grant (CPRG), Southwest Corridor Transit Project, Tualatin Valley Highway Transit and Development Project, 82nd Avenue Transit Project, TriMet Comprehensive Fleet and Service Planning, local and regional TOD and Station Area Planning, ODOT Region 1 Active Transportation Strategy.

More information can be found at oregonmetro.gov/climatesmart and [the Regional Transportation Plan at oregonmetro.gov/rtp](https://oregonmetro.gov/rtp).

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

| Requirements: | | Resources: | |
|----------------------|-------------------------|--------------------|-------------------|
| Personnel Services | \$ 157,555 | STBG | \$ 211,778 |
| Materials & Services | \$ 225,000 ¹ | STBG Match (Metro) | \$ 24,239 |
| Indirect Costs | \$ 78,462 | Metro Direct | \$ 225,000 |
| TOTAL | \$ 461,017 | TOTAL | \$ 461,017 |

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

Metropolitan Transportation Improvement Program (MTIP)

Staff Contact: Ted Leybold, Ted.Leybold@oregonmetro.gov

Description

The MTIP represents the four-year program of projects from the approved long range Regional Transportation Plan (RTP) identified to receive funding for implementation. It ensures that program of projects meet federal program requirements and informs the region on the expected performance of the package of projects relative to adopted performance goals.

The following types of projects are included in the MTIP:

- Transportation projects awarded federal funding.
- Projects located on the State Highway System and awarded ODOT-administered funding.
- Transportation projects that are state or locally funded but require any form of federal approvals to be implemented.
- Transportation projects that help the region meet its requirements to reduce vehicle emissions (documented as Transportation Control Measures in the State Implementation Plan for Air Quality).
- Transportation projects that are state or locally funded, but regionally significant (for informational and system performance analysis purposes).

A significant element of the MTIP is the programming of funds to transportation projects and program activities. Programming is the practice of budgeting available transportation revenues to the costs of transportation projects or programs by project phase (e.g. preliminary engineering, right-of-way acquisition, construction) in the fiscal year the project or program is anticipated to spend funds on those phases. The revenue forecasts, cost estimates and project schedules needed for programming ensure USDOT that federal funding sources will not be over-promised and can be spent in a timely manner. Programming also ensures that the package of projects identified for spending is realistic and that the performance analysis can reasonably rely on these new investments being implemented. To enhance the accuracy of programming of projects in the MTIP, Metro includes a fifth and sixth programming year, although the fifth and sixth years are informational only and programming in those years is not considered approved for purposes of contractually obligating funds to projects.

When undergoing a major update, the MTIP verifies the region's compliance with federal requirements, demonstrates fiscal constraint over the updated MTIP's first four-year period and informs the region on progress in implementation of the RTP investment priorities and performance targets. Between major MTIP updates, the MPO manages and amends the MTIP as needed to ensure project funding can be obligated based on the project implementation schedule.

The MTIP program also administers the allocation of the urban Surface Transportation Block Grant (STBG)/Transportation Alternatives (TA) federal funding program, the Congestion Mitigation Air Quality (CMAQ) federal funding program, and the Carbon Reduction Program (CRP) federal funding program. These federal funding programs are awarded to local projects and transportation programs through the Metro Regional Flexible Fund Allocation (RFFA) process. MTIP program staff work with local agencies to coordinate the implementation of projects selected to receive these funds. In addition, Metro also administers local projects that were awarded federal funds, but where those

funds were exchanged for local dollars. These local projects tend to be those in need of initial project development prior to seeking funds through construction or small-scale capital projects not conducive to the federal aid process. The process to select projects and programs for funding follow federal guidelines, including consideration of the Congestion Management Process. Projects are evaluated and rated relative to their performance in implementing the adopted RTP investment priority outcomes of Safety, Equity, Climate, Mobility and Economy to inform their prioritization for funding.

In the 2024-25 State Fiscal Year, the MTIP is expected to implement the following work program elements:

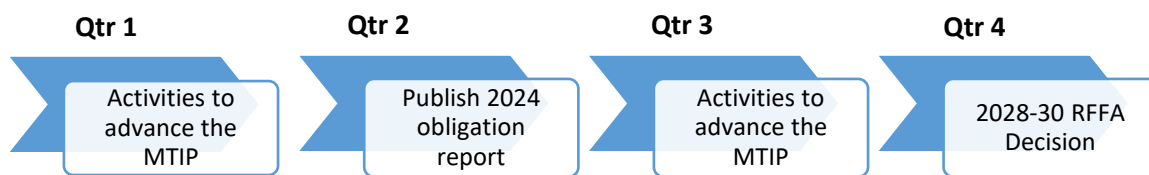
- *Completion of the 2028-30 RFFA process.* Metro is scheduled to complete the allocation of federal fiscal year revenues for 2028-30 by the end of FY 2024-25. allocation process will include a call for projects, project evaluation, public comment period and MPO decision process. These RFFA process elements will be updated from the previous allocation cycle to incorporate new policy direction from the 2023 RTP.
- *Development of the 2027-30 MTIP.* Metro is actively working with federal transportation funding administrative agencies (ODOT, TriMet and SMART) and the region's transportation stakeholders on the cooperative development of the next TIP through the end of FY 2025-26. This will include coordination with the 2028-30 RFFA process, regional investment policy input to the funding allocation processes of ODOT and the region's transit agencies, and documentation of this cooperative development. Development of the MTIP performance analysis methodologies will also occur during this fiscal year.
- *Implementation of transportation projects and programs from the regional flexible fund allocation.* The transportation projects and programs previously awarded regional flexible funds will be supported for implementation as an ongoing effort. Metro staff will work with ODOT Region 1 staff and lead local agency staff to ensure the selected projects complete the steps necessary to obligate their funds and proceed to implementation. Additionally, Metro staff will administer and monitor those transportation projects previously awarded regional flexible funds but then had federal funds exchanged for local funding.
- *Publish the Federal Fiscal Year (FFY) 2024 Obligation report.* All project obligations for federal fiscal year 2024 will be confirmed and documented in the annual obligation report. The obligation report is expected to be published in the second quarter of FY 2024-25.
- *Report on FFY 2025 Funding Obligation Targets, Adjust Programming.* Metro is monitoring and actively managing an obligation target for MPO allocated funds (STBG/TAP and CMAQ) each fiscal year. This is a cooperative effort with the Oregon DOT and the other Oregon TMA MPOs. If the region meets its obligation targets for the year, it will be eligible for additional funding from the Oregon portion of federal redistribution of transportation funds. If the region does not meet obligation targets for the year, it is subject to funds being re-allocated to other projects. MTIP staff will report on the region's performance in obligating funds in FFY 2024 relative to the schedule of project funds scheduled to obligate and work with ODOT to adjust revenue projections and project programming. (October 2024 report on FFY 2024 performance, January 2025 report to establish FFY 2025 target amount)

- *Refinement of the new Project Tracker data management system.* As a part of a broad transportation project tracking system, MTIP staff are working (ongoing) in cooperation with other MPOs in the state, ODOT and transit agencies to implement a data management system to improve MTIP administrative capabilities. Metro expects to actively utilize the MTIP module of the new database, populating it with project and programming data and utilizing its reporting capabilities. Metro also expects to be consider development of additional modules of the database during the first year, such as a long-range planning project module.

There are several additional MTIP work program elements that are on-going throughout the year without scheduled milestones. These include:

- Amendments to project programming for changes to the scope, schedule or cost of projects selected for funding or for updated revenue projections
- Administration of projects selected to be delivered under a fund exchange of federal RFFA funding with local funding
- Coordination with ODOT, transit agencies, and local lead agencies for project delivery of MTIP projects
- Coordination with financial agreements and UPWP budget for purposes of MTIP programming

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

| Requirements: | | Resources: | |
|----------------------|---------------------------|-----------------|---------------------|
| Personnel Services | \$ 1,026,070 | PL | \$ 1,409,751 |
| Materials & Services | \$ 109,050 ^{1 2} | PL Match (ODOT) | \$ 161,352 |
| Indirect Costs | \$ 510,983 | Metro Direct | \$ 75,000 |
| TOTAL | \$ 1,646,103 | TOTAL | \$ 1,646,103 |

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

² As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

Air Quality Program

Staff Contact: Grace Cho, Grace.Cho@oregonmetro.gov

Description

Metro's Air Quality Monitoring program ensures activities undertaken as part of the Metropolitan Planning Organization (MPO), such as the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP), carry out the commitments and rules set forth as part of the Portland Area State Implementation Plan (SIP) and state and federal regulations pertaining to air quality and air pollution. The implementation of the SIP is overseen by the Oregon Department of Environmental Quality (DEQ) and the Environmental Quality Commission (EQC). In addition to carrying out provisions of the SIP, the program coordinates with other air quality initiatives in the Portland metropolitan area.

This is an ongoing program. Typical program activities include:

- Stay up-to-date on the region's air pollution levels, with an emphasis on regulated criteria pollutants, particularly ozone, because of the region's history
- Stay up-to-date on regulations pertaining to the Clean Air Act and inform partners on its applicability to the Portland region
- Stay up-to-date on technical tools and resources to assess emissions of air pollutants with a focus on emissions generated from transportation sources
- Monitor vehicle miles traveled (VMT) per capita and if key thresholds are triggered (as outlined in the SIP) then undertake the contingency provisions outlined in the SIP
- Facilitate interagency consultation with federal, state, regional, and local partners
- Continue to implement the Transportation Control Measures as outlined, unless a specific date or completion point has been identified in the SIP
- Continue to participate in U.S. Environmental Protection Agency (EPA) transportation conformity and air quality meetings; continue to participate in the statewide transportation conformity annual meetings
- Collaborate with DEQ as issues emerge related to federal air quality standards, mobile source pollution, and transportation
- Collaborate and coordinate with regional partners on other air quality, air pollution reduction related efforts, including the implementation of legislative mandates or voluntary initiatives

As part of Metro's on-going responsibilities to the State Implementation Plan (SIP), Metro continues to work closely with DEQ on monitoring the national ambient air quality standard (NAAQS) update, the region's ozone pollution levels as well as other criteria pollutant levels, and report on vehicle miles traveled. Air quality monitoring and implementation activities are consistent 2023 RTP policy direction pertaining to reducing vehicle miles traveled to address congestion and climate change. Additionally, the program is consistent with the updated Regional Mobility Policy update.

Work completed FY 2023-24 included:

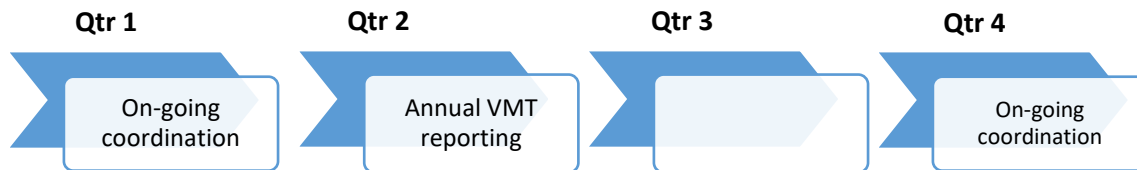
- Participation in quarterly U.S. EPA region 10 transportation conformity meetings and the annual Oregon statewide transportation conformity meeting.

- Providing Oregon DEQ an update on the region’s vehicle miles traveled per capita per the required monitoring from the SIP.
- Participating as a NEPA reviewer for the air quality section for several major projects in development in the region (i.e. Interstate Bridge Replacement, Regional Mobility Pricing Project, etc.)

Anticipated work to be completed in FY 2024-25 includes, but not limited to:

- Participation in quarterly U.S. EPA region 10 transportation conformity meetings and the annual Oregon statewide transportation conformity meeting. (On-going, scheduled quarterly by EPA)
- Providing Oregon DEQ an update on the region’s vehicle miles traveled per capita per the required monitoring from the SIP. (Quarter 3 of FY 24-25)
- Coordinating an update at the MPO table on the status of different national ambient air quality standards being reviewed or updated and providing general information about the Portland region’s status pertaining to the specific standards in review. (Tentative, Quarter 2 of FY 24-25, coordinated with ODEQ)

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

| Requirements: | | Resources: | |
|--------------------|------------------|--------------------|------------------|
| Personnel Services | \$ 18,503 | STBG | \$ 24,871 |
| Indirect Costs | \$ 9,214 | STBG Match (Metro) | \$ 2,847 |
| TOTAL | \$ 27,717 | TOTAL | \$ 27,717 |

Regional Transit Program

Staff Contact: Ally Holmqvist, ally.holmqvist@oregonmetro.gov

Description

Metro's Regional Transit Program conducts long-range transit planning for the Portland Metro region. Providing high quality transit is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding accessibility, frequency and reliability of transit in our region is also key to achieving transportation equity, maintaining compliance with state and federal air quality standards and meeting greenhouse gas (GHG) reduction targets set by the State of Oregon. In 2018 Metro adopted a comprehensive Regional Transit Strategy (RTS) to help guide investment decisions to ensure that we deliver the transit service needed to achieve these outcomes. The Regional Transit Strategy provides a roadmap for making transit investments over time in collaboration with our transit providers and local government partners in the region.

Components of the Regional Transit Strategy were updated as part of the 2023 Regional Transportation Plan (RTP) and High Capacity Transit Strategy through program work in FY 2023-24. These updates are essential to plan for the future of bus rapid transit in our region and reflect the current transit and policy environment. During FY 2024-25, work will include:

- Reconciling the Regional Transportation Functional Plan with the 2023 updates.
- Work on the Connecting First and Last Mile Study, which is building from the re-envisioned high-capacity transit network to consider how micro-transit could be used to further expand its reach and as a solution for underserved suburban and new growth areas in particular.

The vision outlined in the RTP and RTS also includes high speed rail along the I-5 Corridor from Vancouver, BC to Portland, supporting travel to/from our region through a more environmentally-friendly and potentially more equitable alternative than driving or flying. The Cascadia Ultra-High-Speed Rail Project led by the Washington Department of Transportation includes the pre-NEPA technical and advisory study planning requirements to advance the project to feasibility-level planning decisions which Metro will co-lead with ODOT for Oregon. Metro is currently participating on the technical and policy advisory committees to support the creation of a formal, legal entity to continue project development while seeking community engagement and input, gaining critical support from decision makers, and positioning the corridor for future funding opportunities and an efficient environmental process.

Metro's Regional Transit Program work also includes:

- Ongoing coordination with transit providers, cities and counties to ensure implementation of the Regional Transit Strategy through plans and capital projects
- Periodic support for major transit planning activities in the region
- Coordination with state transit planning officials.

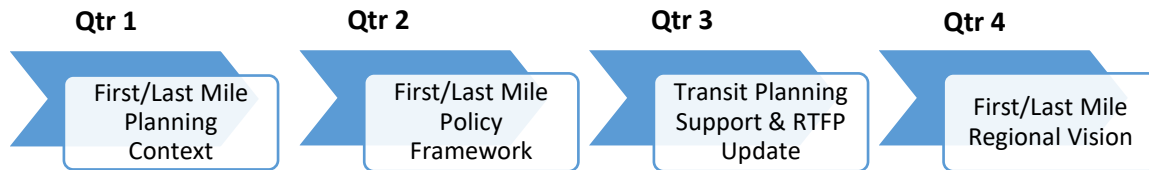
During FY 2023-24, the program supported:

- The Washington Countywide Transit Study
- ODOT's Public Transportation Strategy for Congestion Pricing in the Portland Metropolitan Area Study
- TriMet's Forward Together Phase II plan and bus electrification planning efforts.

During FY 2024-25, the program will continue to support:

- Implementation of Forward Together
- The next phase of ODOT’s Public Transportation Strategy for Congestion Pricing in the Portland Metropolitan Area, among other efforts.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

| | |
|--------------------|-----------|
| Personnel Services | \$ 18,503 |
| Indirect Costs | \$ 9,214 |

TOTAL \$ 27,717¹

Resources:

| | |
|--------------------|-----------|
| STBG | \$ 24,871 |
| STBG Match (Metro) | \$ 2,847 |

TOTAL \$ 27,717

¹ Expenses related to the Connecting First and Last Mile Study are not included in this budget. See the “Connecting First and Last Mile: Accessing Mobility through Transit Study” narrative budget for those expenses.

Regional Freight Program

Staff Contact: Tim Collins, tim.collins@oregonmetro.gov

General Freight Program Description

The Regional Freight Program manages updates to and implementation of multimodal freight elements in the Regional Transportation Plan (RTP) and supporting Regional Freight Strategy. The program provides guidance to jurisdictions in planning for freight movement on the regional transportation system. The program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to freight-related needs and issues across the region. Ongoing freight data collection, analysis, education, and stakeholder coordination are also key elements of Metro's freight planning program.

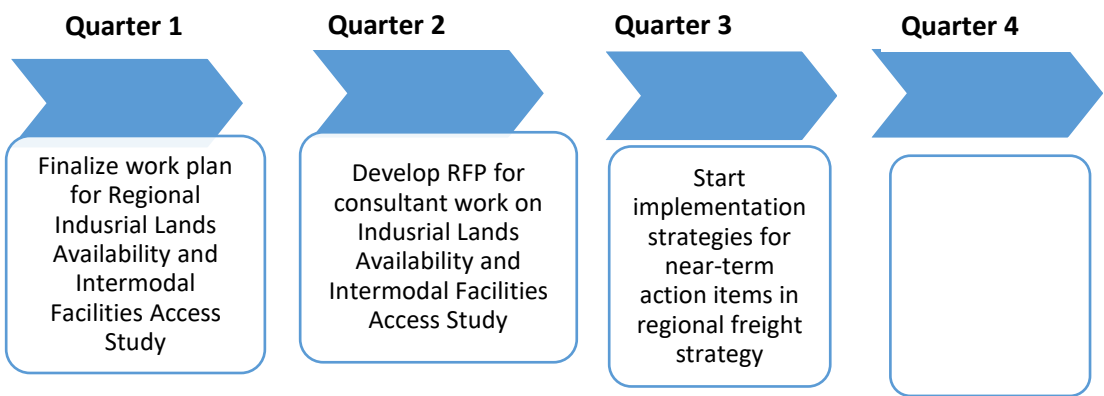
Metro's freight planning program also coordinates with the updates for the statewide Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are competitively considered within federal, state, and regional funding programs. The program is closely coordinated with other region-wide planning activities. The Regional Freight Strategy has policies and action items that are related to regional safety, clean air and climate change, and traffic congestion, which address the policy guidance in the 2018 RTP and will be updated as part of the 2023 RTP.

Work completed in FY 2023-24:

- Developed a work plan that outlines which near-term action items within the regional freight action plan (chapter 8 - Regional Freight Strategy) will be addressed in FY 2024-25.
- Collected 2019 data from the National Performance Measures Regional Data Set (NPMRDS) and determined which roadways on the Regional Freight Network are not meeting the average speed thresholds that are part of the new Regional Mobility Policy Update.
- Collected 2019 data from the National Performance Measures Regional Data Set (NPMRDS) to determine reliability levels, using the Travel Time Reliability Index, for key roadways on the Regional Freight Network.
- Completed the Regional Freight Delay and Commodities Movement Study with the consultant team.

Key Project Deliverables / Milestones

Throughout the 2024-25 FY, near-term action items within the regional freight action plan will be addressed. The following project deliverables and milestone are either ongoing or will be addressed as time becomes available:



FY 2024-25 Cost and Funding Sources

Requirements:

| | |
|--------------------|-------------------|
| Personnel Services | \$ 129,511 |
| Indirect Costs | \$ 64,496 |
| TOTAL | \$ 194,007 |

Resources:

| | |
|--------------------|-------------------|
| STBG | \$ 174,083 |
| STBG Match (Metro) | \$ 19,925 |
| TOTAL | \$ 194,007 |

Complete Streets Program

Staff Contact: Lake McTighe, lake.mctighe@oregonmetro.gov

Description

The Complete Streets Program helps implement 2023 Regional Transportation Plan (RTP) vision and goals and the 2040 Vision for complete and safe walkable, bikeable and transit friendly centers, neighborhoods, and corridors. Program activities focus on outcomes-based street design to: complete biking, walking and transit networks, increase green infrastructure, support economic health, reduce vehicle miles traveled, reduce greenhouse gas emissions, eliminate serious traffic crashes, manage stormwater runoff, and reduce noise, and light pollution. Program activities refer to the Designing Livable Streets and Trails Guide and regional complete streets policies in the RTP.

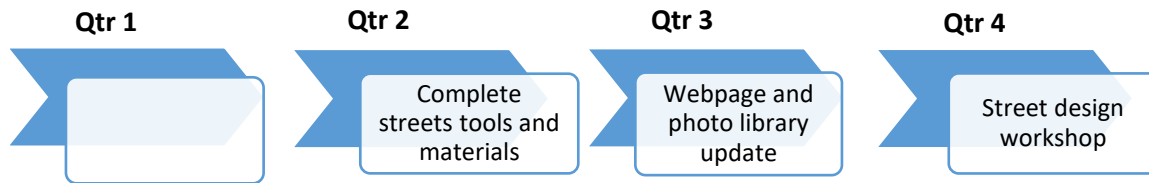
The following notable activities were completed in FY 2023-24:

- Developed a FY 2024-25 work program to coordinate and integrate street design, active transportation and safety activities.
- Updated Complete Streets Policies and street design classifications in the 2023 RTP.
- Updated pedestrian and bicycle active transportation policies in the 2023 RTP.
- Completed the 2023 RTP Appendix F: Environmental assessment and potential mitigation strategies.
- Supported the 2024-27 Regional Flexible Funds allocation.
- Provided technical support for street and trail plans and projects, including for McLoughlin Boulevard, Council Creek Regional Trail, Beaverton Street Design Guidelines, Halsey Street Master Plan, and Millikan Way Street extension.

In FY 2024-25 the Complete Streets Program will:

- Develop tools to support understanding, access and application of the Designing Livable Streets and Trails Guide and complete streets policies.
 - Update Designing Livable Streets webpage and materials.
 - Provide workshop on regional design guidance and tools.
 - Coordinate with the Safe Streets for All project.
 - Expand the publicly accessible complete streets photo library.
 - Provide internal and external street and trail design technical assistance on transportation projects and plans.
-

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

| | | | |
|----------------------|-------------------|---------------------------|-------------------|
| Requirements: | | Resources: | |
| Personnel Services | \$ 120,840 | PL Set Aside ¹ | \$ 97,687 |
| Materials & Services | \$ 4,000 | STBG | \$ 78,362 |
| Indirect Costs | \$ 60,178 | STBG Match (Metro) | \$ 8,969 |
| TOTAL | \$ 185,018 | TOTAL | \$ 185,018 |

¹ The IIJA/BIL § 11206 (Increasing Safe and Accessible Transportation Options) requires MPOs to expend not less than 2.5 percent of PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The Complete Streets Program meets these requirements. There is no match requirement for this PL Set Aside.

Regional Travel Options/Safe Routes to School

Staff Contact: Grace Stainback, grace.stainback@oregonmetro.gov

Description

The Regional Travel Options (RTO) Program implements Regional Transportation Plan (RTP) policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles traveled and increase the use of travel options. The program improves mobility and reduces greenhouse gas emissions and air pollution by carrying out the travel demand management components of the RTP. The RTO program is also the demand management element of the region's Congestion Management Process and the Transportation System Management and Operations strategy. The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand. The RTO Program focuses on three program areas: commute trip reduction, community-based travel options, and Safe Routes to School. Approximately two-thirds of the RTO funding is awarded through grants to the region's government, educational and non-profit partners working to reduce auto trips.

Since 2003, the program has been coordinated and guided by a strategic plan, and an independent evaluation occurs after the end of each grant cycle to measure and improve performance. The 2023 RTP includes new policy direction regarding transportation demand management (TDM). This contains more specific policy language directing a higher level of TDM strategic direction, investment and coordination than previously seen. These RTP policy elements include a new section specific to TDM as well as updates to the Regional Mobility Policy. Responding to the 2023 RTP will drive the RTO Program's work direction in the 2024-2025 fiscal year.

Highlights of work completed in FY2023-24:

- Evaluation and planning: In January 2024 RTO staff kicked off the Regional TDM Assessment and Strategy, a 2-year project. This work combines a 2019-2023 RTO program evaluation with a regional TDM strategy development process to provide implementation support for the TDM policies within the 2023 RTP. The work is comprised of two phases:
 - Phase I Assessment: RTO Program Evaluation and Regional TDM Needs Assessment
 - Phase II Strategy Development: Regional TDM Strategy and RTO Program Strategy Update
- Grants: The annual grant solicitation for the 2024-2026 RTO Grant cycle became available January 2024. Projects to be funded through this opportunity will begin on or after July 1, 2024, and will be for one to two years in length.

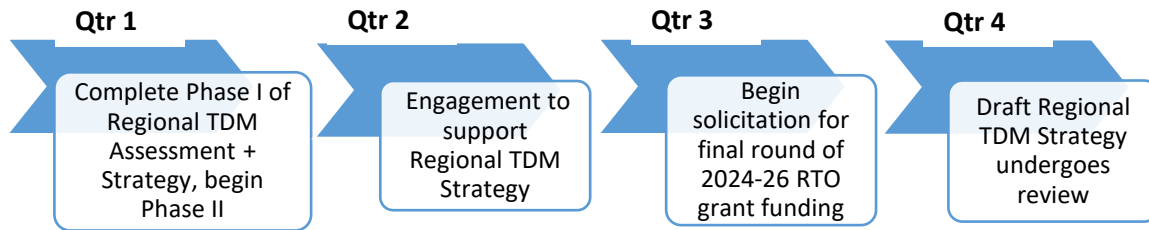
Highlights of anticipated work in FY2024-25:

- Evaluation and planning: Phase I of the Regional TDM Assessment and Strategy is expected to be completed by August 2024, and the majority of Phase II Strategy Development will occur in FY 2024-2025, with adoption of the Regional TDM Strategy & RTO Program Strategy by Metro

Council expected by October 2025. FY2024-25 activities will include presentation of findings from Phase I, stakeholder and community engagement, and plan development.

- Grants: A third and final round of funding for the 2024-2026 RTO Grant cycle will become available January 2025. Projects to be funded through this opportunity will begin on or after July 1, 2025, and will be for one year in length.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

| | |
|----------------------|-----------------------------|
| Personnel Services | \$ 733,246 |
| Materials & Services | \$ 3,753,700 ^{1 2} |
| Indirect Costs | \$ 365,157 |

Resources:

| | |
|--|---------------------------|
| RTO (FTA Grant) | \$ \$3,603,719 |
| RTO (FTA Grant) Match (Metro) | \$ \$149,216 ³ |
| RTO (ODOT/FHWA Grant) | \$ 394,322 |
| RTO (ODOT/FHWA Grant) Match (Metro) | \$ 40,039 ⁴ |
| Portland TDM (FTA Grant) | \$ 75,000 ⁵ |
| Safe Routes to Schools (FTA Grant) | \$ 526,529 |
| Safe Routes to Schools (FTA Grant) Match (Metro) | \$ 20,777 ⁶ |
| Metro Direct | \$ 42,500 |

TOTAL \$ 4,852,103

TOTAL \$ 4,852,103

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities; however the majority of Materials & Services funds are awarded through grants to the region's government, educational and non-profit partners.

² As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

³ In addition to the above Metro provided match, an additional \$263,245 of match is provided by Metro's grantees.

⁴ Only a portion of this grant has a match requirement.

⁵ Match requirement is covered by the City of Portland.

⁶ In addition to the above Metro provided match, an additional \$39,487 of match is provided by Metro's grantees.

Transportation System Management and Operations Program

Staff Contact: Caleb Winter, caleb.winter@oregonmetro.gov

Description

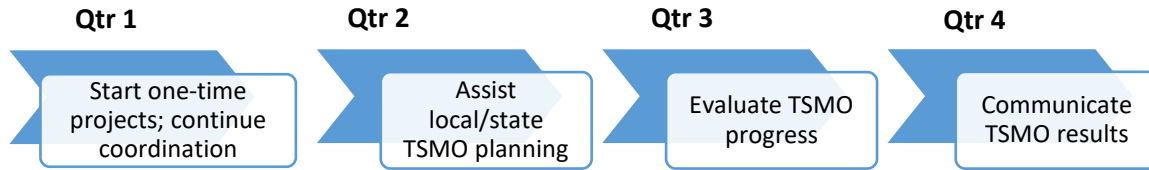
The Transportation System Management and Operations (TSMO) Program provides a demand and system management response to Regional Transportation Plan policies. TSMO involves partnerships to make better use of road and transit investments, promote travel options in real-time, reduce greenhouse gas emissions and increase safety, all through a racial equity focus incorporated into the regionally-adopted 2021 TSMO Strategy. In 2023, project applications were reviewed by Community Based Organization representatives and TransPort, Subcommittee of the Transportation Policy Alternatives Committee (TPAC). The TSMO Program will start many of these projects in 2024. Also in 2023, a TSMO System Completeness measure was drafted for the Regional Mobility Policy Update. Planning work in FY 2024-25 will include:

- TSMO Program support by engaging operators through TransPort; project management for more than a dozen TSMO-funded partner-led projects (e.g., PSU PORTAL); facilitation system monitoring, performance measurement (i.e., Congestion Management Process (CMP) and Regional Mobility Policy Update TSMO System Completeness); tracking implementation of the 21 Actions in the 2021 TSMO Strategy (e.g., deploying Intelligent Transportation Systems (ITS), Mobility on Demand); providing coordination and leadership for related efforts (e.g., research).
- TSMO Program Plus (one-time funds) to assist local transportation system planning, participation in state TSMO planning, policy development supportive of operator agreements, research to fill equity gaps, training for TSMO partners and support for communicating TSMO to more audiences.
- Accessible, routable sidewalk data, region-wide (one-time funds) will involve residents and partners to improve data sets used for planning trips to be customized by people with disabilities to support their access needs.
- TSMO Program Investment (one-time funds) for three tasks: update the region's Intelligent Transportation System (ITS) Architecture document and data files; coordinate transit signal priority projects; and, evaluate progress on the 2021 TSMO Strategy.

The TSMO Program is ongoing and the one-time funds support planning described above that will continue into the next fiscal year. Consultant services will be used to support some of the one-time funded tasks. Metro has been certified to deliver planning projects with Federal Funds and will be using that authority for procurement of these services.

The TSMO Program involves local and state agencies in developing increasingly sophisticated ways to operate the transportation system. Operators include ODOT, TriMet, Clackamas County, Multnomah County, Washington County, City of Portland and City of Gresham along with many other city partners, Port of Portland, Portland State University and Southwest Washington State partners. Staff requests anyone working in parallel efforts to the 21 actions in the TSMO Strategy to join regional coordination. Information and updates can be found at www.oregonmetro.gov/tsmo including monthly TransPort meetings. Please email staff with any questions.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

| | |
|----------------------|---------------------------|
| Personnel Services | \$ 239,785 |
| Materials & Services | \$ 502,925 ^{1 2} |
| Indirect Costs | \$ 119,413 |

Resources:

| | |
|--|------------|
| STBG | \$ 300,354 |
| STBG Match (Metro) | \$ 34,377 |
| TSMO Program Plus Grant (ODOT/FHWA) | \$ 79,411 |
| TSMO Program Plus Grant (ODOT/FHWA) Match (Metro) | \$ 9,089 |
| TSMO Accessible Sidewalk Grant (ODOT/FHWA) | \$ 326,521 |
| TSMO Accessible Sidewalk Grant (ODOT/FHWA) Match (Metro) | \$ 37,372 |
| TSMO Program Investment Grant (ODOT/FHWA) | \$ 67,298 |
| TSMO Program Investment Grant (ODOT/FHWA) Match (Metro) | \$ 7,703 |

TOTAL \$ 862,123

TOTAL \$ 862,123

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

² As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

Better Bus Program

Staff Contact: Alex Oreschak, alex.oreschak@oregonmetro.gov

Description

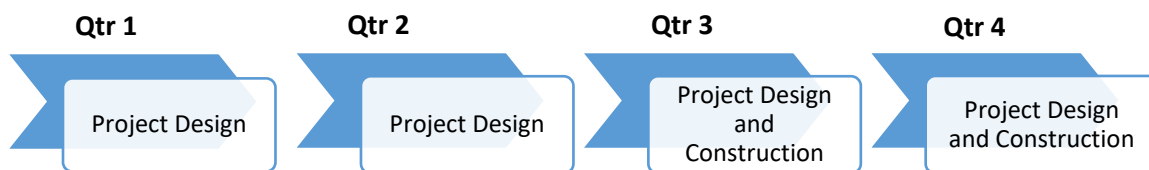
The Better Bus program is a joint Metro and TriMet endeavor that identifies transit priority and access treatments to improve the speed, reliability, and capacity of TriMet bus lines or streetcar lines, building on the previous Enhanced Transit Concepts (ETC) Program. Better Bus treatments are relatively low-cost to construct, context-sensitive, and can be implemented quickly to improve transit service in congested corridors. The program develops partnerships with local jurisdictions and transit agencies to design and implement Better Bus capital and operational investments.

In FY 2023-2024, program activities included:

- Metro and TriMet selected projects for design and began initial project development and design work on the first round of projects.
- Assessing transit delay across the entire TriMet service area, and looked at currently planned transportation projects in the region for their capacity to include Better Bus treatments to leverage already-planned work, reduce construction costs, and to distribute projects across a larger geography.
- Investigating opportunities to implement Better Bus projects benefiting areas where TriMet-identified equity transit lines and Metro-identified Equity Focus Areas overlap.

In FY 2024-2025, the Better Bus program will continue to advance design work on the first round of projects, and will identify candidate projects for construction funding, possibly requiring a local match.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

| | |
|----------------------|-------------------------|
| Personnel Services | \$ 256,023 |
| Materials & Services | \$ 500,000 ¹ |
| Indirect Costs | \$ 127,499 |

Resources:

| | |
|--------------|------------|
| Metro Direct | \$ 883,522 |
|--------------|------------|

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

TOTAL \$ 883,522

TOTAL \$ 883,522

Connecting First and Last Mile: Accessing Mobility through Transit Study

Staff Contact: Ally Holmqvist (ally.holmqvist@oregonmetro.gov)

Description

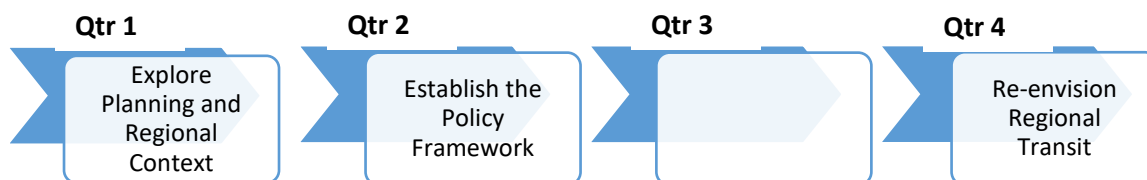
Providing high quality transit service across the region is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding quality transit in our region is also key to meeting our mobility goals, achieving transportation equity and maintaining compliance with state and federal air quality standards and meeting greenhouse gas (GHG) reduction targets set by the State of Oregon.

In 2018 Metro adopted a comprehensive Regional Transit Strategy to help guide investment decisions to ensure that we deliver the transit service needed to achieve these outcomes. The high-capacity transit element of the strategy was updated as part of the 2023 Regional Transportation Plan (RTP) update, and additional work to complement that study to better plan for improved local access to the regional transit network was identified by local stakeholders as part of the RTP update.

Local transit service has long used smaller vehicles that range from vans and shuttles to small buses with fixed to flexible routes to fill the gap between traditional bus and rail services, as well as local destinations. An emerging trend in these types of services is using ride-hailing and other new technologies to provide on-demand micro transit services.

This study, which kicked off near the end of Fiscal Year 23-24, is working to identify local service and coordination gaps specific to the Metro region, especially for areas of the region and regional parks not currently served by or with limited transit service, document the range of potential solutions and explore innovative ways to improve transit access and convenience for users (e.g., microtransit), particularly for the first and last mile. This work is building upon local planning efforts (e.g., Transit Development Plans, Statewide Transportation Improvement Fund Plans) and being completed in close coordination with public transit service providers in the region. This work is being completed with consultant services. The project will conclude in late-2025 and will make recommendations carried forward for consideration in the 2028 RTP update.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

| | | | |
|-------------------------|-------------------------|-------------------------|------------|
| Requirements: | | Resources: | |
| Personnel Services | \$ 111,008 | STBG | \$ 149,212 |
| Materials & Services | \$ 744,000 ¹ | STBG Match (Metro) | \$ 17,078 |
| Indirect Costs | \$ 55,282 | Metro Direct | \$ 744,000 |
| TOTAL \$ 910,290 | | TOTAL \$ 910,290 | |

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

Safe Streets for All Program

Staff Contact: Lake McTighe, lake.mctighe@oregonmetro.gov

Description

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. More information on the program can be found here:

<https://www.transportation.gov/grants/SS4A>. Metro was awarded funds in 2023 for regional safety planning activities, and funds to suballocate to the City of Tigard, Multnomah County and Washington County to develop safety action plans.

The Safe Streets for All Program helps implement 2023 Regional Transportation Plan (RTP) transportation safety vision and goal of zero traffic deaths and serious injuries by 2035. The program supports implementation of the 2023 RTP and the 2040 Vision for complete and safe walkable, bikeable and transit friendly centers, neighborhoods, and corridors. Program activities focus on using the Safe System Approach and addressing traffic safety issues with a public health and equity lens.

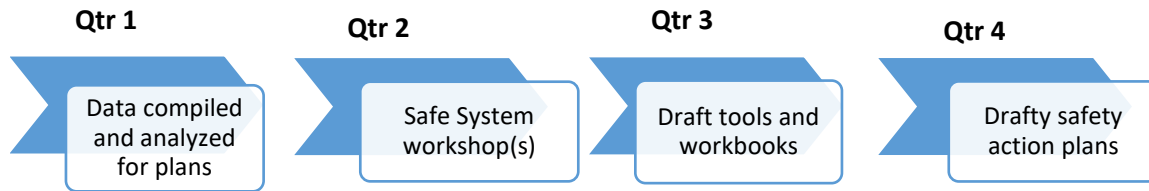
The following notable activities were completed in FY 2023-24:

- Established a regional safety working group.
- Engaged regional partners to expand awareness and understanding of the Safe System Approach.
- Developed preliminary safety data analysis, including city and county high injury corridors.
- Coordinated activities and work plan elements with the Metro Complete Streets Program and local and state safety and complete streets initiatives.

In FY 2024-25 the Safe Streets for All Program will:

- Develop Draft Safety Action Plans for the City of Tigard, Multnomah County and Washington County.
- Develop data, tools and workbooks, and legislative priorities to support safe speeds, safe people, safe vehicles and safe roads.
- Engage regional partners to expand awareness and understanding of the Safe System Approach.
- Coordinate safety activities with a regional safety work group.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

| | | | |
|----------------------|-------------------------|-------------------|-------------------------|
| Requirements: | | Resources: | |
| Personal Services | \$ 466,881 | SS4A (FHWA Grant) | \$ 1,409,308 |
| Materials & Services | \$ 849,798 ¹ | SS4A (FHWA Grant) | \$ 139,878 ² |
| Indirect Costs | \$ 232,507 | Match Metro | |
| TOTAL | \$ 1,549,186 | TOTAL | \$ 1,549,186 |

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

² In addition to the above Metro provided match, an additional \$212,450 of match is provided by Metro's grantees.

Regional EPA Climate Pollution Reduction Grant

Staff Contact: Eliot Rose, eliot.rose@oregonmetro.gov

Description

Metro is leading an EPA Climate Pollution Reduction planning grant (CPRG) for the Portland-Vancouver Metropolitan Statistical Area (Clackamas, Clark, Columbia, Multnomah, Skamania, Washington, and Yamhill Counties). Under this grant, Metro will inventory and forecast regional greenhouse gas (GHG) emissions; identify projects that reduce these emissions, and analyze the GHG reductions, implementation readiness, and other co-benefits of these projects. In addition to reducing emissions and aligning with the authority of agency partners within the region, the plans created under the CPRG grant are expected to prioritize actions that advance equity and workforce development. Planning grant funds will support the technical analysis and engagement needed to identify the actions that best meet these criteria.

This work will take place over the course of three deliverables:

- A Priority Climate Action Plan (PCAP), due in March 2024, that is focused on identifying high-impact climate actions that can readily be implemented by agency partners within the MSA during 2025-30.
- A Comprehensive Climate Action Plan (CCAP), due late summer 2025, that accounts for all major GHG emissions in the region and recommends a broader and potentially longer-term set of greenhouse gas actions.
- A status report, due late summer 2027, that provides an update on the implementation actions and identifies any changes to the actions or results of the PCAP and CCAP.

The first two deliverables are designed to identify projects that are eligible for state and federal funding sources that are focused on reducing climate emissions. These sources include \$4.3 billion in competitive CPRG implementation grants from EPA that are focused on funding actions identified in state and regional PCAPs, as well as other climate-related funding streams created by the Bipartisan Infrastructure Law and Inflation Reduction Act.

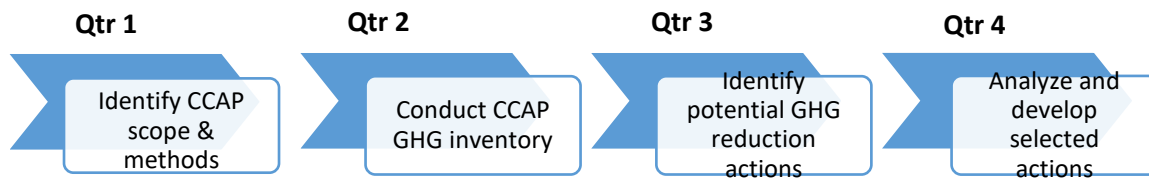
During FY 2023-24, Metro was awarded the CPRG grant in the amount of \$1,000,000. Initial work included entering into an agreement with EPA and a contract with a consultant to support this work. Metro then completed the PCAP, the first major deliverable in the plan, and supported partner agencies in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

During FY 2024-25, Metro will complete the majority of work to develop the CCAP, including:

- Completing a regional GHG inventory
- Identifying GHG reduction actions
- Identifying tools and data needed to analyze the GHG reductions and other co-benefits of each action.

This work will support agencies across the Metro region (and beyond) in identifying and funding strategies to reduce GHG emissions, which will in turn help to meet the Climate goals and targets in the Regional Transportation Plan.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

| | | | |
|----------------------|---------------------------|-------------------|-------------------|
| Requirements: | | Resources: | |
| Personnel Services | \$ 308,880 | CPRG (EPA Grant) | \$ 648,702 |
| Materials & Services | \$ 186,000 ^{1 2} | | |
| Indirect Costs | \$ 153,822 | | |
| TOTAL | \$ 648,702 | TOTAL | \$ 648,702 |

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

² As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

Regional Industrial Lands Availability and Intermodal Facilities Access Study

Staff Contact: Tim Collins, tim.collins@oregonmetro.gov

Study Description

The purpose of this study is to further work on data collection, transportation impacts, and land use and transportation policy issues around the growing need for larger distribution centers and fulfillment centers in the Portland Metro region, and the potential shortage of industrial land in the region to meet that need. This study was identified as part of the key findings and recommendations of the Regional Freight Delay and Commodities Movement Study (completed in 2023), which looked at the need for improved access and mobility to and from regional industrial lands and intermodal facilities.

The scope of the Regional Freight Delay and Commodities Movement Study did not encompass study of the future availability, need, and readiness of large industrial sites that may be needed to accommodate the growth in distribution centers and warehousing that, in turn, meet customer demand for e-commerce deliveries and other industrial products. The Regional Freight Delay and Commodities Movement Study also did not address the potential localized and regional transportation impacts of the growth in fulfillment centers and large distribution centers. The Regional Industrial Lands Availability and Intermodal Facilities Access Study will address these land use and transportation issues, and further study the need for new regional freight and land use policy.

The Regional Industrial Lands Availability and Intermodal Facilities Access Study is outlined in Chapter 8 of the Regional Transportation Plan and will inform work to update the 2040 Vision that Metro will begin in FY 2024-25.

Work completed in FY 2023-24:

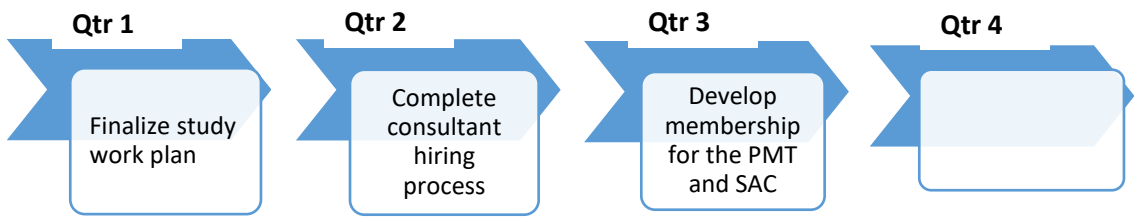
- A draft scope of work for this study was completed in the 3rd and 4th quarter of FY 2023-24.

Work to be completed in FY 2024-25:

- The scope or study work plan will be available for review in early FY 2024-25.
- The consultant hiring process will be completed.
- The work on the scope will begin and will include the formation of a Project Management Team (PMT) and a Stakeholder Advisory Committee (SAC) for the study.

The study will address the 2023 RTP policy guidance for equity, mobility and enhancing the regional economy.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

| | | | |
|----------------------|-------------------------|-------------------|-------------------|
| Requirements: | | Resources: | |
| Materials & Services | \$ 150,000 ¹ | Metro Direct | \$ 150,000 |
| TOTAL | \$ 150,000 | TOTAL | \$ 150,000 |

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

Economic Value Atlas (EVA) Implementation

Staff Contact: David Tetrick, David.tetrick@oregonmetro.gov

Description

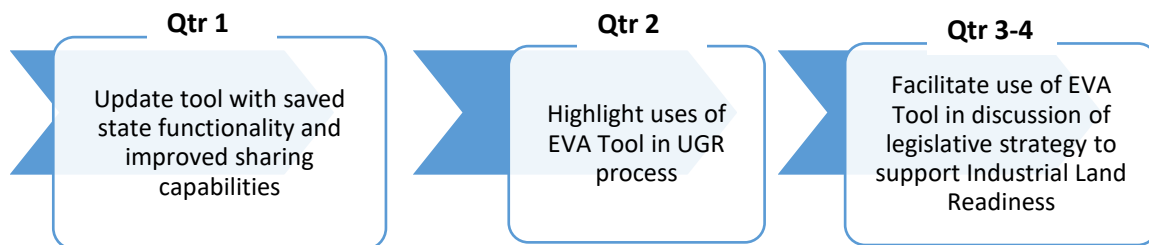
Metro's Economic Value Atlas (EVA) established tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy. The EVA entered an implementation phase in FY 2019-2020 that included test applications among partner organizations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

This is an ongoing program. In FY 2019-2020, the EVA tool provided new mapping and discoveries about our regional economic landscape, linked investments to local and regional economic conditions and outcomes and was actively used to inform policy and investment – it provides a foundation for decision-makers to understand the impacts of investment choices to support growing industries and create access to family-wage jobs and opportunities for all.

In FY 2020-2021, there were final tool refinements and the data platform was actively used to help visualize equitable development conditions for the SW Corridor High Capacity Transit project and elsewhere in the region. These aligned with agency-wide data and planning projects, including the Columbia Connects and Planning for Our Future Economy projects. In FY 2020-2021, Metro participated in a group of peer regions organized by The Brookings Institution for other regions to benefit from the EVA as a model for their applications and to share best practices. The EVA has informed the conditions assessment and data benchmarking of the Comprehensive Economic Development Strategy, continues to support the Columbia Connects project, and was integrated into the Comprehensive Recovery Data dashboard by Metro research and data staff.

In FY 2022-23 and FY 2023-2024, staff continued to share best practices with the peer group and moving forward the EVA will be updated with new data and added functionality. The EVA tool informed the Emerging Growth Trends report, Regional Transportation Plan (Economy Policy Guidance), and Industrial Site Readiness Toolkit in FY 2023-2024, and in FY 2024-2025 will inform Metro's Urban Growth Report. The tool supports policy decisions on an ongoing basis and will be improved in this role with new saved state sharing functionality in FY 2024-2025.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services \$ 66,035

Indirect Costs \$ 32,885

TOTAL \$ 98,920**Resources:**

STBG \$ 39,392

STBG Match (Metro) \$ 4,509

Metro Direct \$ 55,020

TOTAL \$ 98,920

Regional Emergency Transportation Routes

Staff Contact: John Mermin, john.mermin@oregonmetro.gov

Description

Identified in Chapter 8 of the [2023 Regional Transportation Plan](#), this project is a collaborative effort between public, private and non-profit stakeholders, co-led by the five-county, bi-state [Regional Disaster Preparedness Organization \(RDPO\)](#) and Metro to improve the safety and resiliency of the region's transportation system to natural disasters, extreme weather events and climate change.

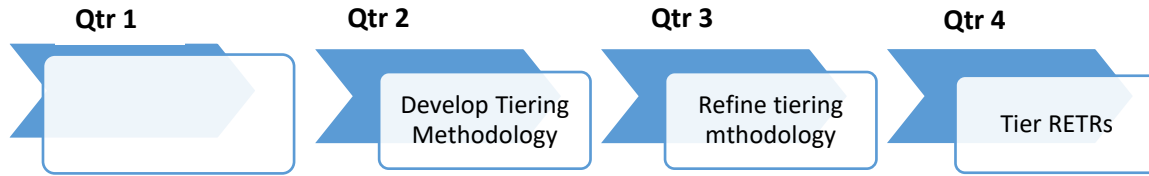
From 2019 - 2021 the RDPO and Metro partnered to complete phase 1 of the project - updating the designated Regional Emergency Transportation Routes (RETRs) for the five-county Portland-Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington. The routes had not been updated since 2006.

A second phase of follow-on work is proposed for 2024-2026 to prioritize/tier the routes in the updated network and research best practices that may inform how the region considers operational guidance for route owners/operators. For more information on RETRs, please visit <https://rdpo.net/emergency-transportation-routes>.

In FY 2023-24, interim activities have been underway to help prepare for phase 2. Metro has added the updated RETRs into the 2023 Regional Transportation Plan (RTP) update. RDPO has conducted additional technical analysis including updates to some public works facilities information and an updated analysis of potential Cascadia earthquake impacts to RETRs. RDPO was awarded federal funding for phase 2 through the Urban Areas Security Initiative (UASI) grant program which was made available in the Spring of 2024.

The first half of FY 2024-25 will be focused on developing tiering methodology and the latter half of the year will be focused on refining and applying the methodology. Concurrently there will be research completed on best practices for owners and operators of regional emergency transportation routes. This project will be supported by consultants.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

| | |
|--------------------|-----------|
| Personnel Services | \$ 70,678 |
| Indirect Costs | \$ 35,198 |

Resources:

| | |
|--------------------|-----------|
| STBG | \$ 49,738 |
| STBG Match (Metro) | \$ 5,693 |
| RDPO Grant | \$ 50,445 |

TOTAL \$ 105,876

TOTAL \$ 105,876



Metro-Led Corridor/Area Planning

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Investment Areas (Corridor Refinement and Project Development)

Staff Contact: Kelly Betteridge, kelly.betteridge@oregonmetro.gov

Description

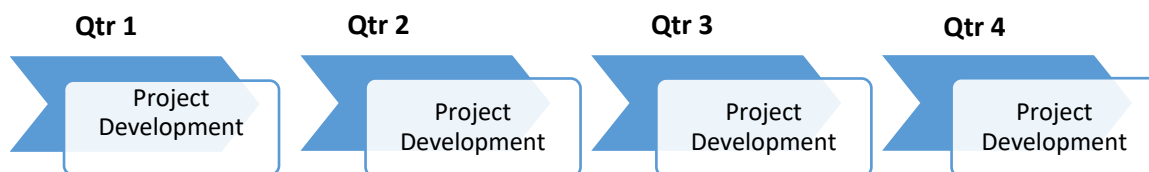
Metro's Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors to leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit-oriented development (TOD) in the region's mixed use areas, conducting multijurisdictional planning processes to evaluate high-capacity transit and other transportation improvements, and integrating freight and active transportation projects into multimodal corridors.

The Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional, and state investments in economic investment areas that support the region's growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro helps local jurisdictions advance the development of specific projects as well as corridor-based programs identified in the RTP. Metro works to develop formal funding agreements with partners in an Investment Area, leveraging regional and local funds to get the most return on limited dollars. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies.

In FY 2023-2024, Investment Areas staff have supported partner work on mobility and transit capacity improvements across the region. Specific projects include TV Highway, Better Bus, Columbia Connects, 82nd Ave, additional support for the Southwest Equitable Development Strategy and Sunrise Corridor visioning.

This is an ongoing program; staff will further refine the projects listed above as well as potentially identifying additional projects to further the goals identified for mobility corridors in the Portland Metro region.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Resources:

| | | | |
|---------------------------|-------------------------|---------------------------|-------------------|
| Personnel Services | \$ 702,523 | STBG | \$ 630,264 |
| Materials & Services | \$ 456,120 ¹ | STBG Match (Metro) | \$ 72,137 530,764 |
| Indirect Costs | \$ 349,856 | TOD IBR (FTA Grant) | \$ 132,691 |
| | | TOD IBR (FTA Grant) | \$ |
| | | Match (Metro) | 142,644 |
| | | Metro Direct | \$ |
| TOTAL \$ 1,508,499 | | TOTAL \$ 1,508,499 | |

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

Southwest Corridor Transit Project

Staff Contact: Jessica Zdeb, jessica.zdeb@oregonmetro.gov

Description

The Southwest Corridor Transit Project would extend the MAX light rail system to connect downtown Portland with southwest Portland, Tigard and Tualatin. The identified project is 11 miles long and includes 13 stations, new connections to regional destinations, and major enhancements to roadway, sidewalk, bike, transit and stormwater infrastructure. Current program activities include the ongoing implementation of an equitable development strategy to protect and enhance housing options and jobs for all households. Previous activities have included environmental review and concurrence, collaborative project design, and coordination on land use planning.

The project supports local land use plans and is a key element to support the region's 2040 Growth Concept by allowing for compact development in regional town centers. The project advances 2023 Regional Transportation Plan (RTP) policy direction on equitable transportation, mobility options, climate action and resilience, safe systems, and a thriving economy. It provides progress on travel options and congestion and is a model for incorporating equitable outcomes into transportation projects.

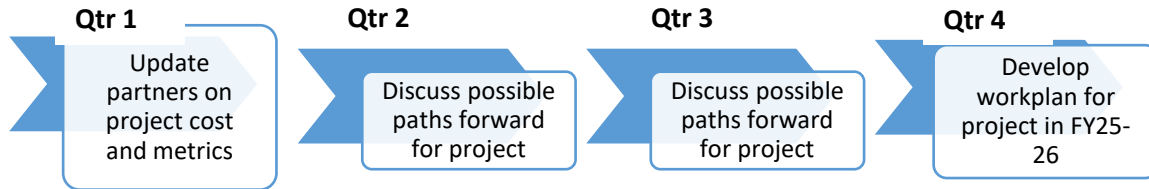
Project partners include TriMet, ODOT, Metro, Washington County, Portland, Tigard, Tualatin and Durham, whose staff have collaborated on project planning and design. Project planning and design (including the steering committee) were put on pause in late 2020 after a regional transportation funding measure that would have funded local match did not pass.

In FY 24-25 Metro and TriMet will continue to work with partners to identify potential funding opportunities and potential paths forward for the project. This is an ongoing program. Please contact staff for more detail.

Metro is also continuing to work with the Southwest Corridor Equity Coalition (SWEC) to support the goals of the Southwest Corridor Equitable Development Strategy. Metro will work to find opportunities to continue advancing this work, including through new Federal funding under the Neighborhood Access and Equity program that could support ongoing operations of the SWEC and implementation actions by community-based organizations and jurisdictional partners.¹

¹ The latter half of this sentence will be removed in Spring 2024, if Metro is not successful with its Reconnecting Neighborhoods and Communities grant application.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

| | | | |
|-----------------------------------|-------------------|---|-------------------|
| Requirements: | | Resources: | |
| Personnel Services | \$ 117,794 | SW Corridor Equitable Dev. Strategy (FTA Grant) | \$ 350,000 |
| Materials & Services ² | \$ 350,000 | SW Corridor Equitable Dev. Strategy (FTA Grant) Match (Metro) | \$ 87,500 |
| Indirect Costs | \$ 58,661 | Metro Direct | \$ 88,955 |
| TOTAL | \$ 526,455 | TOTAL | \$ 526,455 |

² The budgeted amount for Materials & Services includes potential costs for consultant activities.

TV Highway Transit and Development Project

Staff Contact: Jessica Zdeb, jessica.zdeb@oregonmetro.gov

Description

The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to design high-capacity transit and safety improvements, specifically enhanced transit or Bus Rapid Transit (BRT) in the corridor. It also brings together community to strategize future equitable development to disrupt inequitable historic patterns and counteract forces of gentrification when future transportation investments occur. It is a partnership between Metro and TriMet, ODOT, Washington County, Beaverton, Hillsboro, Cornelius and Forest Grove. The project consists of two elements: the equitable development strategy (EDS) and creation of a transit and safety concept design. Work on both elements will continue into FY 24-25.

The goal of the EDS is to minimize and mitigate displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. With the EDS document completed in June 2023, work has shifted and will continue to focus on implementation of community-identified priority action items. Metro will work to find opportunities to advance this work, including through a new Federal funding opportunity under the Neighborhood Access and Equity program that could support ongoing operations of the TV Highway Equity Coalition and implementation actions by community-based organizations and jurisdictional partners.¹

Project partners identified above are working toward agreement on a transit and safety concept for the corridor. This work is guided by a Steering Committee that includes elected officials, agency leaders, and members of the TV Highway Equity Coalition.

Early in FY 2025, Metro anticipates the Steering Committee endorsing a transit and safety investment concept for TV Highway. From this point, work will focus on identifying a funding strategy that could include an FTA Small Starts Capital Investment Grant.

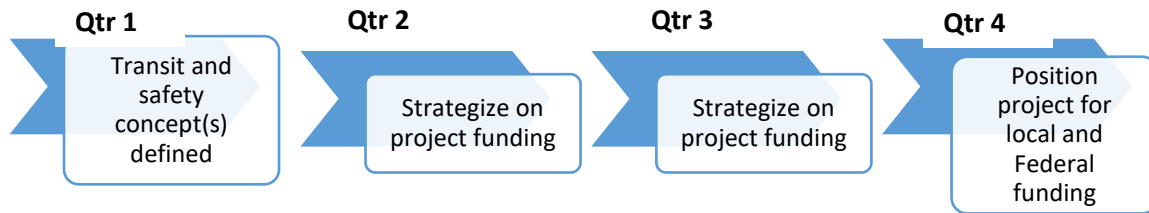
This project supports the 2023 Regional Transportation Plan policy guidance on equity, safety, climate, mobility and economy. Typical project activities include:

- Coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, and the community engagement program;
- Stewarding implementation of the equitable development strategy;
- Undertaking design work and analysis related to the locally preferred transit project.

Additional project information is available at: <https://www.oregonmetro.gov/public-projects/tualatin-valley-highway-hope-grant>

¹ The latter half of this sentence will be removed in Spring 2024, if Metro is not successful with its Reconnecting Neighborhoods and Communities grant application.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

| | | | |
|----------------------|---------------------------|--|-------------------------|
| Requirements: | | Resources: | |
| Personnel Services | \$ 240,423 | TV Highway (FTA Grant – Flex Transfer) | \$ 562,154 ² |
| Materials & Services | \$ 202,000 ^{3 4} | | |
| Indirect Costs | \$ 119,731 | | |
| TOTAL | \$ 562,154 | TOTAL | \$ 562,154 |

² Match amount provided in a previous fiscal year.

³ The budgeted amount for Materials & Services includes potential costs for consultant activities.

⁴ As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

82nd Avenue Transit Project

Staff Contact: Elizabeth Mros-O'Hara, elizabeth.mros-ohara@oregonmetro.gov

Description

Metro, in partnership with the City of Portland, TriMet, Clackamas County, ODOT, Multnomah County, and the Port of Portland is leading a collaborative process to complete a transit analysis, develop a conceptual transit design, and analyze travel time and reliability to advance a bus rapid transit (BRT) project on the 82nd Avenue Corridor.

In FY2023-24, the project concept was advanced with a focus on development of the Locally Preferred Alternative (LPA). The following milestones were the focus of the work to develop an LPA:

- Interagency and community coordination
- Steering committee adoption of transit goals and objectives and initial purpose and need
- Community engagement, open houses, workshops, focus groups, and surveys
- Data collection and technical analysis to determine existing and future needs
- Supported community partners development and adoption of an Equitable Development Strategy (EDS)

During FY2024-25 Metro will support the process of LPA approval and adoption into local plans, JPACT and Metro Council will endorse the LPA, and then codifying the LPA will be codified into the Regional Transportation Plan. The project team will enter FTA CIG Small Starts Project Development, begin the NEPA early scoping, advance design, and work on materials for the FTA funding process. Key milestones will include:

- LPA adoption into local plans, endorsed by the MPO and Metro Council, and adopted into the fiscally-constrained Regional Transportation Plan
- Pursue a variety of funding opportunities at the federal, state, regional, and local levels
- Continue supporting EDS community partners with project implementation
- Kick off Small Starts Project Development
- Determine NEPA strategy and begin process of early scoping
- Develop materials for FTA CIG Small Starts project rating

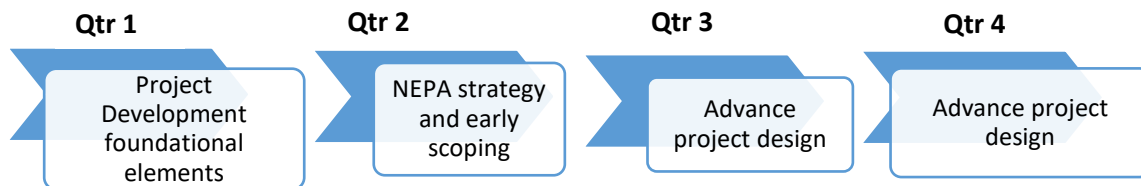
Metro will work to find opportunities to continue advancing this work, including through new Federal funding under the Neighborhood Access and Equity program that could support ongoing operations of ongoing project development of the 82nd Avenue Transit Project and implementation actions by community-based organizations and jurisdictional partners.¹ In addition, Metro has supported the City of Portland grant application for Neighborhood Access and Equity (NAE) Program Capital Construction Grant for 82nd Avenue: Cully/Sumner Neighborhood Connections. This grant would help fund key transit-supportive improvements such as traffic signals, pedestrian access and safety improvements, and better pedestrian connections to the Parkrose Transit Center.²

¹ The latter half of this sentence will be removed in Spring 2024, if Metro is not successful with its Reconnecting Neighborhoods and Communities grant application.

² These last two sentences will be removed / updated in Spring 2024, once the region learns results of the NAE grant application.

Additional project information is available at: <https://www.oregonmetro.gov/public-projects/82nd-avenue-transit-project>.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

| | | | |
|---------------------------|---------------------------|--|--------------|
| Requirements: | | Resources: | |
| Personnel Services | \$ 710,548 | 82 nd Ave (FTA Grant – Flex Transfer) | \$ 1,057,075 |
| Materials & Services | \$ 461,532 ^{3 4} | 82 nd Ave (FTA Grant – Flex Transfer) Match (Metro) | \$ 120,987 |
| Indirect Costs | \$ 353,853 | Metro Direct | \$ 347,871 |
| TOTAL \$ 1,525,933 | | TOTAL \$ 1,525,933 | |

³ The budgeted amount for Materials & Services includes potential costs for consultant activities.

⁴ As part of Metro’s commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.



Metro Administration & Support

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MPO Management and Services

Staff Contact: Tom Kloster (tom.kloster@oregonmetro.gov)

Description

The Metropolitan Planning Organization (MPO) Management and Services program is responsible for the overall management and administration of the region's responsibilities as a federally-designated MPO. These responsibilities include:

- creation and administration of the annual Unified Planning Work Program (UPWP)
- procurement of services
- contract administration
- federal grants administration
- federal reporting
- annual self-certification for meeting federal MPO planning requirements
- periodic on-site certification reviews with federal agencies
- public participation in support of MPO activities
- convening and ongoing support for MPO advisory committees

As an MPO, Metro is regulated by Federal planning requirements and is a direct recipient of Federal transportation grants to help meet those requirements. Metro is also regulated by State of Oregon planning requirements that govern the Regional Transportation Plan (RTP) and other transportation planning activities. The purpose of the MPO is to ensure that Federal transportation planning programs and mandates are effectively implemented, including ongoing coordination and consultation with state and federal regulators.

Metro's Joint Policy Advisory Committee on Transportation (JPACT) serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions. The Transportation Policy Alternatives Committee (TPAC) serves as the technical body that works with Metro staff to develop policy alternatives and recommendations for JPACT and the Metro Council.

As the MPO, Metro is also responsible for preparing the annual Unified Planning Work Program (UPWP), the document you are holding in your hands now, and coordinates activities for all federally funded planning efforts in the Metro region.

Metro also maintains the following required intergovernmental agreements (IGAs) and memorandums of understanding (MOUs) with local on general planning coordination and special planning projects:

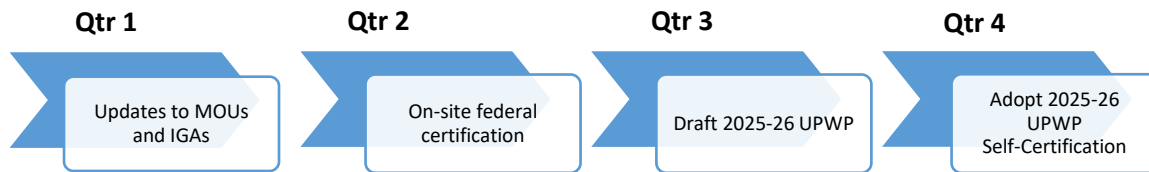
- ODOT/Metro Local Agency Master Certification IGA and Quality Program Plan (*agreement expired June 30, 2022, renewal date to be determined*)
- 4-Way Planning IGA with ODOT, TriMet and SMART (*effective through June 31, 2024*)
- SW Regional Transportation Council (RTC) MOU (*effective through June 30, 2024*)
- Oregon Department of Environmental Quality MOU (*agreement expired March 7, 2023, renewal date to be determined*)

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all eight Oregon MPO boards, and Metro staff also collaborates with other MPOs and transit districts in quarterly staff meetings districts convened by ODOT. OMPOC is funded by voluntary contributions from all eight Oregon MPOs.

In 2024-25, Metro will work with our federal partners to complete an onsite federal certification review, including responding to any recommendations and actions with a work program to guide our subsequent, annual self-certifications.

Key Project Deliverables / Milestones

The primary deliverable include annual updates to MOUs and IGAs, as needed, development and adoption of the UPWP and self-certification with federal planning requirements and an onsite federal MPO certification. Ongoing administrative deliverables include administration of contracts, coordinating, leading and documenting TPAC and JPACT meetings and required federal reporting.



FY 2024-25 Cost and Funding Sources

| Requirements: | | Resources: | |
|----------------------|------------------------|-----------------|-------------------|
| Personnel Services | \$ 320,059 | PL | \$ 454,331 |
| Materials & Services | \$ 54,600 ¹ | PL Match (ODOT) | \$ 52,000 |
| Indirect Costs | \$ 159,389 | Metro Direct | \$ 27,717 |
| TOTAL | \$ 534,048 | TOTAL | \$ 534,048 |

¹ As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

Civil Rights and Environmental Justice

Staff Contact: Clifford Higgins, clifford.higgins@oregonmetro.gov

Description

Metro's transportation-related planning policies and procedures respond to mandates in Title VI of the 1964 Civil Rights Act and related regulations; Section 504 of the 1973 Rehabilitation Act and Title II of the 1990 Americans with Disabilities Act; the federal Executive Order on Environmental Justice; the United States Department of Transportation (USDOT) Order; the Federal Highway Administration (FHWA) Order; Goal 1 of Oregon's Statewide Planning Goals and Guidelines and Metro's organizational values of Respect and Public Service.

The Civil Rights and Environmental Justice program works to continuously improve practices to identify, engage and improve equitable outcomes for historically marginalized communities, particularly communities of color and people with low income, and develops and maintains processes to ensure that no person be excluded from the participation in, be denied the benefits of programs or be otherwise subjected to discrimination on the basis of race, color, national origin, sex, age or disability.

This is an ongoing program. Typical activities include

- receiving, investigating and reporting civil rights complaints against Metro and its sub-recipients
- conducting benefits and burdens analysis of investments and decisions to ensure that the burdens do not fall disproportionately on the region's underserved populations
- conducting focused engagement with communities of color, persons with limited English proficiency and people with low income for transportation plans and programs
- providing language resources, including translation of vital documents on the Metro website for all languages identified as qualifying for the Department of Justice Safe Harbor provision
- providing language assistance guidance and training for staff to assist and engage English language learners.

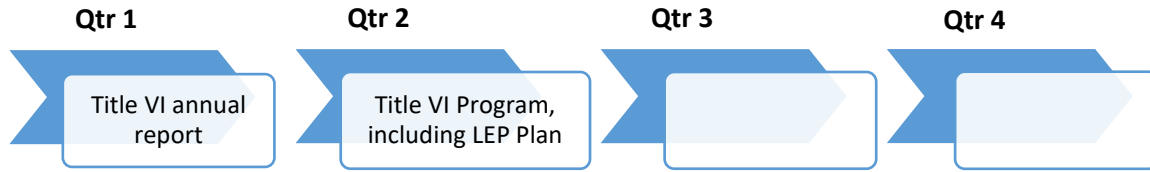
In FY 2023-24, Metro:

- Performed a Civil Rights and equity assessment on the 2024 Regional Transportation Plan
- Submitted its Title VI annual report to ODOT.

In FY 2024-25, Metro will:

- Submit its Title VI annual report to ODOT
- Update its Title VI Program, including its Limited English Proficiency Plan, and submit to FTA and FHWA.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Note: Civil Rights and Environmental Justice costs are part of Metro’s communications department and are allocated through Metro’s overhead rate.

Data Management and Visualization

Staff Contact: Cindy Pederson, cindy.pederson@oregonmetro.gov

Description

Metro's Data Resource Center (DRC) provides Metro and the region with technical services including data management, visualization, analysis, application development and systems administration. The DRC collaborates with Metro programs to support planning, modeling, forecasting, policymaking, resiliency and performance measurement activities. The DRC also coordinates joint purchase of digital aerial orthophotography and lidar by local governments and nonprofit groups in the greater Portland region. Consortium purchase reduces each member's cost of obtaining photography through cost sharing.

In FY2023-24, the DRC:

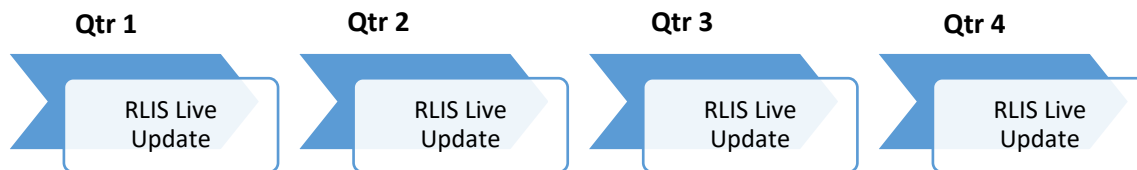
- Offered trainings to prepare Geographic Information System (GIS) users across the agency for the transition from ArcMap to ArcGIS Pro
- Introduced a wide audience to ArcGIS Online and completed the necessary system upgrades to support the entire geospatial technology platform
- Modernized the online MetroMap application, making it mobile friendly, multilingual and accessible to more users.
- Provided technical expertise, analysis and data visualization products for Regional Transportation Planning including the State of Safety Report, the Metropolitan Transportation Improvement Program, the Regional Travel Demand Model, and a high-level geospatial assessment of the outcomes of Regional Transportation Plan projects for key metrics such as equity and active transportation network connectivity.
- Collected aerial orthophotos, then validated and shared them with partners via high-performance web services.

In FY2024-25, the DRC will continue adding value to Metro's MPO functions via:

- The Regional Land Information System (RLIS) by maintaining and publishing data on a continual basis. RLIS Live includes quarterly updates to transportation datasets such as street centerlines, sidewalks, trails, and public transit routes; annual updates to crash data, vehicle miles traveled, and equity focus area
- Continued work on emergency transportation routes and their incorporation into online applications
- Demographic and land use data included in RLIS, such as the American Community Survey, zoning plans and vacant land inventory, which also inform transportation planning. RLIS is an on-going program with a 30+ year history of regional GIS leadership and providing quality data and analysis in support of Metro's MPO responsibilities
The Data Management and Visualization program will continue to provide GIS and Power BI governance while working to develop new tools such as a "quick facts" viewer with commonly requested statistics for key areas of interest and will provide on-demand analytics support for MPO projects.
- Aerial orthophotos and lidar will be collected, processed, and distributed.

For additional information about the Data Resource Center’s data management and visualization projects, email cindy.pederson@oregonmetro.gov.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

| | | | |
|---------------------------|---------------------------|---------------------------|---------------|
| Requirements: | | Resources: | |
| Personnel Services | \$ 1,258,684 | STBG | \$ 363,795 |
| Materials & Services | \$ 399,013 ^{1 2} | STBG Match (Metro) | \$ 18,530,231 |
| Indirect Costs | \$ 626,825 | STBG Match (ODOT) | \$ 1,879,089 |
| | | Metro Direct | \$ |
| TOTAL \$ 2,284,522 | | TOTAL \$ 2,284,522 | |

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

² As part of Metro’s commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

Land Use and Socio-Economic Modeling Program

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

Description

The Land Use and Socio-Economic Modeling Program assembles historical data and develops future forecasts of population, land use, and economic activity that support Metro's regional transportation planning and transportation policy decision-making processes. The forecasts are developed for various geographies, ranging from regional Metropolitan Statistical Area (MSA) to Transportation Analysis Zone (TAZ) level, and across time horizons ranging from 20 to 50 years into the future. The Land Use and Socio-Economic Modeling Program also includes activities related to the continued development of the analytical tools and models that are applied to produce the abovementioned forecasts.

Long-range economic and demographic projections are regularly updated to incorporate the latest observed changes in demographic, economic, and real estate development conditions. Metro staff rely on the forecasts to study transportation corridor needs, formulate regional transportation plans, analyze the economic impacts of potential climate change scenarios, and to develop land use planning alternatives. This work creates the key inputs (e.g. population, housing, jobs) for the analytical tools (e.g., travel demand model) that are used to carry out federal transportation planning requirements and support regional transportation planning process and project needs.

The resources devoted to the development and maintenance of the Metro's core forecast toolkits are critical to Metro's jurisdictional and agency partners to support transportation planning and transportation project development. Beyond Metro itself, local jurisdictions across the region rely on the forecast products to inform their comprehensive plan and system plan updates. Because the modeling toolkit provides the analytical foundation that informs the region's most significant decisions, the annual program leverages significant historical investments and to ensure that the analytical tools are always ready to fulfill the project needs of Metro's partners. These analytical tools are also a key source of data and metrics used to evaluate the region's progress toward meeting its equity, safety, climate, and congestion and economic goals. This is an ongoing program.

Work completed in FY 2023-24:

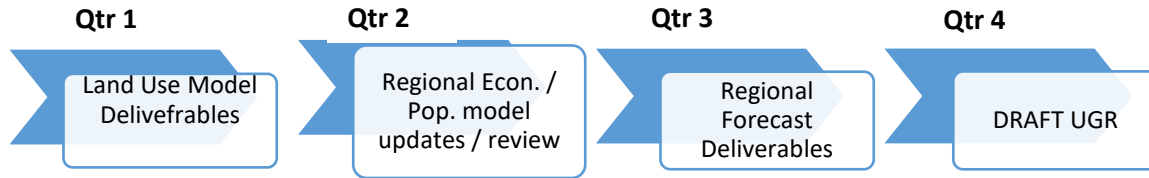
- Developer Supply Processor (DSP) modeling – the DSP model is a land supply redevelopment forecast estimation model structured as a real estate pro forma. The model is consistent with HB 2001, and Oregon law passed in 2019 allowing more housing types in residential areas, and includes:
 - Entitlement screen
 - Regional Land Information System (RLIS) zoning crosswalk between local zoning districts and Metro regional land use categories
 - Middle housing supply estimate
 - Redevelopment (residential + non-residential) supply
 - Land Use Technical Advisory Group (LUTAG) and local partner review/ approval of DSP and redevelopment
- Buildable Land Inventory (BLI) - vacant land model (also consistent with HB 2001)
 - Updated to 2022 vacant land inventory

-
- LUTAG reviewed/approved BLI model assumptions
 - Local review of final BLI (vacant + redevelopment)
 - Regional Economic Forecast model revision and update
 - Re-estimation of model equations
 - Regional economic/ demographic inputs
 - National economic/ demographic inputs
 - Coordination with Portland State University population forecast and inputs
 - Convened/ review regional forecast by expert panel
 - Regional Economic Forecast (2024 -2044)
 - Regional Population Forecast (2024 -2044)
 - Household Income Age (HIA) forecast
 - Disability forecast
 - Race/ ethnicity forecast
 - Ongoing Mapping & Data Analytics of Census 2020 Data (flow basis)
 - Ongoing Maintenance of Land Development Monitoring System
 - DRAFT Urban Growth Report
 - Land Use Model Improvements – task ongoing

Work in FY 2024-25

- Land Use Model (LUM) Improvements
 - Determine if MetroScope is still a viable LUM alternative
 - Modify DSP/ pro-forma-based approach to forecasting redevelopment supply for use in a LUM – model integration work (depends on LUM platform TBD)
 - Create New Buildable Land Model / Inventory Approach (must be consistent with HB 2001 regulations) – model integration work (depends on LUM platform TBD)
 - Develop of a New LUM Platform to Replace MetroScope (multi-year) – note: model selection could still be MetroScope
- On-going regional economic / demographic forecast and data maintenance
 - Regional economy
 - National drivers
 - Population / vital statistics
- TAZ distributed forecast DRAFT
 - TAZ allocation
 - TAZ local jurisdiction review
- Urban Growth Report (UGR) Documents and Analytics
 - Final Regional Forecast (i.e., population, households, employment, range projections, income, race, disability, HIA distributions)
 - Final UGR documents (supporting analytics and appendices – regional forecast, BLI/ capacity, residential and non-residential need/ gap analytics, land/economy performance monitoring mandates and statistics)
- Ongoing Mapping & Data Analytics of Census 2020 & ACS Data (flow basis)
- Ongoing Maintenance of Land Development Monitoring System

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

| | |
|----------------------|-------------------------|
| Personnel Services | \$ 163,182 |
| Materials & Services | \$ 133,350 ¹ |
| Indirect Costs | \$ 81,265 |

Resources:

| | |
|--------------------|-------------------|
| 5303 | \$ 124,967 |
| 5303 Match (Metro) | \$ 14,303 124,300 |
| STBG | \$ 14,227 |
| STBG Match (Metro) | \$ |
| Metro Direct | \$ 100,000 |

TOTAL \$ 377,797

TOTAL \$ 377,797

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

Travel Model Program

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

Description

The Travel Model Program is a coordinated portfolio of projects and tasks devoted to the continued development and maintenance of the core analytical toolkit used to inform and support regional transportation policy and investment decision-making. Individual elements of the toolkit include:

- Trip-based Travel Demand Model
- Activity-based Travel Demand Model (ABM) -includes CT-RAMP, ActivitySim
- Freight Travel Demand Model
- Bicycle Route Choice Assignment Model
- Multi-Criterion Evaluation Tool (Benefit/Cost Calculator)
- Housing and Transportation Cost Calculator
- FTA Simplified Trips On Project Software (STOPS)
- Dynamic Traffic Assignment (DTA) Model
- VisionEval Scenario Planning Tool

The resources devoted to the development and maintenance of the travel demand modeling toolkit are critical to Metro's jurisdictional and agency partners. Because the modeling toolkit provides the analytical foundation for evaluating the region's most significant transportation projects, ongoing annual support acts to leverage significant historical investments and to ensure that the modeling toolkit is always ready to fulfill the project needs of Metro's partners. The modeling toolkit is also a key source of data and metrics used to evaluate the region's progress toward meeting its equity, safety, climate, congestion and economic goals. This is an ongoing program.

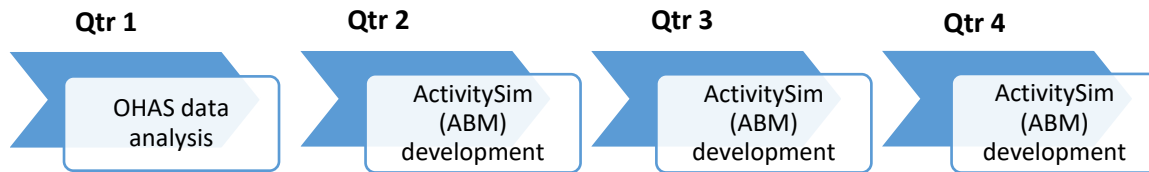
Work completed in FY 2023-24

- Activity-based Travel Demand Model (i.e., ActivitySim) Development
 - Updated Population Synthesizer (i.e., PopulationSim)
 - Refined Micro-Analysis Zones, Transportation Analysis Zones (TAZ), and networks
 - Completed initial calibration, reasonableness checks, and region-specific customization
- DTA model development and application in support of regional pricing studies
- Implementation and application of FTA's STOPS model in support of regional transit studies
- Freight Model Dashboard validation and application
- Mobility Policy Update metric application
- Oregon Household Activity Survey implementation: Fall 2023, Spring 2024

Work in FY 2024-25:

- Completion of Oregon Household Activity Survey data analysis and delivery
- Activity-based Travel Demand Model (i.e., ActivitySim) development
 - Initial statewide estimation of ActivitySim model using OHAS results
 - Porting of statewide estimation of ActivitySim model to Portland region
 - Further refinement of networks, land use, and other inputs to ActivitySim model

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

| | |
|----------------------|-------------------------|
| Personnel Services | \$ 570,659 |
| Materials & Services | \$ 199,800 ¹ |
| Indirect Costs | \$ 284,188 |

Resources:

| | |
|------------------------|------------|
| 5303 | \$ 469,494 |
| 5303 Match (Metro) | \$ 53,736 |
| Metro Direct | \$ 281,417 |
| Local Support (TriMet) | \$ 250,000 |

TOTAL \$ 1,054,647

TOTAL \$ 1,054,647

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

Oregon Household Travel and Activity Survey Program

Staff Contact: Joe Broach, joe.broach@oregonmetro.gov

Description

Transportation analysts, planners, and decision-makers depend on periodic travel surveys to provide a reliable “snapshot” of current household travel behavior reflected through changing population, demographic, and travel trends. Surveys provide a comprehensive picture of personal travel behavior that is lacking in other data sources, such as the Census. Data collected through surveys are also critical for updating and improving travel demand models, the foundational analytical tool used to support regional transportation planning activities.

Through the Oregon Statewide Modeling Collaborative (OMSC), Metro partners with Oregon Department of Transportation (ODOT), the members of the Oregon Metropolitan Planning Organization Consortium (OMPOC) and the Southwest Washington Regional Council to conduct a statewide survey, both to share costs and to provide a statewide data set with broader applications and more consistency than would be possible if each of these partners were to conduct survey efforts independently.

The current household survey project is structured around three major phases:

- Phase I – Scoping (October 2021 – December 2021)
- Phase II – Survey Design (January 2022 – Sep 2022)
- Phase III – Survey Implementation (Data Collection to begin Spring 2023, FY 2022-2023, and continue through Spring 2024, FY 2023-2024)
- Post-Phase III – Data Sharing and Future Survey Planning (FY 2024-2025)

The survey data will be critical for policy and decision-makers across the state. It will be used in the development of a variety of MPO and statewide trip-based and activity-based travel models throughout Oregon, including models in the Portland/Vancouver, WA area and other Oregon metropolitan and non-metropolitan areas. It will also support the development of integrated land use economic transportation models being developed by ODOT.

Work completed in FY 2023-24:

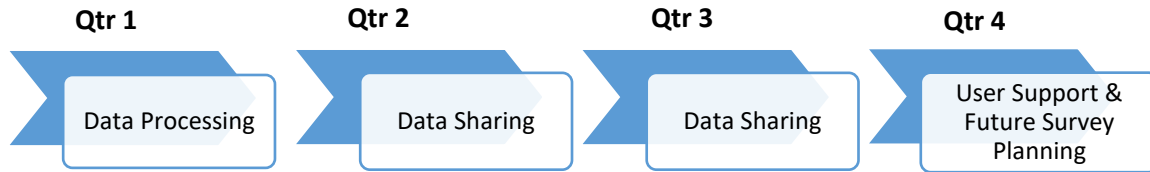
- Sampling strategy adjustments based on Spring 2023 survey pilot
- Received and reviewed two additional technical memos on survey collection recommendations and implementation plans
- Partner engagement with major universities and transit agencies
- Surveyed roughly 16,000 Oregon households during Fall 2023 and Spring 2024 data collection periods
- Kicked off first follow on survey to study e-commerce impacts on travel behavior in Oregon households

Work in FY 2024-25:

- Process survey data and finalize documentation
- Update data sharing procedures for partners, researchers, and public

- Receive final, weighted survey dataset for use in model estimation, policy support, and research
- Explore future potential for continuous travel surveying in Oregon
- Receive final deliverables from e-commerce follow on study
- Connect survey data to statewide Joint Estimation work that is developing the next generation activity-based travel model

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

| | | | |
|----------------------|-------------------|--------------------|-------------------|
| Requirements: | | Resources: | |
| Personnel Services | \$ 89,942 | 5303 | \$ 120,896 |
| Indirect Costs | \$ 44,791 | 5303 Match (Metro) | \$ 13,837 |
| TOTAL | \$ 134,733 | TOTAL | \$ 134,733 |

Technical Assistance Program

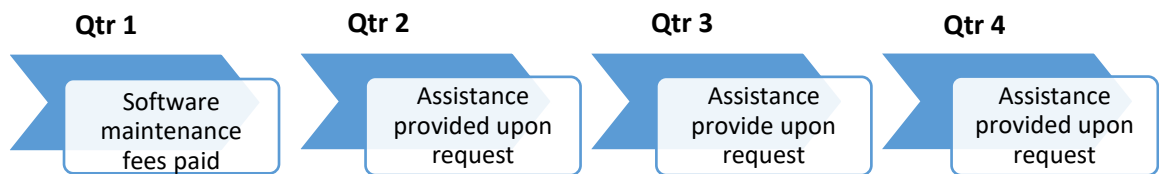
Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

Description

US Department of Transportation protocols and procedures require the preparation of future year regional travel forecasts to analyze project alternatives. The Technical Assistance Program provides transportation data and travel modeling services for projects that are of interest to local partner jurisdictions. Clients of this program include regional cities and counties, TriMet, the Oregon Department of Transportation, the Port of Portland, private sector businesses, and the general public.

Client agencies may also use funds from this program to purchase and maintain copies of the transportation modeling software used by Metro. An annual budget allocation defines the amount of funds available to each regional jurisdiction for these services, and data and modeling outputs are provided upon request. This is an ongoing program.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

| | |
|----------------------|-----------|
| Personnel Services | \$ 18,503 |
| Materials & Services | \$ 36,000 |
| Indirect Costs | \$ 9,214 |

TOTAL \$ 63,717

Resources:

| | |
|--------------------|-----------|
| STBG | \$ 57,174 |
| STBG Match (Metro) | \$ 6,544 |

TOTAL \$ 63,717



State-Led Transportation Planning of Regional Significance

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ODOT Development Review

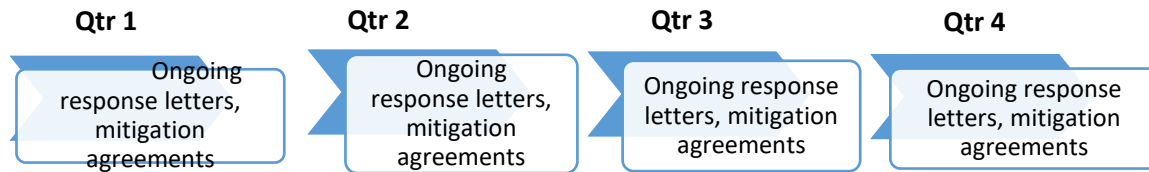
Staff Contact: Neelam Dorman, Neelam.Dorman@ODOT.Oregon.gov

Description

ODOT reviews local land use actions and participates in development review cases when those actions may have safety or operational impacts (for all modes of travel) on the state highway system, or if they involve access (driveways) to state roadways. ODOT staff work with jurisdictional partners and applicants/developers. Products may include written responses and/or mitigation agreements. This work also includes review of quasi-judicial plan amendments, code and ordinance text amendments, transportation system plan amendments, site plans, conditional uses, variances, land divisions, master plans/planned unit developments, annexations, urban growth boundary expansions and recommendations for industrial land site certifications. ODOT also works to ensure that long-range planning projects integrate development review considerations into the plan or implementing ordinances, so that long-range plans can be implemented incrementally over time.

In a typical fiscal year, Region 1 staff review of over 2,000 land use actions, with approximately 200 written responses and 100 mitigation agreements.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

| | |
|----------------------|------------|
| Personnel Services | \$ 573,750 |
| Materials & Services | \$ 0 |

TOTAL \$ 573,750

Resources:

| | |
|---------------|------------|
| Federal grant | \$ 514,826 |
| Local Match | \$ 58,924 |

TOTAL \$ \$573,750

ODOT – Transportation and Growth Management

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

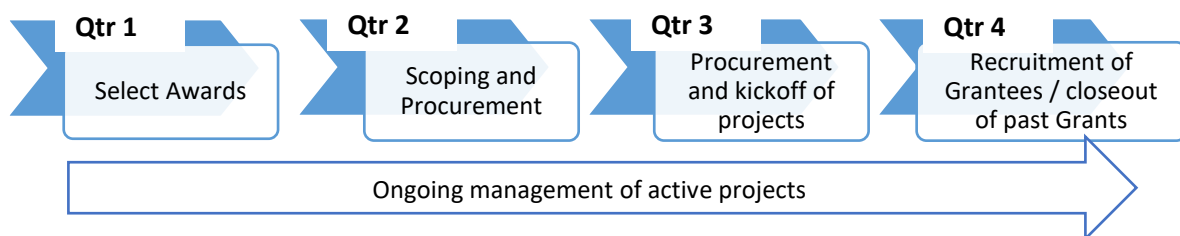
Description

The Transportation and Growth Management (TGM) program is a partnership between the Oregon Department of Land Conservation and Development and Oregon Department of Transportation. The program helps governments across Oregon with skills and resources to plan for long-term, sustainable growth in their transportation systems in line with other planning for changing demographics and land uses. TGM encourages governments to take advantage of assets they have, such as existing urban infrastructure, and walkable downtowns and main streets. The Goals of the program are:

1. Provide transportation choices to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth
2. Create communities composed of vibrant neighborhoods and lively centers linked by convenient transportation
3. Support economic vitality by planning for land uses and the movement of people and goods
4. Save public and private costs with compact land uses and well-connected transportation patterns
5. Promote environmental stewardship through sustainable land use and transportation planning

TGM is primarily funded by federal transportation funds, with additional staff support and funding provided by the State of Oregon. ODOT Region 1 distributes approximately \$650 - \$900 Thousand annually to cities, counties and special districts within Hood River and Multnomah counties plus the urban portions of Clackamas and Washington County. Grants typically range from \$150,000 to \$300,000 and can be used for any combination of staff and consulting services. ODOT staff administer the grants alongside a local agency project manager.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements: (Est.)

| | |
|----------------------|------------|
| Personnel Services | \$ 100,000 |
| Materials & Services | \$ 850,000 |

TOTAL \$ 950,000

Resources:

| | |
|---------------|------------|
| Federal grant | \$ 852,435 |
| Local Match | \$ 97,565 |

TOTAL \$ 950,000

ODOT Region 1 Active Transportation Strategy

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

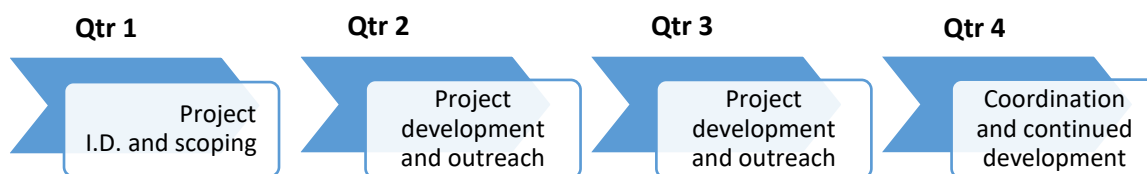
Description

Refine and update ODOT's Active Transportation Needs Inventory (ATNI) enabling ODOT Region 1 to identify gaps and deficiencies among sidewalks and bike facilities in the system and support conceptual planning of projects that increase biking, walking and access to transit including ADA conformance. This data can be referenced across all disciplines and ODOT teams to elevate biking and walking facilities in scoping and program development activities. Primary activities include project identification, scoping for identified needs and gaps, and pairing improvements projects with relevant funding sources to maximize the inclusion of active transportation needs and costs in planning and project development as a proactive rather than reactive effort. ATNI also complements the implementation of ODOT's Blueprint for Urban Design guidance on best practices for enhancing livability on the arterial highway network.

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

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

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services \$ 150,000

Materials & Services \$ 25,000

TOTAL \$ 175,000

Resources:

Federal grant \$ 157,028

Local Match \$ 17,973

TOTAL \$ 175,000

ODOT Region 1 System Analysis and Technical Assistance

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

Description

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

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

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

TOTAL \$ 225,000

Resources:

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

TOTAL \$ 225,000

ODOT Region 1 Planning for Operations

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

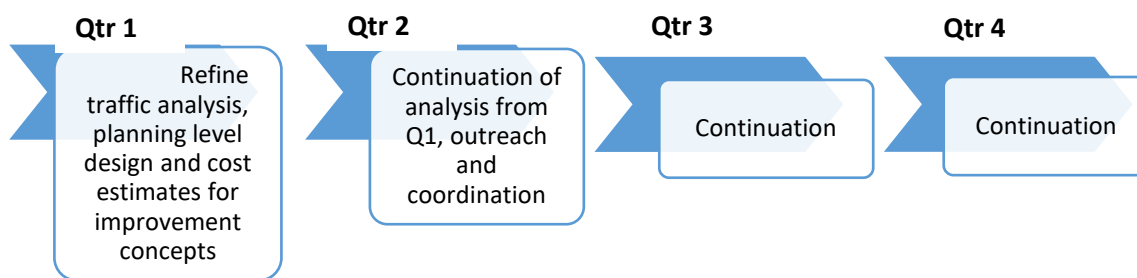
Description

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

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

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

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

| | |
|----------------------|-----------|
| Personnel Services | \$ 40,000 |
| Materials & Services | \$ 60,000 |

TOTAL \$ 100,000

Resources:

| | |
|---------------|-----------|
| Federal grant | \$ 89,730 |
| Local Match | \$ 10,270 |

TOTAL \$ 100,000

ODOT - I-5 Boone Bridge Replacement and Interchange Improvement Project

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

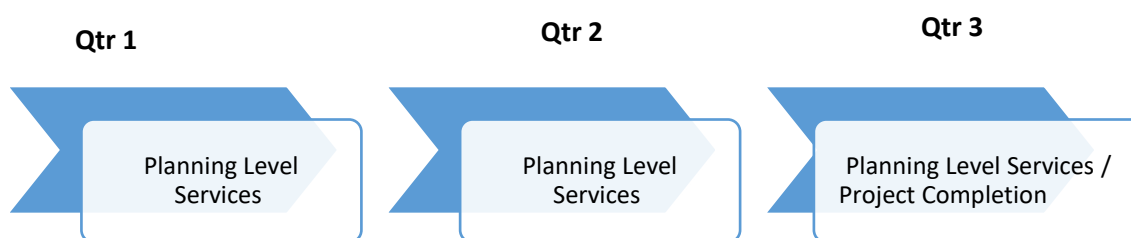
Description

In FY 2024-25, the project will continue the Planning and Environmental Linkages (“PEL”) process, which will include conceptual design, public involvement, transportation planning and analysis, traffic engineering analysis, and land use analysis and other related services. The PEL process for Boone Bridge will be focused on planning-level analysis, community engagement, and agency coordination that will lead into the future National Environmental Policy Act (NEPA) process. During this time period, analysis will be completed to refine project cost estimates, advance project design, determine bicycle, pedestrian, and public transportation improvements, conduct stakeholder engagement, develop and integrate an equity framework, evaluate land use impacts, coordinate with Regional Mobility Pricing Project analysis, determine the NEPA class of action, and prepare the purpose and need statement. Funding will cover both agency staff and consultant costs. This phase of the work is anticipated to be completed in FY 2024-2025, with a contract expiration date of February 1, 2025.

Additional details for the project including previous studies can be found on the project website:

[Oregon Department of Transportation : Project-Details : Projects : State of Oregon](#)

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

| | |
|----------------------|---------------------|
| Personnel Services | \$ 560,000 |
| Materials & Services | \$ 560,000 |
| TOTAL | \$ 1,120,000 |

Resources:

| | |
|---------------|---------------------|
| Federal grant | \$ 896,000 |
| Local Match | \$ 224,000 |
| TOTAL | \$ 1,120,000 |



Locally Led Transportation Planning of Regional Significance

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Sunrise Corridor Community Visioning Project

Staff Contact: Jamie Stasny, jstasny@clackamas.us

Description

Sunrise Corridor Community Visioning Project is a collaborative project intending to partner with community and other regional partners to define a plan for this corridor and community to thrive. It is funded through the American Rescue Plan Act (ARPA). We intend to create a clear, community-supported vision and recommended actions for land use, housing, community health, the transportation system and other infrastructure in the area. It will inform future infrastructure, health and economic investments needed within the project area and needed to support the broader urban, unincorporated Clackamas County area. The final product will analyze health impacts, economic opportunities, and other infrastructure, and take into consideration the current and projected future impacts of climate change and climate actions. This effort is also intended to help build relationships with community and to improve engagement approaches for future projects.

In FY 2023-24 the visioning project:

- Selected a Consultant team to lead the work & finalized contracts
- Completed draft Existing Conditions Reports
- Convened Technical Advisory Committee, Steering Committee and Leadership Cohort

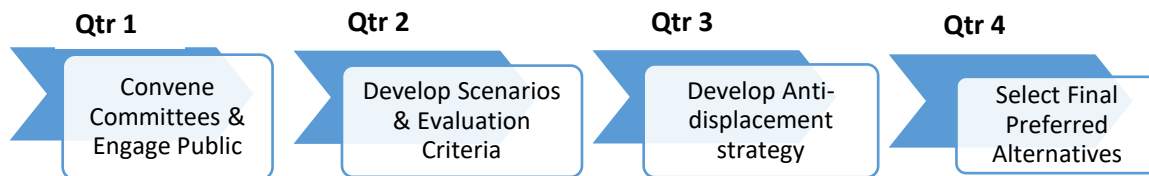
In FY 2024-25, the project will:

- Implement the public engagement strategy
- Continue to convene the Technical Advisory Committee, Steering Committee and Leadership Cohort
- Actively collaborate and engage with the community
- Develop the vision and evaluation criteria
- Work toward preferred alternative selection
- Develop economic competitiveness report
- Develop anti-displacement strategy
- Draft the final report and recommendations.

This project will support transportation planning and comprehensive plan work underway in both Happy Valley and Clackamas County.

This project is consistent with the 2023 Regional Transportation Plan (RTP) goals and 2040 Vision supporting a healthy economy that generates jobs and business opportunities, safe and stable neighborhoods, improved transportation connections for equity, efficient use of land and resources for smart growth and development, and opportunities for disadvantaged groups. This area was included in the 2018 RTP as part of Clackamas to Columbia Corridor (Mobility Corridor 24).

Key Project Deliverables / Milestones



FY 2024-2025 Cost and Funding Sources Note: Funding listed in this narrative is draft, and subject to change.

Requirements:

Personal Services \$ 3,000,000

Materials & Services \$ 0

TOTAL \$ 3,000,000

Resources:

Federal American \$ 2,800,000

Rescue Plan Act (via
state earmark)

Local Match \$ 200,000

TOTAL \$ 3,000,000

TriMet Comprehensive Service Planning (Forward Together 2.0)

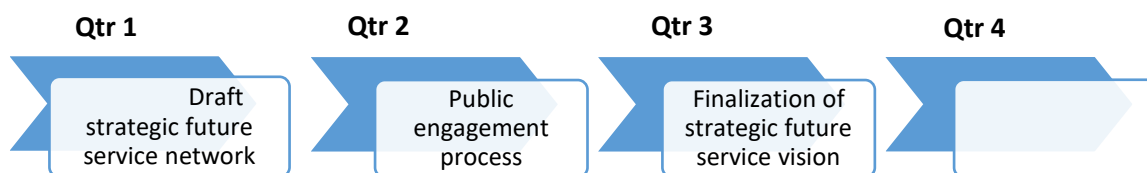
Staff Contact: Kate Lyman, lymank@trimet.org

Description

In FY24-25, TriMet will complete its medium-term and long-term strategic service planning efforts. This work builds off of work completed in FY22-23 called Forward Together, which was a 9-month project that recommended near-term changes to address the changing transit needs of our region as a result of the pandemic. These plans were communicated with the public in fall 2022 and implementation began in spring of 2023.

In FY23-24, TriMet began Forward Together 2.0, a visionary plan for how TriMet's service on the bus network and on MAX could grow if additional resources for transit operations became available. Much of this work was funded by the Federal Transit Administration's Route Planning Restoration Grant. This long-range plan will incorporate stakeholder interests in additional TriMet service and will include a financial analysis to determine resources needed to allow implementation of those services. It will also inform future fleet needs. Forward Together 2.0 is expected to be completed in FY24-25.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Materials & Services \$ 100,000
(consultant support)

TOTAL \$ 100,000

Resources:

FTA Route Planning \$ 100,000
Restoration grant

TOTAL \$ 100,000

TriMet Eastside Park & Ride TOD Planning

Staff Contact: Guy Benn, benng@trimet.org

Description

Through a Federal Transit Administration (FTA) PILOT grant, this planning work will promote the activation of two under-utilized park & ride facilities located on MAX Blue light rail line at Burnside Street and 122nd Ave, and Burnside and 181st Ave. This transit-oriented development (TOD) planning work will leverage other capacity-enhancing investments in TriMet's MAX system by clarifying the appropriate types, densities, and forms of development at each location and highlighting ways for all stakeholders to participate in this development. By clarifying the conditions and needs at each station area, the planning work will highlight what development is possible and desired and create certainty that is catalytic to additional investment.

Work commenced in Spring 2023 on receipt of grant funding with contract procurement and scope clarification through vendor contract negotiations. The initial tasks include:

- Conducting Equity Analysis
- Defining Outreach Strategy
- Community Assets and Gaps Analyses.

Work in FY2024-25 will include:

- Site Access Studies
- Site Master Plan & Massing Studies
- Feasibility Assessments
- Joint Development Strategic Plans.

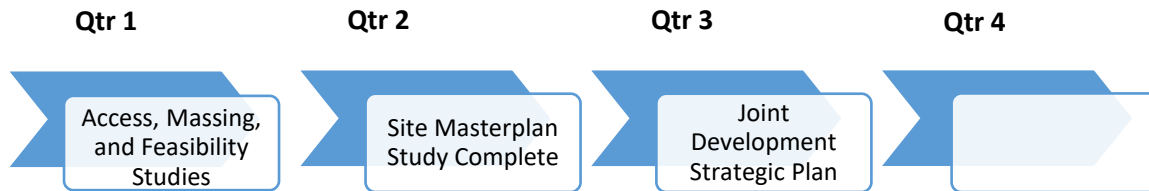
Work is anticipated to conclude in the 3rd Quarter of FY24.

To deliver contextual and relevant conclusions, the project references past and current planning work relevant to each park & ride area. This includes the East Portland Action Plan, Rockwood-West Gresham Renewal Plan, Metro's 2040 Growth and TOD plans, and so on. By promoting equitable transit-oriented development, the Eastside Park & Ride TOD Planning project aligns with Metro's 2018 RTP policy guidance on equity, safety, climate, and congestion.

Project materials will be publicly available when finalized, with conclusions from the planning work published on TriMet's website. In the interim, further information on all the above is available from the project manager Guy Benn (benng@trimet.org).

Key Project Deliverables / Milestones

This TOD planning work will provide site masterplans that promote equitable development capable of bringing housing, economic, community and environmental benefits to each site. The work will further increase transparency in TriMet’s TOD program, helping attract investment into these areas.



FY 2024-25 Cost and Funding Sources*

Requirements:

| | |
|----------------------|------------|
| Personal Services | \$ 71,416 |
| Materials & Services | \$ 210,000 |

TOTAL \$ 281,416

Resources:

| | |
|-----------------|------------|
| FTA PILOT grant | \$ 210,000 |
| Local Match | \$ 71,416 |

TOTAL \$ 281,416

*Cost and Funding Source amounts represent two-thirds of the total grant and match amounts. The remaining one-third will incur in FY2023-24.

TriMet Park & Ride Optimization Plan

Staff Contact: Guy Benn, benng@trimet.org

Description

Through an ODOT & DLCD Transport and Growth Management (TGM) grant, this planning work will develop a roadmap for TriMet park & ride operations. Specifically, it will assess the performance of TriMet's managed park & ride facilities, and how they meet customer and community needs. The Park & Ride Optimization Plan (PROP) will complement TriMet's Regional TOD Plan by in-depth analysis of park & ride demand and usage across the region, and thus reinforce the TOD site prioritization framework in the TOD plan. The PROP study will assess the impact of changing work trends on park & ride usage, and how anticipated road pricing, climate change, or events might further influence usage. Measures that promote efficiency (including P&R consolidation, densification, and redevelopment) will be assessed, as well as shared/district parking models that can catalyze development close to park & ride sites. A pilot study will test key conclusions, and an equity lens (used throughout) will ensure actions taken do not have a disproportionately negative impact on disadvantaged stakeholders.

Notification of grant award occurred at the end of September 2023. Working with ODOT and DLCD, TriMet developed project scope and solicited for consultant participation and started working with a consultant on data collection and plan development in January/February 2024. Completion and adoption of the PROP study is forecast for December 2024.

Key Project Deliverables / Milestones

The Park & Ride Optimization Plan will provide a data-driven and clear plan for the future strategy and operations of TriMet's managed park & ride portfolio. Efficient and streamlined park & ride operations will assist TriMet as it pushes to drive ridership, improve customer experience, and support communities across the region. By optimizing its managed park & ride portfolio, TriMet can bring activation and economic opportunity to the spaces and communities around its transit infrastructure. Further information on all the above is available from the project manager.



FY 2024-25 Cost and Funding Sources

Requirements:

Personal Services \$ 29,400

Materials & Services \$ 210,000

TOTAL \$ 239,400

Resources:

State Transportation & Growth Management Grant \$ 210,000

Local Match \$ 29,400

TOTAL \$ 239,400

FX System Plan

Staff Contact: Jonathan Plowman, plowmanj@trimet.org

Description

TriMet, in coordination with Metro, is developing a Frequent Express (FX) System Plan (FX Plan). The Plan will outline a vision for a network of FX bus service across the region. It will further advance previous work in the 2023 High-Capacity Transit Strategy, the 2023 Regional Transportation Plan, and the 2018 Regional Transit Strategy. The Plan will have two major components: 1) Defining FX and its guidelines and standards and 2) Developing a future FX network for the TriMet system.

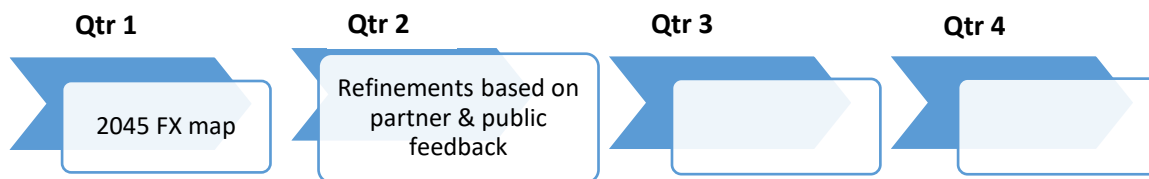
The first component of the FX Plan will be FX guidelines and standards such as amenities at stations and on vehicles; maximum headways between vehicles; boarding and fare payment tools; bus priority lanes; and transit signal priority. Goals of this work include to streamline planning work for future FX corridors, and to provide standards that can be applied consistently on both lines funded with FTA Capital Investment Grants (CIG), and lines funded with other sources.

The second component of the FX Plan will be a 2045 FX map showing the future network of FX lines. Future FX lines will be selected based on characteristics such as existing ridership, corridor population, land use, built environment, and equity. A primary goal of this work is to set a vision for FX service improving transit experiences across the region.

This work will be supported by a consultant. The work we anticipate performing in FY2024-25 will continue and complete these efforts. Prior to that, in FY 2023-24, we anticipate having done about \$495,000 of work to begin these efforts.

The project team is exploring the potential to perform additional work in FY 2024-25 and FY 2025-26, including analysis of the system's net benefits and prioritization of FX lines within the 2045 network.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Resources:

| | | | |
|----------------------|-------------------|--|-------------------|
| Personnel Services | \$ 75,000 | Statewide Transportation Improvement Funding | \$ 150,000 |
| Materials & Services | \$ 75,000 | Local Match | \$ N/A |
| TOTAL | \$ 150,000 | TOTAL | \$ 150,000 |

City of Portland - Lower Albina Reconnecting Communities

Staff Contact: Mike Serritella, Mike.Serritella@portlandoregon.gov

Description

Lower Albina Reconnecting Communities is a collaboration between the City of Portland and Albina Vision Trust to align the community vision and aspiration to revive the historic Black neighborhood in Lower Albina with city policy. The City of Portland received an \$800,000 grant award from the FHWA Reconnecting Communities Pilot program in February 2023, matched by \$200,000 of local funds, to perform this work. The main project deliverable is a transportation and land use development framework plan for the Lower Albina area. The project seeks to advance the years of engagement lead by Albina Vision Trust in developing a vision for the future of the Lower Albina area. This effort will translate that vision into a series of policy changes, actions, and projects that advance that vision and are aligned with other transportation projects in Albina and with local and regional policy.

In FY 2023-24, the Reconnecting Communities project:

- Established a grant agreement between the City of Portland and FHWA
- Performed a scan of city policy to identify areas of consonance and conflict with the Albina Vision Community Investment Plan
- Completed an existing conditions for the project area
- Identified a menu of appropriate governance models for further consideration
- Developed public realm and programming concepts
- Completed a preliminary Urban Design Framework Development

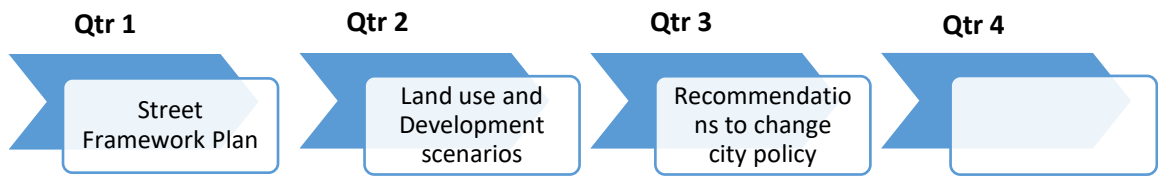
In FY 2024-25, the project will:

- Complete a street framework plan
- Develop the resultant transportation projects
- Create scenarios for land use and development
- Develop recommendations for city policy amendments.

The Lower Albina Reconnecting Communities project supports ODOT's I-5 Rose Quarter Improvement Project (RQIP) by improving surface streets that connect to the improved streets and highway covers that will be created through RQIP. The project is also consistent with the 2040 Vision, which calls for the continued development of Rose Quarter and the surrounding area into a regional center; and with prior area planning completed by the City of Portland, including the North/Northeast Quadrant Plan and Central City Plan. The project is separate and complementary to the RQIP, which is an ODOT-led project included in the RTP.

For additional detail on the project, please contact Mike Serritella with PBOT (Mike.Serritella@portlandoregon.gov). For more info about Albina Vision Community Investment Plan, visit <https://albinavision.org/our-work/>

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

| | | | |
|----------------------------------|---------------------|-------------------|---------------------|
| Requirements¹: | | Resources: | |
| Personnel Services | \$ 750,000 | Federal grant | \$ 800,000 |
| Materials & Services | \$ 250,000 | Local Match | \$ 200,000 |
| TOTAL | \$ 1,000,000 | TOTAL | \$ 1,000,000 |

¹ This is an estimate as internal budget negotiations are still underway.

City of Portland - Central Eastside Railroad Crossings Study

Staff Contact: Zef Wagner, zef.wagner@portlandoregon.gov

Description

The Central Eastside Railroad Crossings Study will examine 15 at-grade railroad crossings in the Central Eastside district of Portland to investigate whether and how these crossings could be closed, improved, supplemented with grade-separated crossings, and/or replaced with grade-separated crossings. These at-grade railroad crossings stretch from SE Stark Street at the north end of the study area to SE 12th Avenue at the south end of the study area, and all the crossings are located on the mainline of the Union Pacific Railroad (UPRR) between UPRR's Albina Yard and Brooklyn Yard. The at-grade railroad crossings in this area have been subject to increased blockages in recent years with growing frequency and length of time per blockage, and these blockages in turn create significant delays and safety concerns for pedestrians, people bicycling, and people driving due to unsafe behaviors resulting from delays. The delays also impact public transit (including the new FX-Division Bus Rapid Transit Line and the existing Amtrak passenger rail service) and driving, as well as delays for goods movement by truck in the Central Eastside Industrial District surrounding these crossings. By identifying and developing at-grade crossing solutions such as advisories, traffic control device upgrades, closures and grade separations, this planning study will result in a list of safety improvement projects and operational strategies that are well-scoped and ready for future funding opportunities.

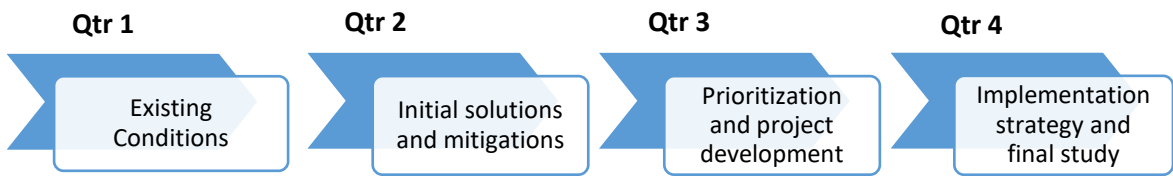
This planning study is funded through a grant from the federal Railroad Crossing Elimination Program and is expected to take roughly 12 months to complete and will primarily take place in FY 2024-2025. The scope includes:

- Developing a public involvement plan
- Documenting existing conditions
- Developing initial ideas for potential solutions and mitigations
- Prioritizing solutions and mitigations
- Developing more detailed strategies and concepts for the highest priorities
- Developing an implementation strategy
- Finalizing the study.

The project is consistent with 2023 RTP policy guidance supporting equity (addressing train blockages impacting safety in high-equity areas and impacting access to living-wage jobs), safety (reducing safety risks at at-grade rail crossings), climate (reducing long delays and detours that add vehicle miles traveled and ped/bike/transit delay), and economy (improving goods movement and access to jobs in the only industrial area of the Central City).

For additional detail on the project, please contact Zef Wagner with PBOT (Zef.Wagner@portlandoregon.gov).

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

| | | | |
|----------------------------------|-------------------|---|-------------------|
| Requirements¹: | | Resources: | |
| Personnel Services | \$ 150,000 | Federal Railroad Crossing Elimination Program | \$ 500,000 |
| Materials & Services | \$ 500,000 | Local Match | \$ 150,000 |
| TOTAL | \$ 650,000 | TOTAL | \$ 650,000 |

¹ This is an estimate as internal budget negotiations are still underway.



Appendices

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METRO

| METRO | | Requirements | Resources ¹ | | | | | | | | | | | |
|---|---|---------------------------------|------------------------|---------------------------|------------------------|---------|---------------------------|-----------|--------------------------------|-----------------------------|---|---------------------------|---------------|------------|
| | | Total Direct and Indirect Costs | PL | PL Set Aside ² | PL Match (ODOT) 10.27% | 5303 | 5303 Match (Metro) 10.27% | STBG | STBG Match (Metro/ODOT) 10.27% | FTA, FHWA, ODOT, EPA Grants | FTA, FHWA, ODOT, EPA Grants Match (Metro) Match % Varies ³ | Metro Direct Contribution | Local Support | Total |
| METRO-LED REGIONWIDE PLANNING | | | | | | | | | | | | | | |
| 1 | Transportation Planning | 1,988,586 | 343,623 | | 39,330 | 123,470 | 14,132 | 696,333 | 79,698 | | | 692,001 | | 1,988,586 |
| 2 | Climate Smart Implementation | 461,017 | | | | | | 211,778 | 24,239 | | | 225,000 | | 461,017 |
| 3 | Metropolitan Transportation Improvement Program | 1,646,103 | 1,409,751 | | 161,352 | | | | | | | 75,000 | | 1,646,103 |
| 4 | Air Quality Program | 27,717 | | | | | | 24,871 | 2,847 | | | | | 27,717 |
| 5 | Regional Transit Program | 27,717 | | | | | | 24,871 | 2,847 | | | | | 27,717 |
| 6 | Regional Freight Program | 194,007 | | | | | | 174,083 | 19,925 | | | | | 194,007 |
| 7 | Complete Streets Program | 185,018 | | | 97,687 | | | 78,362 | 8,969 | | | | | 185,018 |
| 8 | Regional Travel Options/Safe Routes to School Program | 4,852,103 | | | | | | | | 4,599,570 | 210,032 | 42,500 | | 4,852,103 |
| 9 | Transportation System Management & Operations - Regional Mobility Program | 862,123 | | | | | | 300,354 | 34,377 | 473,229 | 54,163 | | | 862,123 |
| 10 | Better Bus Program | 883,522 | | | | | | | | | | 883,522 | | 883,522 |
| 11 | Connecting First and Last Mile: Accessing Mobility through Transit Study | 910,290 | | | | | | 149,212 | 17,078 | | | 744,000 | | 910,290 |
| 12 | Safe Streets for All | 526,455 | | | | | | | | 1,409,308 | 139,878 | | | 526,455 |
| 13 | EPA Climate Pollution Reduction Grant | 648,702 | | | | | | | | 648,702 | | | | 648,702 |
| 14 | Industrial Lands Availability and Intermodal Facilities Access Study | 150,000 | | | | | | | | | | 150,000 | | 150,000 |
| 15 | Economic Value Atlas | 88,920 | | | | | | 39,392 | 4,509 | | | 55,020 | | 88,920 |
| 16 | Regional Emergency Transportation Routes | 105,876 | | | | | | 49,738 | 5,693 | | | | 50,445 | 105,876 |
| Metro-led Regionwide Planning Total: | | 14,590,889 | 1,753,374 | 97,687 | 200,682 | 123,470 | 14,132 | 1,748,993 | 200,180 | 7,130,810 | 404,073 | 2,867,043 | 50,445 | 14,590,889 |
| METRO-LED CORRIDOR / AREA PLANNING | | | | | | | | | | | | | | |
| 1 | Investment Areas (Corridor Refinement and Project Development) | 1,508,499 | | | | | | 630,264 | 72,137 | 530,764 | 132,691 | 142,644 | | 1,508,499 |
| 2 | Southwest Corridor Transit Project | 526,455 | | | | | | | | 350,000 | 87,500 | 88,955 | | 526,455 |
| 3 | TV Highway Transit and Development Project | 562,154 | | | | | | | | 562,154 | | | | 562,154 |
| 4 | 82nd Ave Transit Project | 1,525,933 | | | | | | | | 1,057,075 | 120,987 | 347,871 | | 1,525,933 |
| Metro-led Corridor / Area Planning Total: | | 4,123,041 | - | - | - | - | - | 630,264 | 72,137 | 2,499,992 | 341,178 | 579,470 | - | 4,123,041 |
| METRO ADMINISTRATION & SUPPORT | | | | | | | | | | | | | | |
| 1 | MPO Management and Services | 534,048 | 454,331 | | 52,000 | | | | | | | 27,717 | | 534,048 |
| 2 | Data Management and Visualization | 2,284,522 | | | | | | 363,795 | 41,638 | | | 1,879,089 | | 2,284,522 |
| 3 | Land Use and Socio-Economic Modeling Program | 377,797 | | | | 124,967 | 14,303 | 124,300 | 14,227 | | | 100,000 | | 377,797 |
| 4 | Travel Model Program | 1,054,647 | | | | 469,494 | 53,736 | | | | | 281,417 | 250,000 | 1,054,647 |
| 5 | Oregon Household Travel and Activity Survey Program | 134,733 | | | | 120,896 | 13,837 | | | | | | | 134,733 |
| 6 | Technical Assistance Program | 63,717 | | | | | | 57,174 | 6,544 | | | | | 63,717 |
| Metro Administration & Support Total: | | 4,449,464 | 454,331 | - | 52,000 | 715,357 | 81,876 | 545,269 | 62,408 | - | - | 2,288,223 | 250,000 | 4,449,465 |
| GRAND TOTAL | | 23,163,395 | 2,207,704 | 97,687 | 252,682 | 838,827 | 96,008 | 2,924,526 | 334,725 | 9,630,803 | 745,251 | 5,734,737 | 300,445 | 23,163,395 |

As of 3/18/24

¹Please refer to the Overview section of the UPWP for a Glossary of Resource Funding Types.

²The IJA/BIL § 11206 (Increasing Safe and Accessible Transportation Options) requires MPOs to expend not less than 2.5 percent of PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The Complete Streets Program meets these requirements. There is no match requirement for this PL Set Aside.

³The match amounts vary based on the requirements of each individual grant. Summaries of match requirements are provided below. Additional details can be found in the budget footnotes of the project narratives.

Regional Travel Options/Safe Routes to School Program: FTA Grants: 10.27% (some of which is provided by Metro's grantees); ODOT/FHWA Grant: 10.27% (except for the Rideshare portion of the grant's scope which has no match requirement).

Transportation System Management & Operations - Regional Mobility Program: ODOT/FHWA Grants: 10.27%

Safe Streets for All: FHWA Grant: 20% (some of which is provided by Metro's grantees)

EPA Climate Pollution Reduction Grant: No match requirement

Investment Areas (Corridor Refinement and Project Development): FTA Grant: 20%

Southwest Corridor Transit Project: FTA Grant: typically a 20% match rate, however Metro committed to overmatch by \$200k for an effective match rate of 31.43%

TV Highway Transit and Development Project: FTA Grant: 10.27%, however budget assumes match requirement will be met prior to FY25.

82nd Ave Transit Project: FTA Grant: 10.27%

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2024 Metro Transportation Management Area (TMA) Certification Review Table

Corrective Actions, Recommendations & Proposed Actions

| Topic Area | Corrective Action / Recommendation | Proposed Action |
|---|--|--|
| 1. Metropolitan Transportation Plan (MTP) | <p>Corrective Action 1: By December 23, 2023, with the update of the MTP, Metro must create a financial plan that meets the requirements of 23 CFR 450.324(f)(11), including:</p> <ul style="list-style-type: none"> • Document revenue and cost estimates in YOY dollars • In revenue estimation, develop one consistent process for all agencies and separate out ODOT revenues from Federal funding • Define operations and maintenance for highway and transit to use in MTP and TIP financial planning processes. | <p>Status: Completed as proposed.</p> <p>Metro will change its methodology to account for the effects of inflation on financial constraint and reflection of “year of expenditure dollars” from a discounting of revenues method to an inflation of costs method.</p> <p>Metro participates in the statewide working group led by ODOT to forecast federal and state transportation revenues for long-range plans. This forecast information will serve as the basis for forecasting what portions of those revenues are reasonably expected to be available in the Metro MPO region for the 2023 RTP update. Federal and state revenues will be reported separately. A methodology for how these funds will be applied to OM&P and capital project costs prioritized in the plan update will also ensure federal, state, and local revenues as applied to those costs can be tracked separately.</p> <p>Metro will provide guidance to be followed for the development of local revenue to create consistency in the forecast approach. However, locally generated revenues used for transportation purposes (e.g. system development charges or parking revenues) can be unique, and may continue to utilize forecasting methods appropriate to their locally unique conditions. Any unique methods for</p> |

| Topic Area | Corrective Action / Recommendation | Proposed Action |
|------------|--|--|
| | | <p>the forecast of local revenues will be vetted at the regional level and documented.</p> <p>Metro will work with agencies to create definitions of operations, maintenance, preservation, and capital projects and programs, and develop cost estimation guidance to consistently apply these definitions to cost categories. These definitions will be consistent with ODOT and the region's transit agency cost methods. Transit state of good repair, TAM plans and service plans will be used as sources for cost estimates of transit operations and maintenance activities.</p> <p>Local agencies provide cost estimates for their operations, maintenance and preservation, and each agency's method may differ. For example, one agency may consider asphalt sealant a maintenance activity while another considers it a preservation activity. It may not be possible for agencies to tease apart and re-estimate category costs in strict adherence to a regional guidance document. These slight differences will not impact total cost estimates for these OM&P activities that then allow the region to establish revenues available for capital projects. Nor will they have measurable impacts to performance measures related to OM&P activities on the NHS.</p> |
| | Recommendation 1: As part of fiscal constraint documentation, Metro should develop cost and revenue estimates for functional categories (e.g., preventive maintenance, operations and management, capital), time periods (e.g., 2020-2030, 2030-2040) and by major travel modes | <p>Metro staff will work with agency staff to develop cost estimates for functional categories. OM&P costs will be attributed to time periods (or cost bands).</p> <p>The current revenue forecast and capital project cost estimating methodologies anticipates that</p> |

| Topic Area | Corrective Action / Recommendation | Proposed Action |
|------------|---|---|
| | (e.g., roadways, public transit, bike and pedestrian) to provide more specific detail describing how available revenues can meet projected costs overtime. | <p>revenue forecasts will be developed for time periods within the plan years of 2024 through 2040. Capital projects will be assigned for implementation within time periods in YOE costs, limited to the revenue capacity within those time periods.</p> <p>Capital projects will identify all major travel modes provided or impacted by the project. For projects that provide or impact multiple modes, it may be difficult to attribute costs and apportionment of revenues to singular modal categories.</p> |
| | Recommendation 2: Metro should develop a single definition for a regionally significance project and use it consistently throughout all documents and processes. | Metro expects to establish a comprehensive definition for the term “regionally significant” as part of the 2023 RTP update. |
| | Recommendation 3: Metro should look at MTPs of peer MPOs and consider changes to provide a more user-friendly and accessible MTP format. | <p>As part of the 2023 RTP update, Metro is considering options for preparing a simplified version of the plan that is more accessible to the general public. We are contacting peer MPOs for examples.</p> <p>One of the burdens unique to our MPO is that our RTP is also regulated by Oregon’s statewide planning laws, as well as Metro’s own regional planning requirements under a voter-approved charter. As a result, our RTP serves many masters, each with specific requirements for its content and degree of detail.</p> <p>Given these conditions and requirements, we are considering a separate, simplified summary version aimed at the general public and policy makers. The MTC in the Bay Area is a good example of this</p> |

| Topic Area | Corrective Action / Recommendation | Proposed Action |
|--|---|--|
| | | approach, though our own work will be subject to budget and capacity availability. |
| | Recommendation 4: Metro should include the timelines for re-evaluation points, equity milestones, and follow-up actions to ensure accountability and benchmarks for success in the <i>Transportation Equity Evaluation</i> section of the MTP/RTP. | Metro staff will consider incorporating this recommendation as part of updating the regional equity analysis and findings for the 2023 RTP. |
| 2. Transportation Improvement Program | Recommendation 5: Metro should include a breakdown of each federal funding source by amount and by year within the main document of the MTIP. | Metro staff will look to extract from the programming tables and the more detailed appendices of revenue and programming information, a user-friendly table of each federal funding source by amount and year within the main document of the 2024-27 MTIP. |
| | Recommendation 6: Metro should address ADA Transition Plan implementation in the TIP project prioritization and selection processes. | Metro will request ODOT and transit agencies to document how their prioritized investments and programming address their ADA Transition Plans. Additionally, the MTIP will document how the allocation of U-STBG, TAP and CMAQ funds accounted for ADA Transition Plans. |
| 3. Congestion Management Process | Recommendation 7: Metro should continue to address the following portions of their congestion management process (CMP): <ul style="list-style-type: none"> Methods to monitor and evaluate the performance of the multimodal transportation system by identifying the underlying causes of recurring and non-recurring congestion; identifying and evaluating alternative strategies; | As part of the 2023 RTP update Metro is working in partnership with ODOT to update the region's mobility policy. This work is expected to conclude in mid-2022 and recommendations from the work will be carried forward to be applied and incorporated into the 2023 RTP. The updated policy will also be considered for amendment into the Oregon Highway Plan by the Oregon Transportation Commissions. |

| Topic Area | Corrective Action / Recommendation | Proposed Action |
|--------------------------------|--|--|
| | <p>providing information supporting the implementation of actions; and evaluating the effectiveness of implemented actions;</p> <ul style="list-style-type: none"> • Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that contribute to the more effective use of and improved safety of existing and future transportation systems based on the established performance measures. • Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. | <p>As part of the 2023 RTP update, Metro will be revising Chapter 4 (Existing Conditions) and completing our 4-year System Performance Report (as required by federal regulations). In addition, Metro will update a needs assessment to evaluate performance of our multimodal transportation system, and setting investment priorities following the CMP process described in the RTP.</p> |
| 4. Consultation | <p>Corrective Action 2: By June 30, 2022, Metro must document its formal consultation process developing with applicable agencies that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies defined in 23 CFR 450.316(b), (c), and (d), as required in 23 CFR 450.316(e).</p> | <p>Status: Completed as proposed.</p> <p>Metro has created a more formal process for consultation for consulting with other governments and agencies and has incorporated it into the 2023 RTP work plan and 2023 MTIP project plan. MPO staff will extract those elements into a separate consultation document by December 31, 2023 and include additional learnings from the RTP and MTIP processes.</p> |
| 5. Public Participation | <p>Corrective Action 3: By June 30, 2023 Metro must update the PPP to meet all requirements of 23 CFR 450.316, including:</p> <ul style="list-style-type: none"> • Simplifying the PPP document through summaries, visualization, and other techniques to make the document | <p>Status: Completed as proposed.</p> <p>Metro is in the process of updating the agencies Public Engagement Guide, with the completion goal of meeting the PPP components by June 30, 2023. The current PPP, titled "Get involved</p> |

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

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

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

Southwest Washington Regional Transportation Council

Unified Planning Work Program

for

State Fiscal Year 2025

July 1, 2024, to June 30, 2025

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

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Title VI Notice

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

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

American with Disabilities Act (ADA) Information

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



Aviso del Título VI

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

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

Información sobre la Ley de Estadounidenses con Discapacidades (ADA)

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

Раздел VI Уведомление

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

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

Информация об американцах с ограниченными возможностями (ADA)

Лица, которым требуются разумные услуги, могут запросить письменные материалы в альтернативных форматах, услуги сурдопереводчиков, приспособления для обеспечения физической доступности и другие разумные услуги, связавшись с координатором ADA Дженнифер Кампос по телефону 546-397-5213 (TTY 711) с предварительным уведомлением за 2 дня.

第六章通知

根据适用法律（包括 1964 年《民权法案》第六章和相关法规，RTC 不以种族、肤色和国籍为由拒绝您参加其运营的项目。如需索取有关 RTC 第六章非歧视要求的进一步信息，或者如果任何人认为其因第六章或其他适用法律下的非法歧视行为而受到侵害并希望提交申诉，请致电 564.397.6067（文字电话 711）联系我们或发送电子邮件至 info@rtc.wa.gov。

英语不佳人士可以免费请求语言帮助、口译和/或书面翻译。请致电 564.397.6067（文字电话 711）或发送电子邮件至 info@rtc.wa.gov 联系 RTC。

美国残疾人法案 (ADA) 信息

需要合理设施的个人可以致电 546-397-5213 (文字电话 711) 联系 ADA 协调员 Jennifer Campos，请求书面材料的替代格式、手语翻译、无障碍设施或其他合理设施，并提前两天通知。

Thông báo Tiêu đề VI

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

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

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

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

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

Contents

| | |
|---|----------|
| Introduction | 1 |
| Southwest Washington Regional Transportation Council | 1 |
| A. RTC Board Of Directors | 3 |
| B. Regional Transportation Advisory Committee | 3 |
| C. Skamania County Transportation Policy Committee | 4 |
| D. Klickitat County Transportation Policy Committee..... | 4 |
| E. Bistate Coordination Committee..... | 4 |
| F. Tribal Participation | 4 |
| The Region's Key Emergent Issues..... | 5 |
| Maintenance and Preservation | 5 |
| Safety | 5 |
| Aging Readiness..... | 5 |
| Environmental Justice..... | 5 |
| Complete Streets | 5 |
| Climate Change..... | 6 |
| Carbon Reduction..... | 6 |
| Unified Planning Work Program | 7 |
| Planning Emphasis Areas | 8 |
| A. Federal Planning Emphasis Areas..... | 8 |
| B. Washington State Emphasis Areas | 8 |

| | |
|---|-----------|
| UPWP Adoption Process | 9 |
| UPWP Amendments | 9 |
| State Fiscal Year 2025 Work Elements | 10 |
| 1. Regional Transportation Planning Program | 10 |
| A. Regional Transportation Plan | 10 |
| B. Transportation Improvement Program | 13 |
| C. Congestion Management Process | 15 |
| D. Vancouver Area Smart Trek Program | 16 |
| E. Skamania and Klickitat County RTPO | 18 |
| F. Interstate Bridge Replacement Program | 20 |
| G. Safe Streets and Roads for All – Clark County | 22 |
| H. Regional Signal Timing Plans | 23 |
| I. Strategic Regional Planning: Clark County Freight Mobility Study | 24 |
| J. Safe Streets and Roads for All – Klickitat and Skamania Counties | 25 |
| K. Regional Designated System Atlas | 26 |
| 2. Data Management, Travel Forecasting, and Technical Services | 27 |
| A. Regional Transportation Data and TECHNICAL SERVICES | 27 |
| B. Regional Household Behavior Travel Study | 31 |
| C. Transportation Data Study and Data Acquisition | 32 |
| D. Vehicle Miles Traveled Target Setting Study | 34 |
| 3. Transportation Program Coordination and Management | 35 |
| A. Transportation Program Coordination and Management | 35 |

Consultant Assistance on RTC’s SFY 2025 Work Elements 40

SFY 2025 Summary of Expenditures by Funding Source 41

SFY 2025 Expenditures and Revenues by Fund Type 42

SFY 2025 UPWP Funding Agreements 43

Appendix A. Safe and Accessible Transportation Tasks 44

Appendix B. Unfunded Planning Activities..... 45

Appendix C. State, Regional, and Local Agencies Planning Studies 47

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

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

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



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

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

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



Figure 2. RTC, Regional Transportation Organization

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

A. RTC BOARD OF DIRECTORS

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

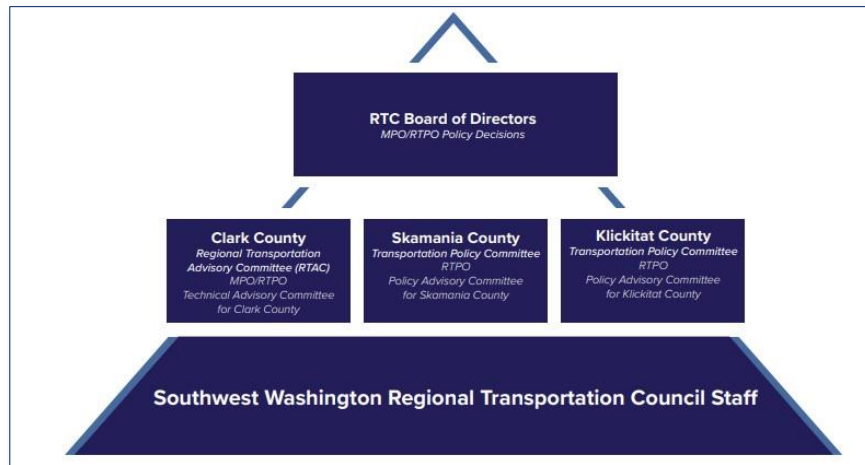


Figure 3. Southwest Washington Regional Transportation Council

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

B. REGIONAL TRANSPORTATION ADVISORY COMMITTEE

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



Figure 4. Southwest Washington RTC Members

C. SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE

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



D. KLICKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

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

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

E. BISTATE COORDINATION COMMITTEE

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

F. TRIBAL PARTICIPATION

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

The Region's Key Emergent Issues

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

MAINTENANCE AND PRESERVATION

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

SAFETY

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

AGING READINESS

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

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



ENVIRONMENTAL JUSTICE

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

COMPLETE STREETS

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

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

CLIMATE CHANGE

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

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

CARBON REDUCTION

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



Unified Planning Work Program

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

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

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

Federal Planning Factors

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

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

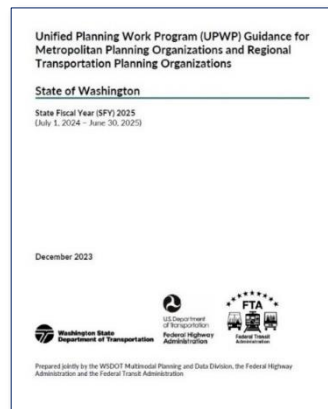
Planning Emphasis Areas

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

A. FEDERAL PLANNING EMPHASIS AREAS

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

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



B. WASHINGTON STATE EMPHASIS AREAS

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

Administrative

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

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

Planning Collaboration

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

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

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

Federal Functional Classification Update

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

Transportation Asset Management Plan Reporting

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

UPWP Adoption Process

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

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

incorporated into a final draft which is presented to the RTC Board in April of each calendar year.

This timeline meets the federal and WSDOT required timeline to have UPWPs submitted by June 15, with FHWA and FTA approval by June 30 thus allowing the UPWP to take effect on July 1, 2024.

UPWP Amendments

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



State Fiscal Year 2025 Work Elements

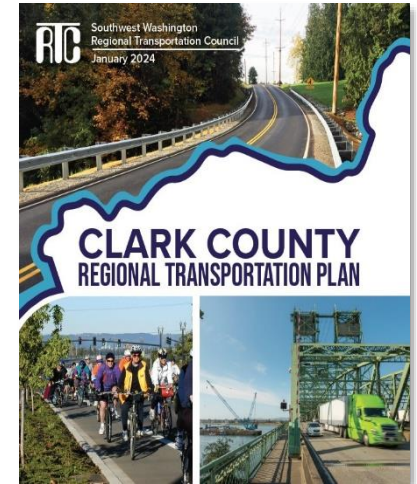
| SFY 2025 UPWP Work Elements Deliverables | Due |
|---|---------------|
| Safety Action Plan (SS4A) – Clark County | March 2025 |
| Freight Plan Update – Phase I | April 2025 |
| Congestion Management Program - Update | May 2025 |
| Vehicle Miles Traveled Target Setting Study | June 2025 |
| Transportation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

1. Regional Transportation Planning Program

A. REGIONAL TRANSPORTATION PLAN

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

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



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

RTP Tasks Pertaining to Federal Emphasis Areas

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

Relationship to Other Work Elements: RTP

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

SFY 2025 Funding: RTP

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

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

SFY 2025 Tasks and Products: RTP

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

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



nonmotorized transportation modes in the region. (Ongoing)

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

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

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

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

B. TRANSPORTATION IMPROVEMENT PROGRAM

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



TIP Tasks Pertaining to Federal Emphasis Areas

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

Relationship to Other Work Elements: TIP

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

SFY 2025 Funding: TIP

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

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

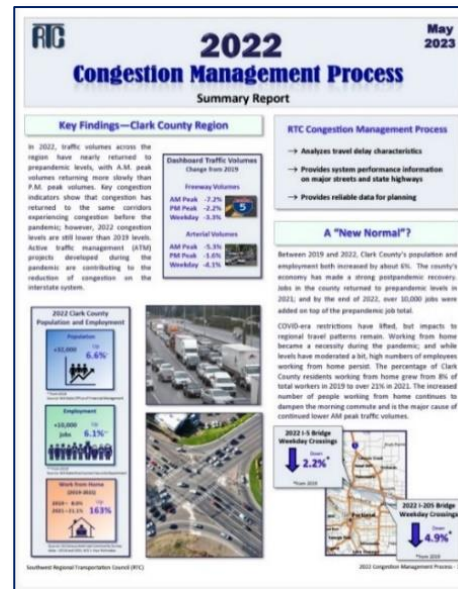
SFY 2025 Tasks and Products: TIP

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

C. CONGESTION MANAGEMENT PROCESS

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

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



CMP Tasks Pertaining to Federal Emphasis Areas

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

Relationship to Other Work Elements: CMP

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

SFY 2025 Funding: CMP

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

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

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

SFY 2025 Tasks and Products: CMP

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

D. VANCOUVER AREA SMART TREK PROGRAM

The Vancouver Area Smart Trek (VAST) program encompasses the ongoing coordination and management of regional Transportation System Management and Operations (TSMO) and Intelligent

Transportation System (ITS) activities. The VAST program is a coalition of state, regional, and local agencies working together to implement ITS active traffic management and operational solutions to address the region's transportation needs.

Partners in the coalition include the City of Vancouver, Washington State Department of Transportation (WSDOT), Clark County, C-TRAN, and RTC.

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

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



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

VAST Tasks Pertaining to Federal Emphasis Areas

- Data in Transportation Planning

Relationship to Other Work Elements: VAST

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



SFY 2025 Funding: VAST

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

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

SFY 2025 Tasks and Products: VAST

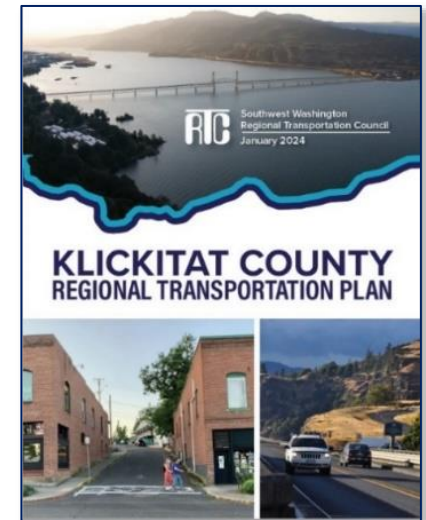
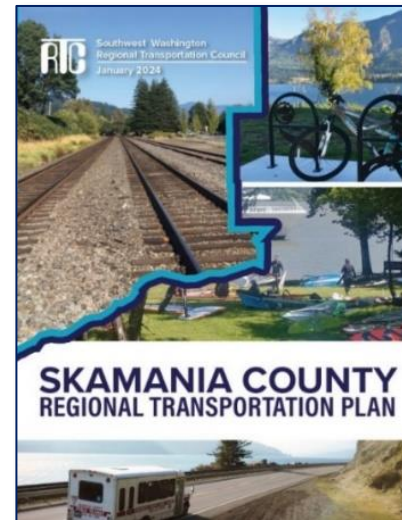
- Coordinate all VAST activities within Clark County and with Oregon. Provide a forum to host periodic VAST program events to promote regional discussion and education on TSMO and transportation technology issues. (Ongoing)
- Address regional ITS goals and policies for the Clark County region and for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

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

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

E. SKAMANIA AND KLICKITAT COUNTY RTPO

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



RTPO Tasks Pertaining to Federal Emphasis Areas

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

Relationship to Other Work Elements: RTPO

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

SFY 2025 Funding: RTPO

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

SFY 2025 Tasks and Products: RTPO

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

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



F. INTERSTATE BRIDGE REPLACEMENT PROGRAM

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

IBR Tasks Pertaining to Federal Emphasis Areas

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

Relationship to Other Work Elements: IBR

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

SFY 2025 Funding: IBR

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

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



SFY 2025 Tasks and Products: IBR

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

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

G. SAFE STREETS AND ROADS FOR ALL – CLARK COUNTY

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

SS4A Tasks Pertaining to Federal Emphasis Areas

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

Relationship to Other Work Elements: SS4A Clark

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

SFY 2025 Funding: SS4A Clark

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

Federal Program Funds matched by local MPO Funds

SFY 2024 Tasks and Products: SS4A Clark

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



H. REGIONAL SIGNAL TIMING PLANS

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

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

Signals Timing Plans Tasks Pertaining to Federal Emphasis Areas

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

Relationship to Other Work Elements: Signal Timing Plans

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

SFY 2025 Funding: Signal Timing Plans

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

Federal Program Funds matched using Toll Credits.

SFY 2025 Tasks and Products: Signal Timing Plans

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



I. STRATEGIC REGIONAL PLANNING: CLARK COUNTY FREIGHT MOBILITY STUDY

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

Freight Plan Update Tasks Pertaining to Federal Emphasis Areas

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

Relationship to Other Work Elements: Freight Plan update

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



SFY 2025 Funding: Freight Plan Update

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

Federal Program Funds matched by local MPO Funds.

SFY 2025 Tasks and Products: Freight Plan Update

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

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

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

SS4A Tasks Pertaining to Federal Emphasis Areas

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

Relationship to Other Work Elements: SS4A Klickitat and Skamania Counties

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

SFY 2025 Funding: SS4A Klickitat and Skamania

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

Federal Program Funds matched by local MPO Funds

FY 2025 Tasks and Products: SS4A Klickitat and Skamania Counties

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

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



K. REGIONAL DESIGNATED SYSTEM ATLAS

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

Regional Designated System Atlas Tasks Pertaining to Federal Emphasis Areas

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

Relationship to Other Work Elements: Regional Designated System Atlas

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

SFY 2025 Funding: Regional Designated System Atlas

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

Federal Program Funds matched by local MPO Funds

FY 2025 Tasks and Products: Regional Designated System Atlas

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



2. Data Management, Travel Forecasting, and Technical Services

A. REGIONAL TRANSPORTATION DATA AND TECHNICAL SERVICES

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

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

- Data in Transportation Planning



SFY 2025 Funding: Regional Transportation Data and Technical Services

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

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

A1. Regional Transportation Data

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

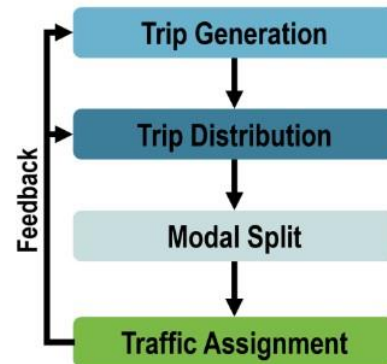
SFY 2025 Tasks and Products: Regional Transportation Data

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

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

A2. Regional Travel Forecasting Model

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



SFY 2025 Tasks and Products: Regional Travel Forecasting Model

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

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

A3. Air Quality Planning

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



SFY 2025 Tasks and Products: Air Quality Planning

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

A4. Transportation Technical Services

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



SFY 2025 Tasks and Products: Transportation Technical Services

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

B. REGIONAL HOUSEHOLD BEHAVIOR TRAVEL STUDY

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



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

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

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

Regional Household Travel Behavior Survey Tasks Pertaining to Federal Emphasis Areas

- Public Involvement
- Data in Transportation Planning

Relationship to Other Work Elements: Regional Household Travel Behavior Survey

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

SFY 2025 Funding: Regional Household Travel Behavior Survey

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

Federal Program Funds matched by State RTP/O and/or local MPO Funds

SFY 2025 Tasks and Products: Regional Household Travel Behavior Survey

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

C. TRANSPORTATION DATA STUDY AND DATA ACQUISITION

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

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

- Data in Transportation Planning

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

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

SFY 2025 Funding: Transportation Data Study and Data Acquisition

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

Federal Program Funds matched using Toll Credits

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

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

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

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

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

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



D. VEHICLE MILES TRAVELED TARGET SETTING STUDY

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

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

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

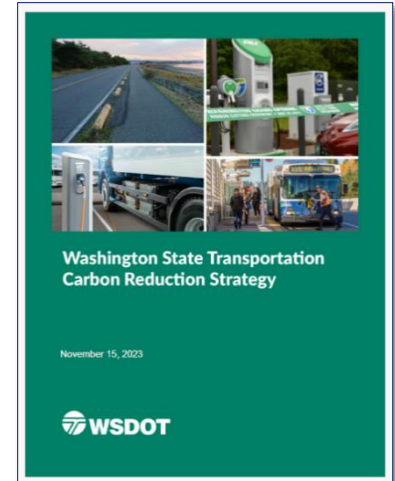
VMT Study Tasks Pertaining to Federal Emphasis Areas

- Tackling the Climate Crisis
- Data in Transportation Planning

Relationship to Other Work Elements: VMT Study

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

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



SFY 2025 Funding: VMT Study

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

FY 2025 Tasks and Products: VMT Study

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

3. Transportation Program Coordination and Management

A. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

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

Transportation Program Coordination and Management Tasks Pertaining to Federal Emphasis Areas

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



SFY 2025 Funding: Transportation Program Coordination and Management

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

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

A1. Coordination and Management

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

SFY 2025 Tasks and Products: Coordination and Management

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

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

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

A2. Bistate Coordination

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

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



SFY 2025 Tasks and Products: Bistate Coordination

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

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

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

A3. Public Participation

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



SFY 2025 Tasks and Products: Public Participation

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

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

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



A4. Federal Compliance

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



SFY 2025 Tasks and Products: Federal Compliance

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

Consultant Assistance on RTC's SFY 2025 Work Elements

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

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

SFY 2025 Summary of Expenditures by Funding Source

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

4/8/2024

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

SFY 2025 Expenditures and Revenues by Fund Type

FEDERAL FUNDS

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

STATE FUNDS

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

NOTE:

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

SFY 2025 UPWP Funding Agreements

Existing Agreements for SFY 2025

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

New GCB for SFY 2025

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

New FHWA Direct for FY 2025

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

Appendix A. Safe and Accessible Transportation Tasks

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

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

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

Appendix B. Unfunded Planning Activities

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

REGIONAL ACTIVE TRANSPORTATION PLAN

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

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

INTEGRATE EQUITY INTO TRANSPORTATION PLANNING PROCESS

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

TRANSPORTATION CORRIDOR VISIONING STUDY, PHASE II

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

REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGY

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

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

REGIONAL TRAVEL DEMAND MODEL TOOLS

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

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

TRANSPORTATION PERFORMANCE MEASURES IMPLEMENTATION ACTIONS

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

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

RESEARCH PARTNERSHIP

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

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

CITY OF CAMAS DOWNTOWN SUBAREA PLAN

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

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

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

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

CITY OF RIDGEFIELD S 35TH AVENUE EXTENSION ALTERNATIVES ANALYSIS

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

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

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

BATTLE GROUND

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

CAMAS

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

CLARK COUNTY

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

C-TRAN

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

LA CENTER

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

RIDGEFIELD

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

VANCOUVER

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

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

WASHOUGAL

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

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

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

2024 Metro Self-Certification

1. Metropolitan Planning Organization Designation

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

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

2. Geographic Scope

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

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

The current MPA boundary was updated and approved by the Governor of Oregon in July 2015 following the 2010 census and release of the new urbanized area definitions by the Census Bureau. The MPA boundary is currently under review in response to the 2020 Census and will be adjusted based upon a final determination by the Governor to extend into Marion County along the Interstate-5/Highway 99E Corridor to the communities of Aurora and Hubbard. Metro has coordinated this expansion with the Oregon Department of Transportation (ODOT) and the affected local jurisdictions, and made a final recommendation to the Governor on the new boundary as part of adopting the 2023 Regional Transportation Plan (RTP) in November, 2023. The Governor's determination is expected in Spring 2024.

3. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

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

Joint Policy Advisory Committee on Transportation

JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). Together, JPACT and the Metro Council serve as the MPO board for the region in a partnership that requires joint action on all MPO decisions.

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

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing and coordinating all issues of bi-state significance for transportation and land use.

Metro Policy Advisory Committee

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

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

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

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

4. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

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

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

b. Regional Transportation Plan (RTP)

The RTP must be prepared and updated every 5 years and cover a minimum 20-year planning horizon from the date of adoption. The RTP is the primary tool for implementing federal, state and regional policy and identifies transportation projects that are eligible for federal funding.

Scope of the planning process

The metropolitan planning process shall provide for consideration of projects and strategies that will:

- a. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- b. increase the safety of the transportation system for motorized and non-motorized users;
- c. increase the security of the transportation system for motorized and non-motorized users;
- d. increase the accessibility and mobility of people and for freight;
- e. protect and enhance the environment, promote energy conservation, improve the quality of

- life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- f. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - g. promote efficient system management and operation; and
 - h. emphasize the preservation of the existing transportation system.

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

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

Elements of the RTP

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A description of the performance measures and performance targets used in assessing the performance of the transportation system and how their development was coordinated with state and public transportation providers
- A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- A financial plan that demonstrates how the adopted transportation plan can be implemented; indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and recommends any additional financing strategies for needed projects and programs.
- Operational and management strategies to improve the performance of existing

transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.

- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities

c. Metropolitan Transportation Improvement Program

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

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

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

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrates how the TIP can be implemented.
- Descriptions of each project in the TIP.
- Programming of funds in year of expenditure dollars.
- Documentation of how the TIP meets other federal requirements such as addressing the federal planning factors and making progress toward adopted transportation system performance targets.
- The MTIP also includes publication of the annual list of obligated projects. The most recent publication was provided in December 2023. All prior year obligation reports are available on the Metro website.

d. Congestion Management Process (CMP)

The 2007 SAFETEA-LU federal transportation legislation updated requirement for a Congestion Management Process (CMP) for metropolitan planning organizations (MPOs) in Transportation Management Areas (TMAs – urban areas with a population exceeding 200,000), placing a greater emphasis on management and operations and enhancing the linkage between the CMP and the long-range regional transportation plan (RTP) through an objective-driven, performance-based approach. MAP-21 and FAST Act retained the CMP requirement while enhancing requirements for congestion and reliability monitoring and reporting. The most recent federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), retained the CMP requirement set forth in MAP-21.

A CMP is a systematic approach for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The region’s CMP will continue to advance the goals of the 2023 RTP and strengthen the connection between the RTP and the Metropolitan Transportation Improvement Program (MTIP).

| Regional Congestion Management Process | Associated RTP/MTIP Activities |
|---|---|
| Develop congestion management objectives and policies | RTP Goals and Objectives (Chapter 2), RTP Policies (Chapter 3) |
| Define geographic area and network of interest | RTP (Appendix L – Figures 3 and 4) |
| Establish multimodal performance measures | RTP Performance Measures and Targets (Chapter 2), RTP Federal Performance Measures and Targets (Appendix L) |
| Collect data and monitor system performance | RTP Existing Conditions (Chapter 4), ODOT Traffic Performance Report (2020), ¹ Mobility Corridor Atlas (2015), Metro and ODOT Federal Performance Monitoring Reports (Baseline, 2-year and 4-year reports) |
| Analyze congestion problems and needs | RTP Existing Conditions (Chapter 4), ODOT Traffic Performance Report (2020), RTC CMP Monitoring Report (2022), RTP Performance Evaluation (Chapter 7) |
| Identify and evaluate effectiveness of strategies | RTP (Chapter 6), RTP (Chapter 7), RTP (Appendix F – Environmental Analysis and Potential Mitigation Strategies), RTP (Appendix J – Climate Smart Strategy Implementation and Monitoring), RTP (Chapter 8 refinement planning), area studies, local transportation system plans, ODOT facility plans |
| Implement selected strategies and manage transportation system | MTIP, Metro, local jurisdictions, ODOT, TriMet, SMART, TransPort, Regional Transportation Functional Plan, RTP (Chapter 8) |

¹ ODOT, “Portland Region 2020 Traffic Performance Report.” (December 2021). Available on-line at <https://www.oregon.gov/odot/Projects/Project%20Documents/TPR-2020.pdf>

| Regional Congestion Management Process | Associated RTP/MTIP Activities |
|---|--|
| Monitor strategy effectiveness² | Scheduled RTP updates, CMAQ Performance Plan, RTP (Appendix J – Climate Smart Strategy Implementation and Monitoring), RTC CMP Monitoring Report (2022), Metro and ODOT Federal Performance Monitoring Reports (Baseline, 2-year and 4-year reports) |

A goal of the CMP is to provide for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. As part of federal transportation performance and congestion management monitoring and reporting, Metro continues to address federal MAP-21 and IIJA transportation performance monitoring and management requirements that were adopted as part of the 2023 Regional Transportation Plan (RTP). The performance targets are for federal monitoring and reporting purposes and are coordinated with the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART) and C-TRAN. The regional targets support the region’s Congestion Management Process, the 2023 policy guidance on safety, congestion and air quality, and complements other performance measures and targets contained in Chapter 2 of the 2023 RTP.

The table below summarizes key elements of Metro’s CMP. For more detail, please refer to 2023 RTP Appendix L- Federal Performance-Based Planning and Congestion Management Processes.

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

e. Air Quality

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

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

Most immediately relevant of the TCMs is the requirement to annually monitor the region’s motor vehicle miles traveled (VMT) per capita and if the rate increases significantly, implement spending and planning requirements. Specifically, if the rate increases by 5% in a year, planning requirements are instigated to investigate the cause and propose remedies to reduce the VMT

² USDOT, “Guidebook on the Congestion Management Process in Metropolitan Transportation Planning.” Pg. 1-1 (April 2011). Available on-line at https://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/cmpguidebk.pdf

per capita rate. If the rate increases again in the second year by 5% or more, mandatory spending increases on programs that help reduce VMT would be instituted, potentially redirecting funds from other projects.

Metro also has an agreement with the Oregon Department of Environmental Quality to cooperate on monitoring and analyzing emissions for all of the federal criteria pollutants and for other emissions known to impact human health as a part of the transportation planning and programming process. To do so, Metro keeps its transportation emissions model current to federal guidelines.

5. Planning Factors

Current requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, eleven factors defined in federal legislation:

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

| Factor | System Planning (RTP) |
|------------------------------|---|
| 1. Support Economic Vitality | <ul style="list-style-type: none"> • All projects subject to consistency with RTP policies on economic development and promotion of “primary” land use element of 2040 development such as centers, industrial areas and intermodal facilities. • The Regional Flexible Fund Allocation (RFFA) process of awarding STBG/CMAQ funding evaluates and rates all project applications relative to performance in implementing economic vitality goals. • The MTIP process includes coordination with ODOT and transit agencies that has those agencies articulate how their funding allocation decisions considered the five RTP investment priority goals, including economic vitality. • Special category for freight improvements in Metro allocation process calls out the unique importance for these projects. • Coordinate with ODOT allocations to support their Transportation Plan Goal 3 of Economic Vitality for all investments, and includes a specific project funding program, the Immediate Opportunity Fund, that supports local development projects which demonstrate job growth. • 2018 Regional Transit Strategy and 2023 High Capacity Transit Strategy are designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements identified in the 2023 High Capacity Transit Strategy for major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors. |
| 2. Increase Safety | <ul style="list-style-type: none"> • The 2023 RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified in the RTP and in the 2018 Regional Safety Strategy as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region’s 2040-growth management strategy). • The Regional Flexible Fund Allocation (RFFA) process of awarding STBG/CMAQ funding evaluates and rates all project applications relative to performance in implementing safety goals. • The MTIP process includes coordination with ODOT and transit agencies that has those agencies articulate how their funding allocation decisions considered the five RTP investment priority goals, including safety. • All Metro allocation-funded projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel. • Coordinate with ODOT All Roads Transportation Safety funding program select projects with proven safety elements to address high crash sites/corridors. • Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations. |
| 3. Increase Security | <ul style="list-style-type: none"> • The 2023 RTP calls for implementing investments to increase system monitoring for operations, management, and security of the regional mobility corridor system. • Coordinate with ODOT on implementation of their Transportation Plan Goal 5 of Safety and Security. |

| Factor | System Planning (RTP) |
|--|---|
| | <ul style="list-style-type: none"> Looking to incorporate recommendations from the current Metro area Emergency Transportation Routes technical study and any follow-up studies into funding programs. TriMet has updated its approach and investments in public safety and security utilizing recommendations from its Transit Public Safety Advisory Committee to address racial justice issues. System security has been a routine element of the HCT program, and does not represent a substantial change to current practice. |
| 4. Increase Accessibility | <ul style="list-style-type: none"> The 2023 RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. The MTIP program places a heavy emphasis on non-auto modes to improve multi-modal accessibility in the region. The MTIP also reports on how each agency expending federal transportation funds is progressing on their ADA Implementation Plans with the programmed funds, and is programming a large portion of ODOT's revenues into ADA curb ramp and pedestrian signal actuation retrofit work. The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system. |
| 5. Protect Environment and Quality of Life | <ul style="list-style-type: none"> The 2023 RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. The 2023 RTP system has been "sized" to minimize the impact on the built and natural environment. The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. The 2023 RTP conforms to the Clean Air Act. The MTIP implements the Transportation Control Measures (TCMs) of the air quality SIP for CO and Ozone related emissions. The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). Bridge projects in lieu of culverts have been funded through the MTIP and other regional sources to enhance endangered salmon and steelhead passage. Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers. |

| Factor | System Planning (RTP) |
|--|---|
| 5. Protect Environment and Quality of Life (continued) | <ul style="list-style-type: none"> • Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • 2023 RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues. |
| 6. System Integration/ Connectivity | <ul style="list-style-type: none"> • The 2023 RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The 2023 RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The 2023 RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The 2023 RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the region. • Projects funded through the MTIP must be consistent with regional street design guidelines and the RTP that has resolved system integration and connectivity issues. • Freight improvements are evaluated according to resolving potential conflicts with other modes. • Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations. • The regional Transportation System Management and Operations (TSMO) program coordinates planning and operational agreements between agencies for TSMO activities across the region, consistent with the TSMO Strategic Plan and the region's adopted ITS Architecture plan. • The Regional Travel Options (RTO) program plans for and supports delivery of transportation demand management services from a system user trip perspective across multiple modes and jurisdictions. |

| Factor | System Planning (RTP) |
|--|--|
| 7. Efficient Management & Operations | <ul style="list-style-type: none"> • The 2023 RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed 2018 RTP projects include many system management improvements along regional corridors. • The 2023 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. • The regional travel options (RTO) and TSMO programs are funded through Metro allocations. • TDM/TSMO is encouraged to be included in the scope of capital projects to reduce SOV pressure on congested corridors. • ODOT also provides funding support to TDM and TSMO programs. • TriMet and SMART both operate TDM and Employer commute reduction programs. • Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines. |
| 8. System Preservation | <ul style="list-style-type: none"> • Proposed 2023 RTP projects include major roadway preservation projects. • The 2023 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. • Reconstruction projects that provide long-term maintenance are identified as a funding priority. • The ODOT Fix-It program and TriMet and SMART Preventive Maintenance programs that fund system preservation are two of the largest investment areas in the MTIP. • The 2023 RTP financial plan includes the 30-year costs of HCT maintenance and operation for planned HCT systems. |
| 9. Resilience, Reliability and Stormwater Mitigation | <ul style="list-style-type: none"> • The 2023 RTP policy chapter includes specific system resilience and reliability policies aimed at promoting predictable system management and operation needed to meet broader RTP outcomes, such as economic vitality and transportation equity. • The 2023 RTP policy chapter includes specific stormwater management policies that shaped the projects and programs in the plan. • Street design best practices for implementing the 2023 RTP stormwater policies were published in the 2019 Designing Livable Streets guidelines. • Projects funded through the MTIP must be adopted as part of the 2023 RTP and thereby found to be consistent with RTP policies for resiliency and reliability through systems analysis of proposed RTP investments. • MTIP coordination with ODOT's efforts to incorporate resilience into the Fix-It funding program including the effects of climate change on asset management approach to their maintenance projects. • HCT projects defined in the 2023 RTP are part of a regional reliability strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments. • Projects funded through the MTIP must be consistent with regional street design policy for stormwater management in the 2023 RTP and the 2019 Livable Streets guidelines that implement the policy. |

| Factor | System Planning (RTP) |
|---------------------------------|---|
| | <ul style="list-style-type: none"> HCT projects funded through the MTIP must be designed to be consistent with regional street design policy for stormwater management in the 2023 RTP and the 2019 Livable Streets guidelines. |
| 10. Enhanced Travel and Tourism | <ul style="list-style-type: none"> The 2023 RTP policy chapter includes specific system management policies aimed at promoting economic vitality, including travel and tourism as key components of the regional economy. Proposed 2023 RTP projects were evaluated for consistency with regional policies as part of plan adoption. Projects funded through the MTIP must be adopted as part of the 2023 RTP and thereby found to be consistent with RTP policies for promoting economic vitality, including enhancing travel and tourism. HCT projects defined in the 2023 RTP are part of a regional economic vitality strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments. |

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

6. Federal Transportation Performance Management Reporting

Metro produces a **Mid-Period and Final Performance Period 1 Report** that addresses federal transportation performance management (TPM) requirements for:

- Safety
- National Highway System Pavement and Bridge Condition
- National Highway System Performance
- National Freight Movement on the Interstate System
- Transit Asset Management
- Transit Safety Performance
- Green House Gas Reduction

Metro submits these reports to ODOT that contain the results of requirements for our region based on a 2012 federal law called the Moving Ahead for Progress in the 21st Century (MAP-21), which focused on performance-based planning and programming. MAP-21 established a performance-based planning framework intended to improve transparency and hold state transportation departments, transit agencies and metropolitan planning organizations (MPOs) accountable for the effectiveness of their transportation planning and investment choices. The objective was to ensure states and MPOs invest federal resources in projects that collectively make progress toward the achievement of national goals. Fixing America's Surface Transportation (FAST Act) passed Congress in December 2015, replaced MAP-21, but did not make any major changes to the performance requirements of MAP-21 nor add any new performance measures.

These reports provide useful system performance information to satisfy federal TPM monitoring and reporting requirements and inform the 2023 RTP. The targets were developed in coordination with the

Transportation Policy Alternatives Committee (TPAC), ODOT, TriMet, SMART, Portland Streetcar, Inc., C-TRAN and the SW Washington Regional Transportation Advisory Committee (RTAC). These measures and targets support the region's [Congestion Management Process](#) and are considered a broader set of performance measures and targets.

MAP-21 also requires state DOTs and MPOs to establish performance measures and set performance targets to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. These performance measures and targets provide useful input to the MTIP for determining the types of projects and levels of funding commitment to projects and programs that address these transportation performance management (TPM) requirements.

Metro set regional targets for pavement and bridge conditions within the region's MPO boundary in the 2018 RTP. Since the region's pavement and bridge condition have a much higher usage within the MPO boundary than in the rest of the state, targets are less aggressive than those set for Oregon state-wide. These targets are used by ODOT to determine the level of needed pavement and bridge maintenance in the Metro region.

Transit agencies that provide service in the Portland region reflect their Transit Safety performance and targets in their respective Public Transportation Agency Safety Plans (PTASPs) and provide them to Metro as part of meeting federal TPM requirements. Transit agencies are required to establish their targets and share them with their Metro and ODOT.

7. Public Involvement

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

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

Metro's public involvement practices follow the agency's Public Engagement Guide (formerly the Public Involvement Policy for Transportation Planning) which reflects changes in the federal transportation authorization act, MAP-21. Metro's public involvement policies establish consistent procedures to ensure all people have reasonable opportunities to be engaged in planning and policy process. Procedures include outreach to communities underserved by transportation projects, public notices and opportunities for comment. The policies also include nondiscrimination standards that Metro, its subcontractors and all local governments must meet when developing or implementing projects that receive funding through Metro. When appropriate, Metro follows specific federal and state direction, such as those associated with the National Environmental Policy

Act and Oregon Department of Land Conservation and Development rules, on engagement and notice and comment practices.

In 2023-24 Metro updated its public engagement guide, including new practices and approaches to inclusive engagement.

Title VI – In April 2022, Metro completed and submitted its Title VI Plan to ODOT. This plan is now being implemented through updates to Metro’s RTP and MTIP, and through corridor planning and other agency activities in the region. It includes both a non-discrimination policy and complaint procedure. In December 2019, Metro submitted its updated Limited English Proficiency Plan as part of an updated Title VI Program to FTA. Metro’s most recent Title VI Plan was submitted to ODOT and FHWA in December 2022. An update is expected to be filed by Oct. 1, 2025. The most recent Title VI Annual Compliance Report for ODOT, covering a 12-month period from July 1, 2022 through June 30, 2023 was accepted by ODOT January 23, 2024. The next annual report will be due Oct. 1, 2024, covering July 1, 2023 to June 30, 2024.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro’s EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes.

Title VI and Environmental Justice in action – The information from and practices for engaging underserved communities were applied to the 2023 Regional Transportation Plan (RTP) update and the 2024-27 Metropolitan Transportation Improvement Program (MTIP), particularly in the civil rights assessment, which sought to better assess the benefits and burdens of regional, programmatic investments for these communities. Using the information from the RFFA process and engaging advocates helped define and determine thresholds for analysis of effects on communities of color, with limited English proficiency and with low-income as well as communities of older and younger adults.

Metro's Diversity, Equity and Inclusion program works to increase access to resources, economic opportunities and decision-making processes for underserved groups. The program works to provide support and tools to Metro staff, Metro Council and community partners to create an equitable region for all. Metro's strategic plan to advance racial equity, diversity and inclusion was adopted by the Metro Council in June 2016 and serves as a policy document that guides DEI efforts across the agency. In 2023, the Planning, Development and Research department hired an Equity Manager to advance the implementation of the agency and department plans to advance racial equity, diversity and inclusion in the department. Metro’s DEI efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention. These efforts aim to go beyond current regulations and guidance for engaging and considering the needs of and effects on communities of color, with limited English proficiency and with low incomes, but work in coordination with Metro’s Title VI and Environmental Justice civil rights program.

8. Disadvantaged Business Enterprise

The Metro Disadvantaged Business Enterprise (DBE) effort seeks to achieve the following:

- Ensure nondiscrimination in the award and administration of assisted contracts;
- Create a level playing field on which DBEs can compete fairly for assisted contracts;
- Ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- Help remove barriers to the participation of DBEs in assisted contracts; and
- Assist the development of firms that can compete successfully in the marketplace outside the DBE program.

Policy Statement

Metro is committed to the participation of Disadvantaged Business Enterprise (DBEs) in Metro contracting opportunities in accordance with 49 Code of Federal Regulations (CFR) Part 26, Effective March 4, 1999.

It is the policy of Metro to practice nondiscrimination on the basis of race, color, sex, and/or national origin in the award and administration of Metro assisted contracts. The intention of Metro is to create a level playing field on which DBEs can compete fairly for contracts and subcontracts relating to Metro planning and professional service activities.

The Metro Council is responsible for establishing the DBE policy for Metro. The Executive Officer is responsible to ensure adherence to this policy. The Deputy Chief Financial Officer and the DBE Outreach Coordinator are responsible for the development, implementation and monitoring of the DBE program for contracts in accordance with the Metro nondiscrimination policy. It is the expectation of the Executive Officer that all Metro personnel shall adhere to the spirit, as well as the provisions and procedures, of the DBE program.

This policy will be circulated to all Metro personnel and to members of the community that perform or are interested in performing work on Metro contracts. The complete DBE Program for contracts goals and the overall annual DBE goals analysis are available for review at the:

Metro
Contracts Division
600 NE Grand Avenue
Portland, Oregon 97232
bidsandproposals@oregonmetro.gov

9. Americans with Disabilities Act

Metro, committed to fostering an environment of inclusion, extends this commitment to its workforce and members of the public stepping into its facilities and accessing its services. It is essential to establish the structures and systems for continually assessing and monitoring Metro's programs, services, and facilities to improve accessibility and advance inclusion at Metro. Disability inclusion and acknowledgment of disability as a part of intersectional justice work is also a part of Metro's broader strategic plan and continued commitment to advancing racial equity, diversity, and inclusion.

Metro is working to make existing processes and procedures more inclusive and strives to exceed the minimum accessibility standards set forth by the Americans with Disabilities Act³ (ADA). Metro has policies and vendor contracts to provide program modifications to accommodate the needs of individuals with disabilities and does not charge additional fees to people requesting program modifications due to their disability.

The ADA Self-Evaluation and Transition Plan (SETP) of the Metropolitan Planning Organization's services, policies, and practices identifies barriers and describes the methods to remove the barriers, along with specified timelines to continue compliance with Section 504 of the Rehabilitation Act⁴ of 1973 and Title II of the ADA of 1990, and other applicable laws. The 2023 SETP establishes a three-year schedule to improve its services, policies, and practices through the calendar year 2026 and to complete architectural barrier removal activities by the end of 2025.

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

- Work with leadership to convene, inform, and engage staff on organizational processes that impact accessibility.
- Conduct self-evaluation and transition plan activities.
- Build organizational understanding and implement accessibility best practices in policy, programs (community engagement, customer service, and communications), and capital planning.
- Create opportunities for staff to build capacity and understanding of Title II policies to ensure compliance with ADA, including training.
- Coordinate and monitor Metro's compliance with state and federal laws, regulations, and guidelines prohibiting discrimination against persons with disabilities.
- Investigate and manage complaints alleging discrimination.

Monitoring and reporting activities include tracking the previous year's activities and efforts annually, including accomplishments and program changes, organizational structure or personnel changes, and accessibility-related goals and objectives for the coming year.

10. Lobbying

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

³ 28 CFR part 35

⁴ 42 USC 126

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.24-5399, FOR THE PURPOSE OF
ADOPTING THE FISCAL YEAR 2024-25 UNIFIED PLANNING WORK PROGRAM AND
CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE
WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: April 5, 2024

Prepared by: John Mermin, john.mermin@oregonmetro.gov

Department: Planning

Meeting Date: May 23, 2024

ISSUE STATEMENT

The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds (and other regionally significant planning efforts).

ACTION REQUESTED

Staff will be seeking Approval of the 2024-2025 UPWP at the May 23 JPACT and Council meetings.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2023 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on five key outcomes:

- Equity
- Safety
- Mobility
- Economy
- Climate

The planning activities within the UPWP are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

POLICY QUESTION(S)

Does the UPWP adequately correlate to the 2023 RTP Policy outcomes (described above) within the UPWP project descriptions?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

None recommended for this action.

STAFF RECOMMENDATIONS

Approve Resolution No. 24-5399 adopting a UPWP for the Fiscal Year 2024-25 and certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

How does this advance Metro's racial equity goals?

The UPWP contains Metro's Title VI and Civil Rights work plan which is basis for the agency's equity work.

How does this advance Metro's climate action goals?

UPWP contains Metro's Climate Smart work program as well as related activities that implement Metro's Climate Smart Strategy.

Community Feedback

Draft versions of the UPWP were made available to the public through Metro's website and through presentations to Metro's advisory committees, including the community representatives at TPAC, the Metro Council and opportunities to participate in the federal and state consultation meeting.

Legal Antecedents

This resolution adopts a UPWP for the Portland Metropolitan area, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 420 and title 49, of the Code of Federal Regulations, Part 13. This resolution also certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.

Anticipated Effects

Approval means that grants can be submitted and contracts executed so work can commence on July 1, 2024 in accordance with established Metro priorities.

Financial Implications

Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

BACKGROUND

What the UPWP Is

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to

be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of the transportation planning activities, the relationships between them, and budget summaries displaying the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, the Oregon Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). It helps ensure efficient use of federal planning funds. The UPWP may be amended periodically as projects change or new projects emerge.

What the UPWP Is not

The UPWP is not a regional policy making document and does not make any funding allocations. Instead, the UPWP reflects decisions already made by JPACT, the Metro Council and/or the state legislature on funding and policy. The UPWP does not include construction, design or preliminary engineering projects. It only includes regionally significant planning projects (primarily those that will be receiving federal funds) for the upcoming fiscal year.

UPWP Adoption process

A link to download the Draft UPWP was sent out to Federal and State reviewers (and TPAC) on January 26. The required Federal and State consultation was held on February 28. Edits were made to reflect input from the consultation and TPAC. At its April 5 meeting, TPAC recommended adoption of the UPWP.

Staff will provide informational briefings in April and then will ask for adoption at the May 18 JPACT and Council meetings. Staff will transmit the adopted UPWP to Federal & State partners as soon as possible following adoption on May 23. This allows time for the IGA to be signed by Metro's COO prior to June 30, allowing for federal funding to continue flowing into the region without delay.

Annual Self-Certification

As an MPO, Metro must annually undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements, as a prerequisite to receiving federal funds. The annual self-certification is processed in tandem with the Unified Planning Work Program (UPWP) and documents that Metro has met those requirements. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Federal Transportation Performance Measurement
- Public Involvement

- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Lobbying

Each of these areas is discussed in Exhibit B to Resolution No. 24-5399

Additionally, every four years, Metro undergoes a quadrennial certification review (with the Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) to ensure compliance with federal transportation planning requirements. The most recent quadrennial certification review occurred in December 2020. Metro has provided a table in the Appendix of the 2024-25 UPWP that describes progress in addressing the Federal Corrective Actions included in the 2020 review.

ATTACHMENTS

None

- Is legislation required for Council action? X ☒ **Yes** ☐ No
- If yes, is draft legislation attached? X ☒ **Yes** ☐ No

**Resolution No. 24-5416 For the Purpose of
Adopting the Metro Investment Policy for FY 24-25**
Resolutions

Metro Council Meeting
Thursday, May 23rd, 2024

BEFORE THE METRO COUNCIL

| | | |
|------------------------------------|---|--|
| FOR THE PURPOSE OF ADOPTING THE |) | RESOLUTION NO. 24-5416 |
| METRO INVESTMENT POLICY FOR FISCAL |) | |
| YEAR 2023-2024 |) | Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson |

WHEREAS, in order to make investments having a maturity longer than 18 months, Metro is required by ORS 294.135(a) to annually adopt an Investment Policy; and

WHEREAS, Metro's current Investment Policy was adopted by Resolution 23-5339 on May 25, 2023; and

WHEREAS, Metro's Investment Advisory Board annually reviews, recommends, and submits the Investment Policy to the Metro Council for its approval; and

BE IT RESOLVED that the Metro Council adopts the Investment Policy for Fiscal Year 2023-2024 attached hereto as Exhibit A, and authorizes the investment of Metro funds in accordance with the provisions of the Investment Policy.

ADOPTED by the Metro Council this 23rd day of May, 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

EXHIBIT A

INVESTMENT POLICY

| | |
|------|--|
| 1.0 | Scope and Governing Authority |
| 2.0 | General Objectives |
| 3.0 | Standards of Care |
| 4.0 | Transaction Counterparties, Investment Advisors and Depositories |
| 5.0 | Safekeeping and Custody |
| 6.0 | Suitable and Authorized Investments |
| 7.0 | Investment Parameters |
| 8.0 | Prohibited Investments |
| 9.0 | Investment of Proceeds from Debt Issuance |
| 10.0 | Investment Reserve or Capital Improvements |
| 11.0 | Reporting |
| 12.0 | Policy Adoption and Re-Adoption |
| 13.0 | List of Documents Used in Conjunction with this Policy |
| 14.0 | Definitions |

1.0 Scope and Governing Authority

These investment policies apply to all cash-related assets included within the scope of Metro's audited financial statements and held directly by Metro.

Funds held and invested by trustees or fiscal agents are excluded from these policies; however, such funds are subject to the regulations established by the state of Oregon.

Funds of Metro will be invested in compliance with the provisions of ORS Chapter 294 and other applicable statutes. Investments will be in accordance with these policies and written administrative procedures. Investment of any tax-exempt borrowing proceeds and of any debt service funds will comply with the Internal Revenue Code of 1986 provisions and any subsequent amendments thereto.

2.0 General Objectives

Due to Metro's fiduciary responsibility, safety of capital and availability of funds to meet payment requirements are the overriding objectives of the investment program. Investment return targets are secondary.

- (a) Safety. Safety of principal is the foremost objective of the investment program. Investments shall be undertaken in a manner that seeks to ensure the preservation of principal in the overall portfolio and security of funds and investments. The objective will be to mitigate credit risk and interest rate risk.
- (b) Liquidity. The investment officer shall assure that funds are constantly available to meet immediate payment requirements, including payroll, accounts payable and debt service. Furthermore, the portfolio should consist largely of securities with active secondary or resale markets. A portion of the portfolio also may be placed in the Oregon Short Term Fund which offers next-day liquidity. Where possible and prudent, the portfolio should be structured so that investments mature consistent with anticipated demands.
- (c) Return on Investment. The investment portfolio shall be designed with the objective of attaining a market rate of return throughout budgetary and economic cycles, taking into consideration the safety and liquidity needs of the portfolio.

Although securities are purchased with the intent to hold to maturity, securities may be sold prior to their maturity in order to improve the quality, net yield, or maturity characteristic of the portfolio.

- (d) Legality. Funds will be deposited and invested in accordance with statutes, ordinances and policies governing Metro.

- (e) Responsibility. The intent of the investment program is to achieve long-term market returns to create added resources to advance Metro's strategic goals and objectives. Consideration of responsible investing practices, including, not limited to advancing racial equity and climate resilience, may be applied when aligned with the objectives of safety, liquidity and return.

3.0 Standards of Care

- (a) Prudence. The standard of prudence to be applied by the investment officer shall be the "prudent person" rule: "Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived." The prudent person rule shall be applied in the context of managing the overall portfolio.
- (b) Ethics and Conflicts of Interest. Officers and employees involved in the investment process shall refrain from personal activity that could conflict with the proper execution and management of the investment program, or that could impair their ability to make impartial decisions. Employees and investment officials shall disclose any material interests in financial institutions with which they conduct business. Disclosure shall be made to the governing body. They shall further disclose any personal financial/investment positions that could be related to the performance of the investment portfolio. Employees and officers shall refrain from undertaking personal investment transactions with the same individual with whom business is conducted on behalf of Metro. Officers and employees shall, at all times, comply with the State of Oregon Government Standards and Practices code of ethics set forth in ORS Chapter 244.
- (c) Delegation of Authority. The Chief Operating Officer is the investment officer of Metro. The authority for investing Metro funds is vested with the investment officer, who, in turn, designates the investment manager to manage the day-to-day operations of Metro's investment portfolio, place purchase orders and sell orders with dealers and financial institutions, and prepare reports as required.
- (d) Investment Advisory Board (IAB). There shall be an investment advisory board composed of five (5) members.
 - (1) Terms of Service. The term of service for citizens appointed to the IAB shall be subject to the provisions of Metro Code 2.19.030.
 - (2) Appointment. The investment officer shall recommend to the Council for confirmation the names of persons for appointment to the IAB.

- (3) Duties. The IAB shall meet quarterly. The IAB will serve as a forum for discussion and act in an advisory capacity for investment strategies, banking relationships, the legality and probity of investment activities and the establishment of written procedures for the investment operations.
- (e) Monitoring the Portfolio. The investment manager will routinely monitor the contents of the portfolio comparing the holdings to the markets, relative values of competing instruments, changes in credit quality, responsible investing and benchmarks. If there are advantageous transactions, the portfolio may be adjusted accordingly.
- (f) Indemnity Clause. Metro shall indemnify the investment officer, chief financial officer, investment manager, staff and the IAB members from personal liability for losses that might occur pursuant to administering this investment policy. The investment officer, acting in accordance with written procedures and exercising due diligence, shall not be held personally responsible for a specific security's credit risk or market price changes, provided that these deviations are reported to the council as soon as practicable.
- (g) Internal Controls. The investment officer shall maintain a system of written internal controls, which shall be reviewed annually by the IAB and the independent auditor. The controls shall be designed to prevent loss of public funds due to fraud, error, misrepresentation or imprudent actions. Metro's independent auditor at least annually shall audit investments according to generally accepted auditing standards and this ordinance.

The internal controls shall address the following points at a minimum:

- (1) Compliance with Investment Policy
- (2) Detection of collusion
- (3) Separation of transaction authority from accounting and record keeping
- (4) Custodial safekeeping
- (5) Avoidance of physical delivery of securities whenever possible and address control requirements for physical delivery where necessary
- (6) Clear delegation of and limits on authority given to subordinate staff members
- (7) Confirmation of transactions for investments and wire transfers in written or digitally verifiable electronic form
- (8) Dual authorizations of wire and automated clearing house (ACH) transfers
- (9) Staff training
- (10) Review, maintenance and monitoring of security procedures both manual and automated

4.0 Transaction Counterparties, Investment Advisors and Depositories

- (a) Broker Dealers. The Investment Officer shall determine which broker/dealer firms and registered representatives are authorized for the purposes of investing funds within the scope of this investment policy. A list will be maintained of approved broker/dealer firms and affiliated registered representatives.

The following minimum criteria must be met prior to authorizing investment transactions. The Investment Officer may impose more stringent criteria.

Broker dealers must meet the following minimum criteria

- (1) Be registered with the Securities and Exchange Commission (SEC);
- (2) Be registered with the Financial Industry Regulatory Authority (FINRA);
- (3) Provide most recent audited financials;
- (4) Provide FINRA Focus Report filings.

A periodic (at least annual) review of all authorized broker/dealers will be conducted by the Investment Officer.

If Metro's investment advisor is contracted to provide securities transactions on behalf of Metro, the advisor's broker dealer list must be provided to the Investment Officer for approval. The Investment Officer can assign the responsibility of the broker dealer due diligence process to the Advisor, and all licensing information on the counterparties will be maintained by the Advisor and available upon request.

The Advisors must provide Metro with any changes to the list prior to transacting on behalf of Metro.

- (b) Investment Advisors. The Investment Officer may engage the services of one or more external investment advisors to assist in the management of Metro's investment portfolio in a manner consistent with this investment policy. If Metro hires an investment advisor to provide investment management services, the advisor is authorized to transact with its direct dealer relationships on behalf of Metro.

Approved investment advisor firms must be registered with the Securities and Exchange Commission (SEC) or licensed by the state of Oregon; (Note: Investment advisor firms with assets under management > \$100 million must be registered with the SEC, otherwise the firm must be licensed by the state of Oregon).

A periodic (at least annual) review of all authorized investment advisors under contract will be conducted by the Investment Officer to determine their continued eligibility within the portfolio guidelines. The Investment Advisor must notify Metro immediately if any of the following issues arise while serving under a Metro contract:

1. Pending investigations by securities regulators
2. Significant changes in net capital
3. Pending customer arbitration cases
4. Regulatory enforcement actions

- (c) Depositories. All financial institutions who desire to become depositories must be qualified Oregon Depositories pursuant to ORS Chapter 295.
- (d) Competitive Transactions. The Investment Officer shall obtain and document competitive bid information on all investments purchased or sold in the secondary market. Competitive bids or offers should be obtained, when possible, from at least three separate brokers/financial institutions or through the use of a nationally recognized trading platform. In the instance of a security for which there is no readily available competitive bid or offering on the same specific issue, then the Investment Officer shall document quotations for comparable or alternative securities. When purchasing original issue instrumentality securities, no competitive offerings will be required as all dealers in the selling group offer those securities as the same original issue price. However, the Investment Officer is encouraged to document quotations on comparable securities. If an investment advisor provides investment management services, the advisor must retain documentation of competitive pricing execution on each transaction and provide upon request.

5.0 Safekeeping and Custody

- (a) Delivery vs. Payment. All trades of marketable securities will be executed (cleared and settled) by delivery vs. payment (DVP) to ensure that securities are deposited in Metro's safekeeping institution prior to the release of funds. Metro will have online access through the safekeeping bank for verification of the account holdings and transactions. Delivery vs. payment will also be required for all repurchase transactions and with the collateral priced and limited in maturity in compliance with ORS 294.035(2)(j).

Notwithstanding the preceding, an exception to the delivery versus payment policy is made when purchasing State and Local Government Series Securities (SLGS) from the United States Treasury's Bureau of Public Debt to satisfy arbitrage yield restriction requirements of the Internal Revenue Code for tax-exempt bond issues.

Custody/Safekeeping. Securities purchased by Metro shall be held in a segregated account for Metro's benefit at a third-party trustee as safekeeping agent. All securities will be receipted and recorded based on the terms in the custodial contract. Upon request, the safekeeping institution shall make available a copy of its Statement on Standards for Attestation Engagements (SSAE) No. 16. The approved broker dealer or the investment advisor shall provide Metro with a confirmation ticket listing the specific instrument, issuer, coupon, maturity, CUSIP number, purchase or sale price, transaction date, and other pertinent information.

6.0 Suitable and Authorized Investments

(Definitions of terms and applicable authorizing statutes are listed in the "Summary of Investments Available to Municipalities" provided by the State Treasurer).

- (a) Investment Types. The following investments are permitted by this policy and ORS 294.035 and 294.810.
- (1) Lawfully issued general obligations of the United States, the agencies and instrumentalities of the United States or enterprises sponsored by the United States Government and obligations whose payment is guaranteed by the United States, the agencies and instrumentalities of the United States or enterprises sponsored by the United States Government. Maximum percent of portfolio allocation is 100%. No more than 40% of the portfolio in any one agency, instrumentality, or sponsored enterprise.
 - (2) Certificates of Deposit (CD) from commercial banks in Oregon and insured by the Federal Deposit Insurance Corporation (FDIC). Maximum percent of portfolio allocation is 25%. Investments in Certificates of Deposit invested in any one institution shall not exceed 5% of the total available funds and 15% of the equity of the financial institution.
 - (3) Repurchase Agreements (Repo's) purchased from any qualified institution provided the master repurchase agreement is effective and the safekeeping requirements are met. The repurchase agreement must be in writing and executed in advance of the initial purchase of the securities that are the subject of the repurchase agreement.
 - (A) ORS 294.035 (3)(j) requires repurchase agreement collateral to be limited in maturity to three years and priced according to percentages prescribed by written policy of the Oregon Investment Council or the Oregon Short-Term Fund Board.

- (B) ORS 294.135 (2) limits the maximum term of any repurchase agreement to 90 days.
- (C) Acceptable collateral:
 - (i) US Treasury Securities: 102%
 - (ii) US Agency Discount and Coupon Securities: 102%

Maximum percent of portfolio allocation is 25% and issuer constraint is 10%. The investment officer shall not enter into any reverse repurchase agreements.

- (4) Banker's Acceptances (BA) that are (i) guaranteed by, and carried on the books of, a qualified financial institution, (ii) eligible for discount by the Federal Reserve System, and (iii) issued by a qualified financial institution whose short-term letter of credit rating is rated in the highest category (A-1, P-1, F-1) by one or more nationally recognized statistical rating organization.

Qualified institution means a financial institution that is located and licensed to do banking business in the state of Oregon; or a financial institution located in the states of California, Idaho, or Washington that is wholly owned by a bank holding company that owns a financial institution that is located and licensed to do banking business in the state of Oregon.

Maximum percent of portfolio allocation is 25%. Investments in Bankers' Acceptances invested in any one institution shall not exceed 5% of the total available funds and 15% of the equity of the financial institution.

- (5) Corporate indebtedness subject to a valid registration statement on file with the Securities and Exchange Commission or issued under the authority of section 3(a)(2) or 3(a)(3) of the Securities Act of 1933, as amended. Must be issued by a commercial, industrial or utility business enterprise, or by or on behalf of a financial institution, including a holding company owning a majority interest in a qualified financial institution. The combined total invested in corporate indebtedness may not exceed 35%. No more than 5% of the total portfolio with any one corporate entity.
 - (A) Commercial Paper (CP) rated on the trade date P-1 or better by Moody's Investors Service or A-1 or better by Standard & Poor's Corporation or equivalent rating by any nationally recognized statistical rating organization.
 - (B) Corporate indebtedness must be rated on trade date in a rating category of "Aa" or better by Moody's Investors Service or a rating

category of “AA” or better by Standard & Poor’s Corporation or equivalent by any nationally recognized statistical rating organization.

(C) Notwithstanding subparagraph (a) and (b) of this paragraph, the corporate indebtedness must be rated on the trade date P-2 or in a rating category of “A” or better by Moody’s Investors Service or A-2 or in a rating category of “A” or better by Standard & Poor’s Corporation or equivalent rating by any nationally recognized statistical rating organization when the corporate indebtedness is:

(i) Issued by a business enterprise that has its headquarters in Oregon, employs more than 50 percent of its permanent workforce in Oregon or has more than 50 percent of its tangible assets in Oregon; or

(ii) Issued by a holding company owning not less than a majority interest in a qualified financial institution, as defined by ORS 294.035, located and licensed to do banking business in Oregon or by a holding company owning not less than a majority interest in a business enterprise described in subparagraph (i) of this subparagraph.

(6) Lawfully issued debt obligations of the agencies and instrumentalities of the State of Oregon or its political subdivisions with a long-term rating in a rating category of “A” or an equivalent rating or better or the highest category for short term municipal debt.

Lawfully issued debt obligations of the States of California, Idaho or Washington or their political subdivisions with a long-term rating in a rating category of “AA” or an equivalent rating or better or the highest category for short term municipal debt.

Maximum percent of portfolio allocation is 25%. No more than 5% of the total portfolio in any one issuing entity.

Such obligations may be purchased only if there has been no default in payment of either the principal of or the interest on the obligations of the issuing county, port, school district or city, for a period of five years next preceding the date of the investment, per ORS 294.040.

(7) State of Oregon Investment Pool. Maximum allowed per ORS 294.810, with the exception of pass-through funds (in and out within 10 days). A thorough

investigation of the pool/fund is required prior to investing, and on a continual basis. Metro shall perform a periodic review of:

- (A) Pool's investment policy and objectives
 - (B) Interest calculations and how it is distributed
 - (C) How the securities are safeguarded
 - (D) How often the securities are priced
- (8) Time Deposits, Market Interest Accounts and Checking Accounts. Metro shall maintain necessary allocation needed for daily cash management efficiency.

Any financial institutions that hold funds in excess of FDIC insurance must qualify and meet requirements under ORS chapter 295, Public Funds Collateralization Program. (PFCP).

Time Deposits and savings accounts in insured institutions as defined in ORS Section 706.008, in credit unions as defined in ORS Section 723.006, or in federal credit unions, if the institution or credit union maintains a head office or a branch in this state [ORS Section 294.035(3)(d)].

Summary of Permitted Investments.

| Investment Type | Maximum Maturity | Maximum Portfolio Allocation | Maximum Allocation Per Issuer | Minimum Rating |
|--|------------------|--------------------------------------|-------------------------------|------------------|
| U.S. Treasuries | 5.25 years | 100% | 100% | - |
| Federal Agencies | 5.25 years | 100% | 40% | - |
| Time Certificates of Deposit | 5.25 years | 25% | 5% | FDIC insured |
| Repurchase Agreements | 90 days | 25% | 10% | Collateralized |
| Bankers Acceptances | 180 days | 25% | 5% | A-1 |
| Corporate notes | 5.25 years | 35% | 5% | AA- A- if OR |
| Commercial Paper | 270 days | | | A-1 A-2 if OR |
| OR munis | 5.25 years | 25% | 5% (per issuing entity) | A- |
| ID, CA, WA munis | 5.25 years | | 5% (per issuing entity) | AA- |
| OSTF | - | Amount established by ORS 294.810 | - | - |
| Time Deposits Market interest and checking accounts | - | Amount necessary for daily cash mgmt | - | - |

7.0 Investment Parameters

- (a) Credit Risk. Metro will minimize credit risk, the risk of loss due to the financial failure of the security issuer or backer, by:
- Limiting exposure to poor credits and concentrating the investments in the safest types of securities.
 - Pre-qualifying the financial institutions, broker/dealers, and advisors with which Metro will do business.
 - Diversifying the investment portfolio so that potential losses on individual securities will be minimized. For securities not backed by the full faith and credit of the federal government, diversification is required in order that potential losses on individual securities would not exceed the income generated from the remainder of the portfolio.
 - Actively monitoring the investment portfolio holdings for ratings changes, changing economic/market conditions, etc.
- (b) Diversification by Maturity. Only investments which can be held to maturity shall be purchased. Investments shall not be planned or made predicated upon selling the security prior to maturity. This restriction does not prohibit the use of repurchase agreements under ORS 294.135(2). Funds will be invested to coincide with projected cash needs or with the following serial maturity:

(c)

| Maturity Constraints | Minimum % of Total Portfolio |
|--------------------------------------|-------------------------------------|
| Under 90 days | 10% |
| Under 1.5 years | 25% |
| Under 5.25 years | 100% |
| Maturity Constraints | Maximum of Total Portfolio |
| Weighted Average Maturity | 2.5 years |
| Security Structure Constraint | Maximum % of Total Portfolio |
| Callable Agency Securities | 35% |

At all times, Metro will maintain a minimum amount of funds to meet liquidity needs for the next three months, which can be through a combination of cash and investments. The weighted average maturity of Metro's portfolio shall not exceed 2.5 years.

Investments may not exceed five (5.25) years. Investment maturities beyond 18 months may be made when supported by cash flow projections which reasonably demonstrate that liquidity requirements will be met.

- (d) Diversification by Investment. The investment officer will diversify the portfolio to avoid incurring unreasonable risks inherent in over-investing in specific instruments, individual financial institutions, or maturities.
- (e) Collateralization. Deposit-type securities (i.e., Certificates of Deposit) and all bank deposits for any amount exceeding FDIC coverage shall be collateralized through the Public Funds Collateralization Program as required by ORS Chapter 295. ORS Chapter 295 governs the collateralization of Oregon public funds and provides the statutory requirements for the Public Funds Collateralization Program. Bank depositories are required to pledge collateral against any public funds deposits in excess of deposit insurance amounts. ORS 295 sets the specific value of the collateral, as well as the types of collateral that are acceptable.
- (f) Total Prohibitions. The investment officer may not make a commitment to invest funds or sell securities more than 14 business days prior to the anticipated date of settlement of the purchase or sale transaction and may not agree to invest funds or sell securities for a fee other than interest. Purchase of standby or forward commitments of any sort are specifically prohibited.
- (g) Adherence to Investment Diversification. Diversification requirements must be met on the day an investment transaction is executed. If due to unanticipated cash needs, investment maturities or marking the portfolio to market, the investment in any security type, financial issuer or maturity spectrum later exceeds the limitations in the policy, the investment officer is responsible for bringing the investment portfolio back into compliance as soon as is practical.

8.0 Prohibited Investments

- (a) Private Placement or 144A Securities. Private placement or “144A” securities are not allowed. “144A” securities include commercial paper issued under section 4(2)144A (also known as “4(2)A”) of the Securities Act of 1933.
- (b) Mortgage-backed Securities are not allowed.
- (c) Securities Lending. Metro shall not lend securities nor directly participate in a securities lending program.
- (d) Fossil Fuel Companies Listed on the Carbon Fuel Underground 200™ list - Metro shall not invest directly in fossil fuel securities listed on the Carbon Fuel Underground 200 List.

9.0 Investment of Proceeds from Debt Issuance

Investments of bond proceeds are restricted under bond covenants that may be more restrictive than the investment parameters included in this policy. The investments will be made in a manner to match cash flow expectations based on managed disbursement schedules.

Funds from bond proceeds and amounts held in a bond payment reserve or proceeds fund may be invested pursuant to ORS 294.052. Investments of bond proceeds are typically not invested for resale and are maturity matched with outflows. Consequently, funds within the scope of ORS 294.052 are not subject to this policy's liquidity risk constraints.

Information will be maintained for arbitrage rebate calculations.

10.0 Investment of Reserve or Capital Improvements

Pursuant to ORS 294.135(1)(b), reserve or capital improvement project monies may be invested in securities exceeding five and a quarter (5.25) years when the funds in question are being accumulated for an anticipated use that will occur more than 18 months after the funds are invested, then, upon the approval of Metro Council, the maturity of the investment or investments made with the funds may occur when the funds are expected to be used.

11.0 Reporting

- (a) Methods. A transaction report shall be prepared by the investment manager not later than one business day after the transaction, unless a trustee, operating under a trust agreement, has executed the transaction. The trustee agreement shall provide for a report of transactions to be submitted by the trustee on a monthly basis.
- (b) Compliance. Quarterly reports shall be prepared for each regular meeting of the IAB to present historical information for the past 12-month period and that allows the IAB to ascertain whether investment activities during the reporting period have conformed to the investment policy. Copies shall be provided to the Chief Operating Officer and the Metro Council. At each quarterly meeting, a report reflecting the status of the portfolio will be submitted for review and comment by at least three (3) members of the IAB. Discussion and comment on the report will be noted in minutes of the meeting. If concurrence is not obtained, notification will be given to the investment officer, including comments by the IAB.
- (c) Performance Standards. The overall performance of Metro's investment program is evaluated quarterly by the IAB using the objectives outlined in this policy. The quarterly report which confirms adherence to this policy shall be provided to the Metro Council as soon as practicable.

The pooled investment portfolio will be managed in accordance with the parameters specified within this policy. The portfolio should obtain a market average rate of return during a market/economic environment of stable interest rates. The primary benchmark of the portfolio will be either the ICE Bank of America Merrill Lynch 0-3 Year US Treasury Index or the ICE Bank of America Merrill Lynch 0-5 Year US Treasury Index. The Investment Officer may use other appropriate benchmarks including the Local Government Investment Pool's monthly average yield or a series of appropriate benchmarks consistent with Metro's investment objectives for additional analysis. Metro will use these benchmarks to determine the effectiveness of the investment strategy and return relative to market. The Investment Officer, IAB, and the Investment Advisor will review benchmarks annually for appropriateness and consistency with Metro's investment objectives.

- (d) Accounting Method. Metro shall comply with all required legal provisions and Generally Accepted Accounting Principles (GAAP). The accounting principles are those contained in the pronouncements of authoritative bodies, including, but not necessarily limited to, the American Institute of Certified Public Accountants (AICPA); the Financial Accounting Standards Board (FASB); and the Government Accounting Standards Board (GASB).

12.0 Policy Adoption and Re-adoption

- (a) The investment policy must be reviewed by the IAB and the Oregon Short-Term Fund Board prior to adoption by the Metro Council. Adoption of this policy supersedes any other previous Council action or policy regarding Metro's investment management practices.
- (b) This policy shall be subject to review and re-adoption annually by the Metro Council in accordance with ORS 294.135.

13.0 List of Documents Used in Conjunction with this Policy

The following documents are used in conjunction with this policy and are available from the investment manager upon request:

- List of Authorized Brokers and Dealers
- List of Primary Dealers
- Calendar of Federal Reserve System Holidays
- Calendar of Local Government Investment Pool Holidays
- Broker/Dealer Request for Information
- Oregon State Treasury's Summary of Liquid Investments Available to Local Governments for Short-Term Fund Investment

- Oregon State Treasury's U.S. Government and Agency Securities for Local Government Investment Under ORS 294.035 and 294.040
- Oregon State Treasury's List of Qualified Depositories for Public Funds
- Attorney General's letter of advice: Certificates of Deposit, ORS 294.035 and ORS Chapter 295
- Oregon Revised Statute Chapter 294 – County and Municipal Financial Administration
- Oregon Revised Statute Chapter 295 – Depositories of Public Funds and Securities
- Government Finance Officers Association Glossary of Cash Management Terms

14.0 Definitions

Accrued Interest means interest earned but which has not yet been paid or received.

Benchmark Notes/Bonds mean Benchmark Notes and Bonds are a series of FNMA “bullet” maturities (non-callable) issued according to a pre-announced calendar. Under its Benchmark Notes/Bonds program, 2, 3, 5, 10 and 30-year maturities are issued each quarter. Each Benchmark Notes new issue has a minimum size of \$4 billion, 30-year new issues having a minimum size of \$1 billion, with re-openings based on investor demand to further enhance liquidity. The amount of non-callable issuance has allowed FNMA to build a yield curve in Benchmark Notes and Bonds in maturities ranging from 2 to 30 years. The liquidity emanating from these large size issues has facilitated favorable financing opportunities through the development of a liquid overnight and term repo market. Issues under the Benchmark program constitute the same credit standing as other FNMA issues; they simply add organization and liquidity to the intermediate- and long-term Agency market.

Book Value means the value at which a debt security is reflected on the holder's records at any point in time. Book value is also called “amortized cost” as it represents the original cost of an investment adjusted for amortization of premium or accretion of discount. Also called “carrying value.” Book value can vary over time as an investment approaches maturity and differs from “market value” in that it is not affected by changes in market interest rates.

Bullet Notes/Bonds mean notes or bonds that have a single maturity date and are non-callable.

Callable Bonds/Notes mean securities which contain an imbedded call option giving the issuer the right to redeem the securities prior to maturity at a predetermined price and time.

Certificate of Deposit Account Registry Service (CDARS) means a private service that breaks up large deposits (from individuals, companies, nonprofits, public funds, etc.) and places them across a network of banks and savings associations around the United States. Allows depositors to deal with a single bank that participates in CDARS but avoid having funds above the FDIC deposit insurance limits in any one bank.

Commercial Paper means a short term unsecured promissory note issued by a company or financial institution. Issued at a discount and matures for par or face value. Usually a maximum maturity of 270 days, and given a short-term debt rating by one or more NRSROs.

Coupon Rate means the annual rate of interest on a debt security, expressed as a percentage of the bond's face value.

Discount Notes mean unsecured general obligations issued by Federal Agencies at a discount. Discount notes mature at par and can range in maturity from overnight to one year.

Federal Agency Security means a security issued by a federal agency or certain federally chartered entities (often referred to as government-sponsored enterprises or GSEs). Agency securities typically are not guaranteed by the federal government, particularly those of GSEs.

Federal Farm Credit Banks Funding Corporation (FFCB) means one of the large Federal Agencies. A Government Sponsored Enterprise (GS) system that is a network of cooperatively-owned lending institutions that provide credit services to farmers, agricultural cooperatives and rural utilities. The FFCBs act as financial intermediaries that borrow money in the capital markets and use the proceeds to make loans and provide other assistance to farmers and farm-affiliated businesses. Consists of the consolidated operations of the Banks for Cooperatives, Federal Intermediate Credit Banks, and Federal Land Banks. Frequent issuer of discount notes, agency notes and callable agency securities. FFCB debt is not an obligation of, nor is it guaranteed by the U.S. government, although it is considered to have minimal credit risk due to its importance to the U.S. financial system and agricultural industry.

Federal Home Loan Bank System (FHLB) means one of the large Federal Agencies. A Government Sponsored Enterprise (GSE) system, consisting of wholesale banks (currently twelve district banks) owned by their member banks, which provides correspondent banking services and credit to various financial institutions, financed by the issuance of securities. The principal purpose of the FHLB is to add liquidity to the mortgage markets. Although FHLB does not directly fund mortgages, it provides a stable supply of credit to thrift institutions that make new mortgage loans. FHLB debt is not an obligation of, nor is it guaranteed by the U.S. government, although it is considered to have minimal credit risk due to its importance to the U.S. financial system and housing market. Frequent issuer of discount notes, agency notes and callable agency securities. Also issues notes under its "global note" and "TAP" programs.

Federal Home Loan Mortgage Corporation (FHLMC or "Freddie Mac") means one of the large Federal Agencies. A government sponsored public corporation (GSE) that provides stability and assistance to the secondary market for home mortgages by purchasing first mortgages financed by the sale of debt and guaranteed mortgage backed securities. FHLMC debt is not an obligation of, nor is it guaranteed by the U.S. government, although it is considered to have minimal credit risk due to its importance to the U.S.

financial system and housing market. Frequent issuer of discount notes, agency notes, callable agency securities and MBS. Also issues notes under its “reference note” program.

Federal National Mortgage Association (FNMA or "Fannie Mae") means one of the large Federal Agencies. A government sponsored public corporation (GSE) that provides liquidity to the residential mortgage market by purchasing mortgage loans from lenders, financed by the issuance of debt securities and MBS (pools of mortgages packaged together as a security). FNMA debt is not an obligation of, nor is it guaranteed by the U.S. government, although it is considered to have minimal credit risk due to its importance to the U.S. financial system and housing market. Frequent issuer of discount notes, agency notes, callable agency securities and MBS. Also issues notes under its “benchmark note” program.

Federal Reserve Bank means one of the 12 distinct banks of the Federal Reserve System.

Global Notes means notes designed to qualify for immediate trading in both the domestic U.S. capital market and in foreign markets around the globe. Usually large issues that are sold to investors worldwide and therefore have excellent liquidity. Despite their global sales, global notes sold in the U.S. are typically denominated in U.S. dollars.

Government National Mortgage Association (GNMA or "Ginnie Mae") mean one of the large Federal Agencies. Government-owned Federal Agency that acquires, packages, and resells mortgages and mortgage purchase commitments in the form of mortgage-backed securities. Largest issuer of mortgage pass-through securities. GNMA debt is guaranteed by the full faith and credit of the U.S. government (one of the few agencies that is actually full faith and credit of the U.S.).

Government Sponsored Enterprise (GSE) means a privately owned entity subject to federal regulation and supervision, created by the U.S. Congress to reduce the cost of capital for certain borrowing sectors of the economy such as students, farmers, and homeowners. GSEs carry the implicit backing of the U.S. Government, but they are not direct obligations of the U.S. Government. For this reason, these securities will offer a yield premium over Treasuries. Examples of GSEs include: FHLB, FHLMC, and FNMA.

Market Value means the fair market value of a security or commodity. The price at which a willing buyer and seller would pay for a security.

Mortgage Backed Security (MBS) means a type of asset-backed security that is secured by a mortgage or collection of mortgages. These securities must also be grouped in one of the top two ratings as determined by an accredited credit rating agency, and usually pay periodic payments that are similar to coupon payments. Furthermore, the mortgage must have originated from a regulated and authorized financial institution.

Nationally Recognized Statistical Rating Organization (NRSRO) means a designated rating organization that the SEC has deemed a strong national presence in the U.S. NRSROs provide credit ratings on corporate and bank debt issues. Only ratings of a NRSRO may be used for the regulatory purposes of rating. Includes Moody's, Standard and Poor's, Fitch and Duff & Phelps.

Par Value means face value, stated value or maturity value of a security.

Primary Dealer means any of a group of designated government securities dealers designated by to the Federal Reserve Bank of New York. Primary dealers can buy and sell government securities directly with the Fed. Primary dealers also submit daily reports of market activity and security positions held to the Fed and are subject to its informal oversight. Primary dealers are considered the largest players in the U.S. Treasury securities market.

Primary Market means the market for new issues of securities, as distinguished from the Secondary Market, where previously issued securities are bought and sold. A market is primary if the proceeds of sales go to the issuer of the securities sold. The term also applies to government securities auctions.

Secondary Market means markets for the purchase and sale of any previously issued financial instrument.

TAP program. Launched in 6/99 as a refinement to the FHLB bullet bond auction process. In a break from the FHLB's traditional practice of bringing numerous small issues to market with similar maturities, the TAP Issue Program uses the four most common maturities and reopens them up regularly through a competitive auction. These maturities (2,3,5 and 10 year) will remain open for the calendar quarter, after which they will be closed and a new series of TAP issues will be opened to replace them. This reduces the number of separate bullet bonds issued, but generates enhanced awareness and liquidity in the marketplace through increased issue size and secondary market volume.

Tennessee Valley Authority (TVA) means a federally owned corporation in the United States created by congressional charter in May 1933 to provide navigation, flood control, electricity generation, fertilizer manufacturing, and economic development in the Tennessee Valley, a region particularly impacted by the Great Depression. The enterprise was a result of the efforts of Senator George W. Norris of Nebraska. TVA was envisioned not only as a provider, but also as a regional economic development agency that would use federal experts and electricity to rapidly modernize the region's economy and society.

Treasury Bills (T-Bills) mean short-term direct obligations of the United States Government issued with an original term of one year or less. Treasury bills are sold at a discount from face value and do not pay interest before maturity. The difference between the purchase price of the bill and the maturity value is the interest earned on the bill. Currently, the U.S. Treasury issues 4-week, 13-week and 26-week T-Bills

Treasury Bonds mean long-term interest-bearing debt securities backed by the U.S. Government and issued with maturities of ten years and longer by the U.S. Department of the Treasury.

Treasury Notes mean intermediate interest-bearing debt securities backed by the U.S. Government and issued with maturities ranging from one to ten years by the U.S. Department of the Treasury. The Treasury currently issues 2-year, 3-year, 5-year, 7-year and 10-year Treasury Notes.

U.S. Government Backed Securities mean FDIC-guaranteed corporate debt issued under the Temporary Liquidity Guarantee Program (TLGP) and backed by the full faith and credit of the United States Government with a maximum final maturity of five years.

Yield to Maturity (YTM) at Cost means the percentage rate of return paid if the security is held to its maturity date at the original time of purchase. The calculation is based on the coupon rate, length of time to maturity, and original price. It assumes that coupon interest paid over the life of the security is reinvested at the same rate. The Yield at Cost on a security remains the same while held as an investment.

IN CONSIDERATION OF RESOLUTION NO. 24-5416, FOR THE PURPOSE OF
ADOPTING THE METRO INVESTMENT POLICY FOR FISCAL YEAR 2023-24

Date: 5/6/2023
Department: Finance and Regulatory
Services
Meeting Date: 5/23/2023

Prepared by: Brian Kennedy, 503-797-
1913
Presenter(s) (if applicable): Brian
Kennedy (he/him)
Length: 15 minutes

ISSUE STATEMENT

Oregon Revised Statute 294 requires the Metro Council annually review and re-adopt the Investment Policy.

ACTION REQUESTED

The Metro Council reviews and adopts the Investment Policy by approving Resolution No. 24-5416.

IDENTIFIED POLICY OUTCOMES

Due to Metro's fiduciary responsibility, safety of capital and availability of funds to meet payment requirements are the overriding objectives of the investment program. Investment return targets are secondary.

POLICY QUESTION(S)

Does Metro Council wish to re-adopt the Investment Policy?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Metro Council could review and re-adopt the Investment Policy as presented.

Metro Council could recommend modifications to the Investment Policy. Any changes to the policy in its current form would then be reviewed by both Metro's Investment Advisory Board and the Oregon Short-Term Fund Board prior to being presented to council as an ordinance.

STAFF RECOMMENDATIONS

Staff recommends the review and re-adoption of the Investment Policy by approving Resolution 24-5416.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The Investment Policy provides a framework for staff to invest all cash-related assets held by Metro. The primary focus is to ensure the safety of capital and availability of funds to meet the payment requirements of the agency. Through prudent investment of assets,

Finance and Regulatory Services can meet this primary focus, while generating additional resources for programmatic use.

The Metro Council appointed a five-member citizen group, the Investment Advisory Board (IAB), to act in an advisory capacity for investment strategies and banking relationships, examine the legality and probity of investment activities, and establish written procedures for investment operations. The IAB previously recommended Metro Council review and re-adopt the Investment Policy in its current form.

ORS 294 restricts the types and maturities of investments made by local governments. However, it provides additional flexibility when a written investment policy is adopted. ORS 294.135 restricts investment maturities to 18 months, but longer maturities are allowed for Metro due to our adopted policy and are contingent on annual review and re-adoption by Metro Council. Also prescribed by ORS 294.135, Metro's investment policy must be reviewed by the Oregon Short-Term Fund Board; the policy has previously been approved in its current form.

The proposed Investment Policy does not include any changes.

BACKGROUND

The Metro Council last re-adopted the investment policy in May 2023.

**Resolution No. 24-5317 For the Purpose of
Awarding Nature in Neighborhoods Community
Stewardship and Restoration Grants**
Resolutions

Metro Council Meeting
Thursday, May 23rd, 2024

BEFORE THE METRO COUNCIL

| | | |
|-----------------------------------|---|---|
| FOR THE PURPOSE OF APPROVING 2023 |) | RESOLUTION NO. 24-5417 |
| NATURE IN NEIGHBORHOODS |) | |
| COMMUNITY STEWARDSHIP AND |) | Introduced by Chief Operating Officer Marissa |
| RESTORATION COMMUNITY GRANTS |) | Madrigal in concurrence with Council |
| |) | President Lynn Peterson |

WHEREAS, in 2005, the Metro Council established an initiative designed to protect and restore our region's significant fish and wildlife habitat and connect people with nature as provided in Resolution No. 05-3574A, "Establishing a Regional Habitat Protection, Restoration and Greenspaces Initiative called Nature in Neighborhoods," adopted May 12, 2005;

WHEREAS, to fulfill the goals of this regional initiative, the Metro Council approved Resolution No. 05-3580A to establish the Nature in Neighborhoods grant program for local communities;

WHEREAS, the Metro Council reaffirmed the grant program's purpose, eligibility and funding criteria via Resolution No. 12-4398 when the council referred a 5-year local option levy for Metro's parks and natural areas to the voters, and called for the creation of a committee to review grant applications and make award recommendations to the Metro Council;

WHEREAS, in May 2013, voters in the Metro region approved the 5-year local option levy which included new and expanded funding for this grant program, referred to in the levy as Nature in Neighborhoods community grants;

WHEREAS, Metro awarded the first round of Nature in Neighborhood Restoration and Community Stewardship grants in September 2014 via Resolution 14-4554;

WHEREAS, Metro awarded the second round of Nature in Neighborhood Restoration and Community Stewardship grants in November 2015 via Resolution 15-4644;

WHEREAS, Metro awarded the third round of Nature in Neighborhood Restoration community grants in September 2016 via Resolution 16-4725;

WHEREAS, the Metro Council confirmed the grant program's purpose and funding via Resolution No. 16-4690, when the council referred the renewal of Metro's local option levy for Metro's parks and natural areas to the voters;

WHEREAS, the Metro Council approved Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion via Resolution No. 16-4708, which directs the agency to incorporate racial equity into all aspects of its work;

WHEREAS, Metro awarded the fourth round of Nature in Neighborhood Restoration community grants in June 2019 via Resolution 19-4985;

WHEREAS, Metro awarded the fifth round of Nature in Neighborhood Restoration community grants in November 2021 via Resolution 21-5213;

WHEREAS, the Metro Council reaffirmed the grant program's purpose, eligibility and funding criteria via Resolution No. 22-5279 when the council referred a 5-year local option levy for Metro's parks

and natural areas to the voters, and called for the creation of a committee to review grant applications and make award recommendations to the Metro Council;

WHEREAS, in May 2022, voters in the Metro region approved the 5-year local option levy which included new and expanded funding for this grant program, referred to in the levy as Nature in Neighborhoods community grants;

WHEREAS, Metro has solicited and received applications for 2023 Nature in Neighborhoods Community Stewardship and Restoration grants, and the grant review committee has identified the proposals which best meet the grant criteria and the goals of the Nature in Neighborhoods community grant program; now therefore,

BE IT RESOLVED that the Metro Council hereby approves the award of the 2023 Nature in Neighborhoods Community Stewardship and Restoration community grants to those recipients listed in Exhibit A and for the amounts listed for each individual award.

ADOPTED by the Metro Council this _____ day of May, 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Date: May 6, 2024
To: Jon Blasher, Director, Parks and Nature
From: Karissa Lowe, Program Manager, Nature in Neighborhoods Community Grants
Elizabeth Guzman Arroyo, Community Investments and Partnerships Team Manager
Subject: Recommendation for funding: 2023 Nature in Neighborhood community stewardship and restoration grants review

The purpose of this memo is to summarize the recommendation for funding from the grant review committee for the 2023 Nature in Neighborhood community stewardship and restoration grants.

The 2023 Nature in Neighborhood community stewardship and restoration grants review committee met February 20, 2024 and again on April 23, 2024. They reviewed 42 pre-applications totaling \$3,361,521 in funding requests, and 16 full applications totaling \$1,395,220 in funding requests. The review committee selected **9 proposals which are the strongest fit for this funding opportunity's criteria** to recommend for funding a total of **\$750,000** to the Metro Council.

Metro received many strong grant proposals. The review committee determined which most strongly met the grant program's purpose and goals based on the information submitted, the stated evaluation criteria, and the review committee's professional and collective judgment. The review committee included local experts in habitat restoration, natural area land management, conservation planning, mentorship and job skill development, diversity equity and inclusion, community partnership development, philanthropy, and grant management.

In the first round of the renewed natural areas levy grants, the review committee valued the diverse types of organizations, robust partnerships, and the wide range of projects represented in the pre-applications submitted. Proposals recommended for funding show strong evidence of involvement from BIPOC groups in proposal planning and development, and a clear path forward for their continued involvement in project execution. The review committee members were impressed with proposals that focused on work done by and with BIPOC communities, rather than for them, and which were clearly grounded BIPOC perspectives, traditions, and ways of knowing.

Committee members also noted that many proposals meaningfully incorporated opportunities to introduce youth to green career opportunities and/or created skill building and career development opportunities for early career professionals in the environmental sector.

Committee members were impressed by how many applications were strong on all three of the program goals. Proposals came from both culturally specific organizations and conservation focused organizations and included both organizations familiar to this program and many first time applicants.

The review committee identified compelling projects which offer opportunities to participate in hands on outdoor STEM education, gain habitat restoration skills and experience, address career pathways in the environmental field, remove barriers for marginalized communities to enter that field, and help BIPOC youth and adults become lifelong environmental advocates. They emphasized the importance of projects that combined boots-on-the-ground restoration with opportunities to build community power and voice to create lasting holistic impact. The committee discussed the

history and contemporary presence of Indigenous people in the Portland Metro Area, and the importance of applicants partnering with both local Tribes and intertribal urban Native organizations. The committee appreciated proposals that incorporated Indigenous Traditional Ecological and Cultural Knowledge alongside western restoration science and methods.

The review committee valued projects which aligned with the Nature in Neighborhood grant goals, individual organizations' plans or priorities, and state, regional or local conservation strategies. They found proposals stronger when they demonstrated longstanding and holistic partnerships with communities and community-specific organizations. They also found it compelling when applicants that partnered with Tribes and/or the intertribal urban Native community talked about going beyond the land acknowledgement and deepening engagement with the community.

For the most part the review committee was pleased with how applicants addressed their diversity, equity, and inclusion experience, and this was especially true for organizations that submitted full applications. They noticed that the applicant organizations were all on different parts of their equity journey but most of them were very transparent and authentic about who they were and where they are headed. They found compelling projects that made clear connections between conservation and restoration, where applicable, and Traditional Ecological Knowledge. They appreciated projects that acknowledge that communities' relationship with and access to nature is both critical and complicated, and projects that explore new ways for communities to interact with nature at a neighborhood scale and beyond.

Finally, the review committee valued authentic and holistic long-established or newer partnerships. They particularly noted partnerships that included clear plans to integrate historically marginalized communities' priorities and center BIPOC voices. The committee acknowledged the difficulty of establishing true, long-term partnerships between larger, complex organizations and historically and systemically marginalized communities. The committee appreciated applicants' efforts to embrace the challenge and create such partnerships regardless of the difficulties faced along the way.

Recommended for funding

The 2023 Nature in Neighborhood community stewardship and restoration grants review committee recommends the following 9 proposals for funding to the Metro Council. The Metro Council makes all final grant decisions and is scheduled to decide final grant awards on May 23, 2024.

7 Waters Canoe Family Restoration

Recipient: 7 Waters Canoe Family

Grant amount: \$75,000

Project Partners: 7 Waters Canoe Family; Portland Parks and Recreation; Metro; Multnomah County; Oregon Department of Fish and Wildlife; Columbia Slough Watershed Council; Mad Bears LLC; 1855 Plants; SymbiOp Landscaping; Nesika Wilamut; and Future Generations Collaborative

Program summary: This project will uplift and revitalize traditional Indigenous canoeing practices and Indigenous Traditional Ecological and Cultural Practices. Project activities include restoration work done in riparian areas accessible by canoe, public volunteer days for plantings and clean ups, educational hikes and nature walks, and a Fire Summit that will be co-hosted with Nesika Wilamut.

Oleson Woods Habitat Restoration and Environmental Engagement

Recipient: Community Partners for Affordable Housing, Inc.

Grant amount: \$75,000

Project Partners: Community Partners for Affordable Housing, Inc.; Home Building Foundation; and Tualatin RiverKeepers

Program summary: Oleson Woods is an affordable housing property in Tigard with a wetland and forest on site. This project will restore the wetlands and forest habitats on the property; restore the walking path through the natural area; engage with diverse resident households about the benefit of stewarding the natural environment that surrounds the property; and provide hands-on, free educational STEM programming to resident youth who attend CPAH's no-cost summer youth programs. This project provides the community with essential and precious resources: deeply affordable housing, an urban native habitat, and resident and youth services.

Indigenous Traditional Ecological and Cultural Stewardship at the Sandy River Delta

Recipient: Confluence

Grant amount: \$98,270

Project Partners: Confluence; Lower Columbia Estuary Partnership; Indigenous Traditional Ecological & Cultural Knowledge keepers; and MAD Bears LLC

Program summary: Today, Indigenous Traditional Ecological and Cultural Knowledge specialists are helping to resurrect, reestablish, and reclaim ways of knowing and caring for place that can only add to any efforts to restore and protect our environment. Confluence and its partners seek to elevate this cultural and environmental memory to augment restoration strategies based in traditional western scientific knowledge and restoration models at the Sandy River Delta. This funding will support work to conduct the next First Foods and Cultural Materials Inventory and Stewardship Implementation Plan for the Sandy River Delta.

Morningstar Church Nature Space

Recipient: Depave

Grant amount: \$75,000

Project Partners: Depave; Morning Star Church; Pequeñitos Childcare; Oromo Seventh Day Adventists; Learning Landscapes Design; GPT Construction; UWD Pre-Build; POIC-RAHS; All Natural Additions; Friends of Trees; Mudbone Grown; PCEF; BES Percent for Green; and Multnomah County Drainage District

Program summary: Depave will transform 18,000 square feet of pavement into a new greenspace with food gardens, trees, native landscaping, and a nature playground at Morning Star Church to mitigate flooding and urban heat island effects, sequester carbon, and benefit diverse communities. The Church hosts two African American congregations and Pequeñitos Childcare, a subsidized Spanish immersion preschool, but has limited capacity to lead a project to revitalize its grounds. These funds will help fund Depave to plan and execute the new Morning Star Nature Space to remedy these needs, and improve access to nature for a diverse set of beneficiaries.

Friends of Trees' Community Tree Care and Mentorship with Youth and Adult Interns

Recipient: Friends of Trees

Grant amount: \$74,950

Project Partners: Friends of Trees; Connecting Canopies (via The Intertwine Alliance); Portland Opportunities Industrialization Center; The Blueprint Foundation

Program summary: Youth and adult interns with Friends of Trees, Connecting Canopies, The Blueprint Foundation, and Portland Opportunities Industrialization Center's workforce programs will partner to assess and care for hundreds of young trees in East Multnomah County. These funds will support all interns' participation in summer pruning/tree health assessment training/events,

Adult Urban Forestry/Connecting Canopies interns' participation in general Friends of Trees planting, pruning, and tree health trainings and events, plus intern-specific trainings/events.

Ecological and Cultural Restoration at Tryon Creek State Natural Area

Recipient: Friends of Tryon Creek

Grant amount: \$100,000

Project Partners: Friends of Tryon Creek; Oregon State Parks; The Blueprint Foundation; Tryon Creek Watershed Council; Oregon State Parks; and M.A.D. Bears Environmental Restoration LLC

Program summary: This project will improve fish and wildlife habitat at Tryon Creek State Natural Area, guided by a new Cultural Restoration Plan based on Indigenous knowledge and practice and fostering Indigenous cultural revitalization. This work will be implemented with the help of Indigenous practitioners, community members, and will offer ecocultural restoration experience for the early career and BIPOC green workforce and increase engagement from diverse communities at Tryon Creek State Natural Area, building our next generation of leaders.

From Basic Blacktop to Green Schoolyard

Recipient: Peninsula Elementary School

Grant amount: \$75,000

Project Partners: Peninsula Elementary School (Portland Public Schools), DePave, Harpers Playground, Elbow Room, National Wildlife Federation (ECHO), and Eco-School Network

Program summary: This project will create a green schoolyard by removing pavement from an underused portion of the blacktop and replacing it with a schoolyard habitat and an accessible green STEAM lab and nature play area. Harpers' Playground will consult to support an accessible configuration of the nature play area and green STEAM lab. Artists with intellectual and developmental disabilities from Elbow Room will create designs inspired by students, decorating, and activating the accessible nature space. The project will engage the school and neighborhood community around design, building the site, planting the habitat, creating artistic elements and ongoing stewardship.

Verde Urban Habitat Program

Recipient: Verde

Grant amount: \$76,780

Project Partners: Verde; Backyard Habitat Certification Program; Columbia Slough Watershed Council; Reynolds MYC; Taking Ownership PDX; Connecting Canopies Coalition; and Greening Wilkes Coalition

Program summary: Verde will install rain gardens and naturescapes and will offer education and maintenance support for low-income/BIPOC homeowners in North Portland. This project will continue to address critical, interconnected social and conservation issues through additional naturescape installations, environmental education, opportunities to acquire hands-on experience, and further developing maintenance resources for previously installed naturescapes to ensure the longevity and effectiveness of the work.

Restoration Planning at Public Access Site for Willamette Falls

Recipient: Willamette Falls Trust

Grant amount: \$100,000

Project Partners: Willamette Falls Trust; Confederated Tribes and Bands of the Yakama Nation; Confederated Tribes of Siletz Indians; Confederated Tribes of the Umatilla Indian Reservation; Confederated Tribes of Warm Springs; City of West Linn; and Portland General Electric

Program summary: This project encompasses the creation of a habitat restoration plan informed by deep community engagement, particularly with Indigenous communities, as Willamette Falls

Trust and partners develop a public gathering space at Willamette Falls. Funds from this request will support the engagement of technical, design, and cultural experts to complete this work.

Attachment A to staff report: List of all applicants and their status throughout the review committee recommendation process

STAFF REPORT

IN CONSIDERATION OF RESOLUTION 24-5417, FOR THE PURPOSE OF APPROVING 2023 NATURE IN NEIGHBORHOODS COMMUNITY STEWARDSHIP AND RESTORATION COMMUNITY GRANTS

Date: May 23, 2024

Prepared by: Karissa Lowe, 360-261-4683
Elizabeth Guzman Arroyo, 971-442-6248

BACKGROUND

For nearly two decades, the Metro Council has provided funding for grants to community groups, non-profits, and other organizations, designed to support and create partnerships in local communities that improve water quality, fish and wildlife habitat and connect people with nature.

In May 2013, voters approved Measure 26-152, providing new funding for Metro's parks and natural areas and providing increased funding for Nature in Neighborhoods community grants, which was referred to the voters by Metro Council (Resolution 12-4398). The Metro Council awarded Nature in Neighborhoods restoration and community stewardship grants in 2014 (Resolution 14-4554), in 2015 (Resolution 15-4644), in 2016 (Resolution 16-4725), and in 2019 (Resolution 19-4985).

In November 2016, voters renewed the Metro parks and natural areas levy with the approval of Measure 26-178, referred to the voters by Metro Council (Resolution 16-4690), which continued funding for Nature in Neighborhoods community grants. Furthermore, in June 2016, the Metro Council adopted the Strategic Plan to Advance Racial Equity, Diversity and Inclusion (Resolution 16-4708), which directs the agency to incorporate racial equity into all aspects of its work.

In May 2023, voters renewed the Metro parks and natural areas levy with the approval of Measure 22-5279, which continued funding for Nature in Neighborhoods community grants.

Grant program staff used the framework provided by Metro Council in Resolutions No. 12-4398, No. 16-4690, No. 16-4708, and No. 22-5279 to develop an outreach plan, application materials, review committee and evaluation criteria for these community grants, referred to as Nature in Neighborhoods community stewardship and restoration grants. Staff also aligned Metro's grant criteria with state, regional and local conservation plans and community initiatives in order to achieve multiple benefits.

Grant Evaluation Criteria

The following are the purpose and three goal categories for grant funding. Fulfillment of these purpose and goals are the primary evaluation criteria for the proposals submitted to the Nature in Neighborhoods community stewardship and restoration grants program:

Purpose: Community stewardship and restoration grants support and create partnerships in local communities that improve water quality, fish and wildlife habitat and connect people with nature.

Goal 1: Improve water quality, fish and wildlife habitat. These grants will preserve and restore fish and wildlife habitat in local communities and support larger environmental justice and conservation initiatives such as the Oregon State Conservation Strategy, Regional Conservation Strategy, Watershed Action Plans or local community plans.

Goal 2: Community partnerships, collaboration and accountability. These grants create, support and/or deepen partnerships in local communities, by connecting people to nature and centering the needs of these communities; increase people's awareness of the need for – and benefits of – protecting and stewarding natural areas; center racial equity and support communities (with priority given to BIPOC communities and communities most affected by white supremacy culture) in teaching and learning about, restoring, and experiencing the region's natural areas.

Goal 3: Economic and environmental equity. The community stewardship and restoration grants help address inequities in the conservation movement. The grants provide outdoor, environmental, and natural resources; economic opportunities; direct access to protected natural areas; and the positive impacts of clean land, air and water to Black communities, Indigenous communities, communities of color and other historically and continually marginalized groups in greater Portland.

Review committee

Parks and Nature Director Jonathan Blasher approved this year's review committee who were recruited from a diverse pool of applicants. Participation on the grant review committee is by application, which is open to all and broadly advertised. The review committee included local experts in habitat restoration, natural area land management, conservation planning, mentorship and job skill development, diversity, equity and inclusion, community partnership development, philanthropy, and grant management.

The members of the 2023 Nature in Neighborhoods Community Stewardship and Restoration Grants review committee are:

- Nicole Allen, *Through the Trees Collective*
- Nancy Bales, *Gray Family Foundation*
- Ridhi D'Cruz, *Atabey BIPOC Medicine Council; Your Street Your Voice, ELSO; Stelo Arts Core Artist Resident*
- Megita Denton, *Independent Perennial and Livestock Consultant, Intermedia Artist, Able Farms PDX*
- Kim Hack-Davidson, *Columbia Gorge Stewardship Network*
- Tera Jarrett, *Oregon Metro*
- Sophie Kaady, *Murmur Creative*
- Erin Law, *Educate Ya*
- Willie Levenson, *Human Access Project*
- Aisha McCoy, *US Bank CDC*
- Maria Monroymota, *El Programa Hispano Catolico*
- Darryl Ramsey, *Outdoor Afro*
- Jessica Tierney, *Independent Fundraising Professional*

Committee members declared any direct conflict of interest with the proposals and did not score or participate directly in the discussion or ranking of an application where they had a conflict. Perceived conflicts were also noted and recorded in meeting minutes.

2023 Nature in Neighborhoods community stewardship and restoration grant review discussion

Due to the large number of applications, Metro's Nature in Neighborhoods community stewardship and restoration grant program follows a two-step process including a pre-application phase and a full application phase. The review committee evaluated pre-applications and full applications based on the information submitted by applicants, the stated evaluation criteria, and the review committee's professional and collective judgment.

In the first round of the renewed natural areas levy grants, the review committee valued the diverse types of organizations, robust partnerships, and the wide range of projects represented in the pre-applications submitted. Proposals recommended for funding show strong evidence of involvement from BIPOC groups in proposal planning and development, and a clear path forward for their continued involvement in project execution. The review committee members were impressed with proposals that focused on work done by and with BIPOC communities, rather than for them, and which were clearly grounded BIPOC perspectives, traditions, and ways of knowing.

Committee members also noted that many proposals meaningfully incorporated opportunities to introduce youth to green career opportunities and/or created skill building and career development opportunities for early career professionals in the environmental sector.

Committee members were impressed by how many applications were strong on all three of the program goals. Proposals came from both culturally specific organizations and conservation focused organizations and included both organizations familiar to this program and many first time applicants.

The review committee identified compelling projects which offer opportunities to participate in hands on outdoor STEM education, gain habitat restoration skills and experience, address career pathways in the environmental field, remove barriers for marginalized communities to enter that field, and help BIPOC youth and adults become lifelong environmental advocates. They emphasized the importance of projects that combined boots-on-the-ground restoration with opportunities to build community power and voice to create lasting holistic impact. The committee discussed the history and contemporary presence of Indigenous people in the Portland Metro Area, and the importance of applicants partnering with both local Tribes and intertribal urban Native organizations. The committee appreciated proposals that incorporated Indigenous Traditional Ecological and Cultural Knowledge alongside western restoration science and methods.

The review committee valued projects which aligned with the Nature in Neighborhood grant goals, individual organizations' plans or priorities, and state, regional or local conservation strategies. They found proposals stronger when they demonstrated longstanding and holistic partnerships with communities and community-specific organizations. They also found it compelling when

applicants that partnered with Tribes and/or the intertribal urban Native community talked about going beyond the land acknowledgement and deepening engagement with the community.

For the most part the review committee was pleased with how applicants addressed their diversity, equity, and inclusion experience, and this was especially true for organizations that submitted full applications. They noticed that the applicant organizations were all on different parts of their equity journey but most of them were very transparent and authentic about who they were and where they are headed. They found compelling projects that made clear connections between conservation and restoration, where applicable, and Traditional Ecological Knowledge. They appreciated projects that acknowledge that communities' relationship with and access to nature is both critical and complicated, and projects that explore new ways for communities to interact with nature at a neighborhood scale and beyond.

Finally, the review committee valued authentic and holistic long-established or newer partnerships. They particularly noted partnerships that included clear plans to integrate historically marginalized communities' priorities and center BIPOC voices. The committee acknowledged the difficulty of establishing true, long-term partnerships between larger, complex organizations and historically and systemically marginalized communities. The committee appreciated applicants' efforts to embrace the challenge and create such partnerships regardless of the difficulties faced along the way.

Recommendation

Staff recommends the approval of the slate of grants indicated in Exhibit A of this Resolution. Metro received 42 pre-applications, totaling \$3,361,521 in funding requests and 16 full applications, totaling \$1,395,220 in funding requests. The review committee reviewed the pre-applications and full applications according to the grant criteria and recommends **nine (9)** grants for funding a total of **seven hundred fifty thousand dollars (\$750,000)** to the Metro Council (see Exhibit A).

Pending Metro Council approval, grant-funded projects will begin June 1, 2024. Grant applicants may have up to three years to complete their projects.

ANALYSIS/INFORMATION

1. Known Opposition

None.

2. Legal Antecedents

Resolution No. 22-5279, For the Purpose of Referring to the Voters of the Metro Area Renewal of the Metro's Local Option Levy for Protecting Water Quality, Restoring Fish and Wildlife Habitat and Connecting People to Nature.

Resolution No. 21-5213 For the Purpose of Approving 2021 Nature in Neighborhoods Restoration and Community Stewardship Community Grants

Resolution No. 19-4985 For the Purpose of Approving 2019 Nature in Neighborhoods Restoration and Community Stewardship Community Grants

Resolution No. 16-4690, For the Purpose of Referring to the Voters of the Metro Area Renewal of the Metro's Local Option Levy for Protecting Water Quality, Restoring Fish and Wildlife Habitat and Connecting People to Nature.

Resolution 16-4708, For the Purpose of Approving the Strategic Plan to Advance Racial Equity, Diversity and Inclusion.

Resolution 16-4725, For the Purpose of Approving the 2016 Nature in Neighborhoods Restoration and Community Stewardship Community Grants.

Resolution No. 15-4644, For the Purpose of Approving 2015 Nature in Neighborhood Restoration and Community Stewardship Grants.

Resolution No. 14-4554, For the Purpose of Approving 2014 Nature in Neighborhood Restoration and Community Stewardship Grants.

Resolution No. 12-4398, For the Purpose of Referring to the Voters of the Metro Area a Local Option Levy for the Purpose of Preserving Water Quality, Fish and Wildlife Habitat and Maintaining Metro's Parks and Natural Areas for the Public.

Resolution No. 05-3574A, Establishing a Regional Habitat Protection, Restoration and Greenspaces Initiative called Nature in Neighborhoods.

Resolution 05-3580A, Transferring \$1,250,000 from the Balance of the FY 2004-05 Recovery Rate Stabilization Reserve to a General Fund Reserve for Nature in Neighborhoods Restoration Projects.

Ordinance No. 07-1160B, Transferring \$250,000 from the Recovery Rate Stabilization Reserve Fund for Nature in Neighborhoods Restoration Projects.

Ordinance No. 09-1215B, Approving \$92,500 in the FY 2009-10 Budget and Appropriation Schedule for an additional round of Nature in Neighborhoods Restoration and Enhancement Grants.

Ordinance No. 10-1235B, Approving \$150,000 in the FY 2010-11 Budget and Appropriation Schedule for an additional round of Nature in Neighborhoods Restoration and Enhancement Grants.

Ordinance No. 12-1274A, Approving \$200,000 in the FY 2012-13 Budget and Appropriation Schedule for an additional round of Nature in Neighborhoods Restoration and Enhancement Grants.

3. Anticipated Effects

This Resolution approves the award of 2023 Nature in Neighborhood community stewardship and restoration community grants and begins the individual contract award process for the selected grant applicants with an anticipated project start date on or after June 1, 2024. Projects may be up to three years in length.

4. Budget Impacts

This Resolution authorizes award of contracts in an amount previously identified by the Metro Council in the budget for this purpose. The adopted FY 2023-24 budget includes the necessary appropriation authority for reimbursement of these grants.

RECOMMENDED ACTION

The Chief Operating Officer recommends approval of Resolution No. 24-5417.

Exhibit A to Resolution 24-5417

Recommended for funding

The 2023 Nature in Neighborhood community stewardship and restoration grants review committee recommends the following nine (9) proposals for funding to the Metro Council.

The Metro Council makes all final grant decisions and is scheduled to decide final grant awards on May 23, 2024.

7 Waters Canoe Family Restoration

Recipient: 7 Waters Canoe Family

Grant amount: \$75,000

Project Partners: 7 Waters Canoe Family; Portland Parks and Recreation; Metro; Multnomah County; Oregon Department of Fish and Wildlife; Columbia Slough Watershed Council; Mad Bears LLC; 1855 Plants; SymbiOp Landscaping; Nesika Wilamut; and Future Generations Collaborative

Program summary: This project will uplift and revitalize traditional Indigenous canoeing practices and Indigenous Traditional Ecological and Cultural Practices. Project activities include restoration work done in riparian areas accessible by canoe, public volunteer days for plantings and clean ups, educational hikes and nature walks, and a Fire Summit that will be co-hosted with Nesika Wilamut.

Oleson Woods Habitat Restoration and Environmental Engagement

Recipient: Community Partners for Affordable Housing, Inc.

Grant amount: \$75,000

Project Partners: Community Partners for Affordable Housing, Inc.; Home Building Foundation; and Tualatin RiverKeepers

Program summary: Oleson Woods is an affordable housing property in Tigard with a wetland and forest on site. This project will restore the wetlands and forest habitats on the property; restore the walking path through the natural area; engage with diverse resident households about the benefit of stewarding the natural environment that surrounds the property; and provide hands-on, free educational STEM programming to resident youth who attend CPAH's no-cost summer youth programs. This project provides the community with essential and precious resources: deeply affordable housing, an urban native habitat, and resident and youth services.

Indigenous Traditional Ecological and Cultural Stewardship at the Sandy River Delta

Recipient: Confluence

Grant amount: \$98,270

Project Partners: Confluence; Lower Columbia Estuary Partnership; Indigenous Traditional Ecological & Cultural Knowledge keepers; and MAD Bears LLC

Program summary: Today, Indigenous Traditional Ecological and Cultural Knowledge specialists are helping to resurrect, reestablish, and reclaim ways of knowing and caring for place that can only add to any efforts to restore and protect our environment. Confluence and its partners seek to elevate this cultural and environmental memory to augment restoration strategies based in traditional western scientific knowledge and restoration models at the Sandy River Delta. This funding will support work to conduct the next First Foods and Cultural Materials Inventory and Stewardship Implementation Plan for the Sandy River Delta.

Morningstar Church Nature Space**Recipient:** Depave**Grant amount:** \$75,000**Project Partners:** Depave; Morning Star Church; Pequeñitos Childcare; Oromo Seventh Day Adventists; Learning Landscapes Design; GPT Construction; UWD Pre-Build; POIC-RAHS; All Natural Additions; Friends of Trees; Mudbone Grown; PCEF; BES Percent for Green; and Multnomah County Drainage District**Program summary:** Depave will transform 18,000 square feet of pavement into a new greenspace with food gardens, trees, native landscaping, and a nature playground at Morning Star Church to mitigate flooding and urban heat island effects, sequester carbon, and benefit diverse communities. The Church hosts two African American congregations and Pequeñitos Childcare, a subsidized Spanish immersion preschool, but has limited capacity to lead a project to revitalize its grounds. These funds will help fund Depave to plan and execute the new Morning Star Nature Space to remedy these needs, and improve access to nature for a diverse set of beneficiaries.**Friends of Trees' Community Tree Care and Mentorship with Youth and Adult Interns****Recipient:** Friends of Trees**Grant amount:** \$74,950**Project Partners:** Friends of Trees; Connecting Canopies (via The Intertwine Alliance); Portland Opportunities Industrialization Center; The Blueprint Foundation**Program summary:** Youth and adult interns with Friends of Trees, Connecting Canopies, The Blueprint Foundation, and Portland Opportunities Industrialization Center's workforce programs will partner to assess and care for hundreds of young trees in East Multnomah County. These funds will support all interns' participation in summer pruning/tree health assessment training/events, Adult Urban Forestry/Connecting Canopies interns' participation in general Friends of Trees planting, pruning, and tree health trainings and events, plus intern-specific trainings/events.**Ecological and Cultural Restoration at Tryon Creek State Natural Area****Recipient:** Friends of Tryon Creek**Grant amount:** \$100,000**Project Partners:** Friends of Tryon Creek; Oregon State Parks; The Blueprint Foundation; Tryon Creek Watershed Council; Oregon State Parks; and M.A.D. Bears Environmental Restoration LLC**Program summary:** This project will improve fish and wildlife habitat at Tryon Creek State Natural Area, guided by a new Cultural Restoration Plan based on Indigenous knowledge and practice and fostering Indigenous cultural revitalization. This work will be implemented with the help of Indigenous practitioners, community members, and will offer ecocultural restoration experience for the early career and BIPOC green workforce and increase engagement from diverse communities at Tryon Creek State Natural Area, building our next generation of leaders.**From Basic Blacktop to Green Schoolyard****Recipient:** Peninsula Elementary School**Grant amount:** \$75,000**Project Partners:** Peninsula Elementary School (Portland Public Schools), DePave, Harpers Playground, Elbow Room, National Wildlife Federation (ECHO), and Eco-School Network**Program summary:** This project will create a green schoolyard by removing pavement from an underused portion of the blacktop and replacing it with a schoolyard habitat and an accessible green STEAM lab and nature play area. Harpers' Playground will consult to support an accessible configuration of the nature play area and green STEAM lab. Artists with intellectual and

developmental disabilities from Elbow Room will create designs inspired by students, decorating, and activating the accessible nature space. The project will engage the school and neighborhood community around design, building the site, planting the habitat, creating artistic elements and ongoing stewardship.

Verde Urban Habitat Program

Recipient: Verde

Grant amount: \$76,780

Project Partners: Verde; Backyard Habitat Certification Program; Columbia Slough Watershed Council; Reynolds MYC; Taking Ownership PDX; Connecting Canopies Coalition; and Greening Wilkes Coalition

Program summary: Verde will install rain gardens and naturescapes and will offer education and maintenance support for low-income/BIPOC homeowners in North Portland. This project will continue to address critical, interconnected social and conservation issues through additional naturescape installations, environmental education, opportunities to acquire hands-on experience, and further developing maintenance resources for previously installed naturescapes to ensure the longevity and effectiveness of the work.

Restoration Planning at Public Access Site for Willamette Falls

Recipient: Willamette Falls Trust

Grant amount: \$100,000

Project Partners: Willamette Falls Trust; Confederated Tribes and Bands of the Yakama Nation; Confederated Tribes of Siletz Indians; Confederated Tribes of the Umatilla Indian Reservation; Confederated Tribes of Warm Springs; City of West Linn; and Portland General Electric

Program summary: This project encompasses the creation of a habitat restoration plan informed by deep community engagement, particularly with Indigenous communities, as Willamette Falls Trust and partners develop a public gathering space at Willamette Falls. Funds from this request will support the engagement of technical, design, and cultural experts to complete this work.

2023 Nature in Neighborhoods community stewardship and restoration grants:

Applications listed by status throughout the review committee recommendation process

All Pre-Applications Received (42)

| Organization Name | Application Title | Requested Amount |
|--|---|------------------|
| 7 Waters Canoe Family | 7 Waters Canoe Family Restoration | \$75,000 |
| Able Farms PDX | Oregon White Oak Project | \$25,000 |
| City of Wilsonville | The Wilsonville Living Classroom Project | \$75,000 |
| City of Wood Village | Wood Village Wetland Restoration | \$100,000 |
| Columbia Slough Watershed Council | Students Learning About Plants at the Slough (SLAPS) | \$50,000 |
| Community Partners for Affordable Housing, Inc. | Oleson Woods Habitat Restoration and Environmental Engagement | \$75,000 |
| Confederated Tribes of Siletz Indians-Portland Area Office | Confederated Tribes of Siletz Habitat Restoration | \$50,000 |
| Confluence | Indigenous Traditional Ecological and Cultural Stewardship at the Sandy | \$98,270 |
| Depave | Morning Star Church Nature Space | \$75,000 |
| Eco-School Network | Tiny Forests: Urban Afforestation and a Living Lab for Climate Justice and Indigenous Culture at Two Public Schools | \$100,000 |
| EdenAcres | In This Together: A Regenerative Agriculture Internship (Soil-Soul-Society) | \$48,000 |
| Educate Ya | Climate Guardians | \$98,391 |
| ELSO Inc. | Wayfinders and Tappin Roots Programs | \$100,000 |
| Ethiopian and Eritrean Cultural and Resource Center | EECRC Environmental Conservation and Stewardship Initiative | \$100,000 |
| Feed'em Freedom Foundation | The NAPS Natural Agricultural Play Sanctuary | \$100,000 |
| Friends of Gladstone Nature Park | Nature in Neighborhoods Restoration Grant - Gladstone Nature Park | \$79,500 |
| Friends of Trees | Friends of Trees Community Tree Care and Mentorship with Youth and | \$74,950 |
| Friends of Tryon Creek | Ecological and Cultural Restoration at Tryon Creek State Natural Area | \$100,000 |
| Friends of Zenger Farm | Building Pathways to Urban Food Growers in East Portland | \$75,000 |
| Green Lents | Building Community and Nature Resilience in the Greater Lents | \$96,000 |
| Hike it Baby dba OutGrown | Rivulets to Rivers: Wonders of Our Watershed | \$75,000 |
| Human Access Project | Ross Island Lagoon - Harmful Cyanobacteria Bloom Mitigation - 30% | \$70,000 |
| Jackson Bottom Wetland Preserve - City of Hillsboro | Riparian Forest Rescue! Save our unique urban forest from the invasive ash borer. | \$100,000 |
| Johnson Creek Watershed Council | Gresham Woods / Springwater Trail Restoration | \$69,410 |
| North Clackamas Watersheds Council in Partnership with Clackamas | Willamette River - River Forest Creek Confluence Salmonid & Lamprey Habitat Enhancement | \$72,000 |
| Northwest Trail Alliance | Trail Sustainability Institute: Restoration Lab | \$100,000 |
| Oregon State University Foundation/OSU Extension/4-H | Juntos Afuera ~ Together Outdoors | \$100,000 |
| Padres Unidos de Rigler | Rigler: Creating an Ecological and Equitable Schoolyard | \$75,000 |
| Peninsula Elementary School | From Basic Blacktop to Green Schoolyard | \$75,000 |
| Play Grow Learn | Stewardship Champion for East County | \$100,000 |
| Portland Audubon | CJLP EAB Workshop Project | \$100,000 |
| Portland Harbor Community Coalition | Willamette River Youth Stewards & Leaders | \$50,000 |
| Portland Opportunities Industrialization Center Inc. | POIC+RAHS Natural Resource Pathway (NRP) Program | \$75,000 |
| Rivers of Life Center | Mt Scott Headwaters Center for Built Environments | \$75,000 |
| Soul River Inc. | Riverside Community Restoration and Eco Labs | \$100,000 |
| The Immigrant and Refugee Community Organization - IRCO | Community Stewardship and Restoration for Greater Middle East Communities | \$75,000 |

| All Pre-Applications Received, continued | | |
|---|---|------------------|
| Organization Name | Application Title | Requested Amount |
| The Wetlands Conservancy | Designing a new community wetland space at Dawson Creek | \$75,000 |
| Ventura Park Parent Teacher Organization | Ventura Park Community Grows | \$30,000 |
| Verde | Verde Urban Habitat Program | \$100,000 |
| West Willamette Restoration Partnership | The Marquam Nature Park Green Workforce Project | \$100,000 |
| Willamette Falls Trust | Restoration Planning at Public Access Site for Willamette Falls | \$100,000 |
| Wonderfolk (formerly Global Works Community Fund) | Our Naturehood: Portland Environmental Projects by BIPOC Youth Through Community Collaboration | \$50,000 |
| Total Funds Requested | | \$3,361,521 |
| Pre-Applications Declined (25) | | |
| Organization Name | Application Title | Requested Amount |
| Able Farms PDX | Oregon White Oak Project | \$25,000 |
| City of Wilsonville | The Wilsonville Living Classroom Project | \$75,000 |
| Columbia Slough Watershed Council | Students Learning About Plants at the Slough (SLAPS) | \$50,000 |
| Eco-School Network | Tiny Forests: Urban Afforestation and a Living Lab for Climate Justice and Indigenous Culture at Two Public Schools | \$100,000 |
| EdenAcres | In This Together: A Regenerative Agriculture Internship (Soil-Soul-Society) | \$48,000 |
| Educate Ya | Climate Guardians | \$98,391 |
| Ethiopian and Eritrean Cultural and Resource Center | EECRC Environmental Conservation and Stewardship Initiative | \$100,000 |
| Feed'em Freedom Foundation | The NAPS Natural Agricultural Play Sanctuary | \$100,000 |
| Friends of Gladstone Nature Park | Nature in Neighborhoods Restoration Grant - Gladstone Nature Park | \$79,500 |
| Green Lents | Building Community and Nature Resilience in the Greater Lents Neighborhood in SE Portland | \$96,000 |
| Hike it Baby dba OutGrown | Rivulets to Rivers: Wonders of Our Watershed | \$75,000 |
| Human Access Project | Ross Island Lagoon - Harmful Cyanobacteria Bloom Mitigation - 30% Costing / Deisign | \$70,000 |
| Jackson Bottom Wetland Preserve - City of Hillsboro | Riparian Forest Rescue! Save our unique urban forest from the invasive ash borer. | \$100,000 |
| Johnson Creek Watershed Council | Gresham Woods / Springwater Trail Restoration | \$69,410 |
| Northwest Trail Alliance | Trail Sustainability Institute: Restoration Lab | \$100,000 |
| Padres Unidos de Rigler | Rigler: Creating an Ecological and Equitable Schoolyard | \$75,000 |
| Play Grow Learn | Stewardship Champion for East County | \$100,000 |
| Portland Audubon | CJLP EAB Workshop Project | \$100,000 |
| Portland Harbor Community Coalition | Willamette River Youth Stewards & Leaders | \$50,000 |
| Rivers of Life Center | Mt Scott Headwaters Center for Built Environments | \$75,000 |
| The Immigrant and Refugee Community Organization - IRCO | Community Stewardship and Restoration for Greater Middle East Communities | \$75,000 |
| The Wetlands Conservancy | Designing a new community wetland space at Dawson Creek | \$75,000 |
| Ventura Park Parent Teacher Organization | Ventura Park Community Grows | \$30,000 |
| West Willamette Restoration Partnership | The Marquam Nature Park Green Workforce Project | \$100,000 |
| Wonderfolk (formerly Global Works Community Fund) | Our Naturehood: Portland Environmental Projects by BIPOC Youth Through Community Collaboration | \$50,000 |
| Total Funds Declined at the Pre-Application Round | | \$1,816,301 |

| Organizations Invited to the Full Application Round But Which Did Not Submit a Full Application (1) | | |
|---|---|------------------|
| Organization Name | Application Title | Requested Amount |
| Confederated Tribes of Siletz Indians-Portland Area Office | Confederated Tribes of Siletz Habitat Restoration | \$50,000 |
| Total Funds Not Eligible for Consideration at the Full Application Round | | \$50,000 |
| Full Applications Declined (7) | | |
| Organization Name | Application Title | Requested Amount |
| City of Wood Village | Wood Village Wetland Restoration | \$100,000 |
| ELSO Inc. | Wayfinders and Tappin Roots Programs | \$100,000 |
| Friends of Zenger Farm | Building Pathways to Urban Food Growers in East Portland | \$75,000 |
| North Clackamas Watersheds Council in Partnership with Clackamas Partnership | Willamette River - River Forest Creek Confluence Salmonid & Lamprey Habitat Enhancement | \$72,000 |
| Oregon State University Foundation/OSU Extension/4-H | Juntos Afuera ~ Together Outdoors | \$100,000 |
| Portland Opportunities Industrialization Center Inc. | POIC+RAHS Natural Resource Pathway (NRP) Program | \$75,000 |
| Soul River Inc. | Riverside Community Restoration and Eco Labs | \$100,000 |
| Total Funds Declined at the Full Application Round | | \$622,000 |

2023 Nature in Neighborhoods community stewardship and restoration grants:
 Full Applications Recommended for Funding by the Review Committee

| Recommended for Funding (9) | | | |
|---|---|----------------|--------------------|
| Organization Name | Application Title | Request Amount | Reccomended Amount |
| 7 Waters Canoe Family | 7 Waters Canoe Family Restoration | \$75,000 | \$75,000 |
| Community Partners for Affordable Housing, Inc. | Oleson Woods Habitat Restoration and Environmental Engagement | \$75,000 | \$75,000 |
| Confluence | Indigenous Traditional Ecological and Cultural Stewardship at the Sandy River Delta | \$98,270 | \$98,270 |
| Depave | Morning Star Church Nature Space | \$75,000 | \$75,000 |
| Friends of Trees | Friends of Trees Community Tree Care & Mentorship with Youth and Adult Interns | \$74,950 | \$74,950 |
| Friends of Tryon Creek | Ecological and Cultural Restoration at Tryon Creek State Natural | \$100,000 | \$100,000 |
| Peninsula Elementary School | From Basic Blacktop to Green Schoolyard | \$75,000 | \$75,000 |
| Verde | Verde Urban Habitat Program | \$100,000 | \$76,780 |
| Willamette Falls Trust | Restoration Planning at Public Access Site for Willamette Falls | \$100,000 | \$100,000 |
| Total Requested/Total Recommended For Funding | | \$773,220 | \$750,000 |

**Ordinance No. 24-1511 For the Purpose of
Annexing to the Metro District Boundary
Approximately 203.29 Acres Located in the Carver
Area of Happy Valley North of Highway 224 and
South of SE Eckert Ln
*Ordinances (Second Reading and Vote)***

Metro Council Meeting
Thursday, May 23rd, 2024

BEFORE THE METRO COUNCIL

| | | |
|------------------------------------|---|--|
| FOR THE PURPOSE OF ANNEXING TO THE |) | ORDINANCE NO. 24-1511 |
| METRO DISTRICT BOUNDARY |) | |
| APPROXIMATELY 203.79 ACRES LOCATED |) | Introduced by Chief Operating Officer |
| IN THE CARVER AREA OF HAPPY VALLEY |) | Marissa Madrigal with the Concurrence of |
| NORTH OF HIGHWAY 224 AND SOUTH OF |) | Council President Lynn Peterson |
| SE ECKERT LN |) | |

WHEREAS, the City of Happy Valley has submitted a complete application for annexation of 203.79 acres of Happy Valley (“the territory”) to the Metro District; and

WHEREAS, the Metro Council added the territory to the urban growth boundary (UGB) by Ordinance No. 02-969B adopted on December 5, 2002; and

WHEREAS, Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan requires annexation to the district prior to application of land use regulations intended to allow urbanization of the territory; and

WHEREAS, Metro has received consent to the annexation from the owners of the land in the territory; and

WHEREAS, the proposed annexation complies with Metro Code 3.09.070; and

WHEREAS, the Council held a public hearing on the proposed amendment on May 9, 2024; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.
2. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated April 19, 2024, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this ____ day of May 2024.

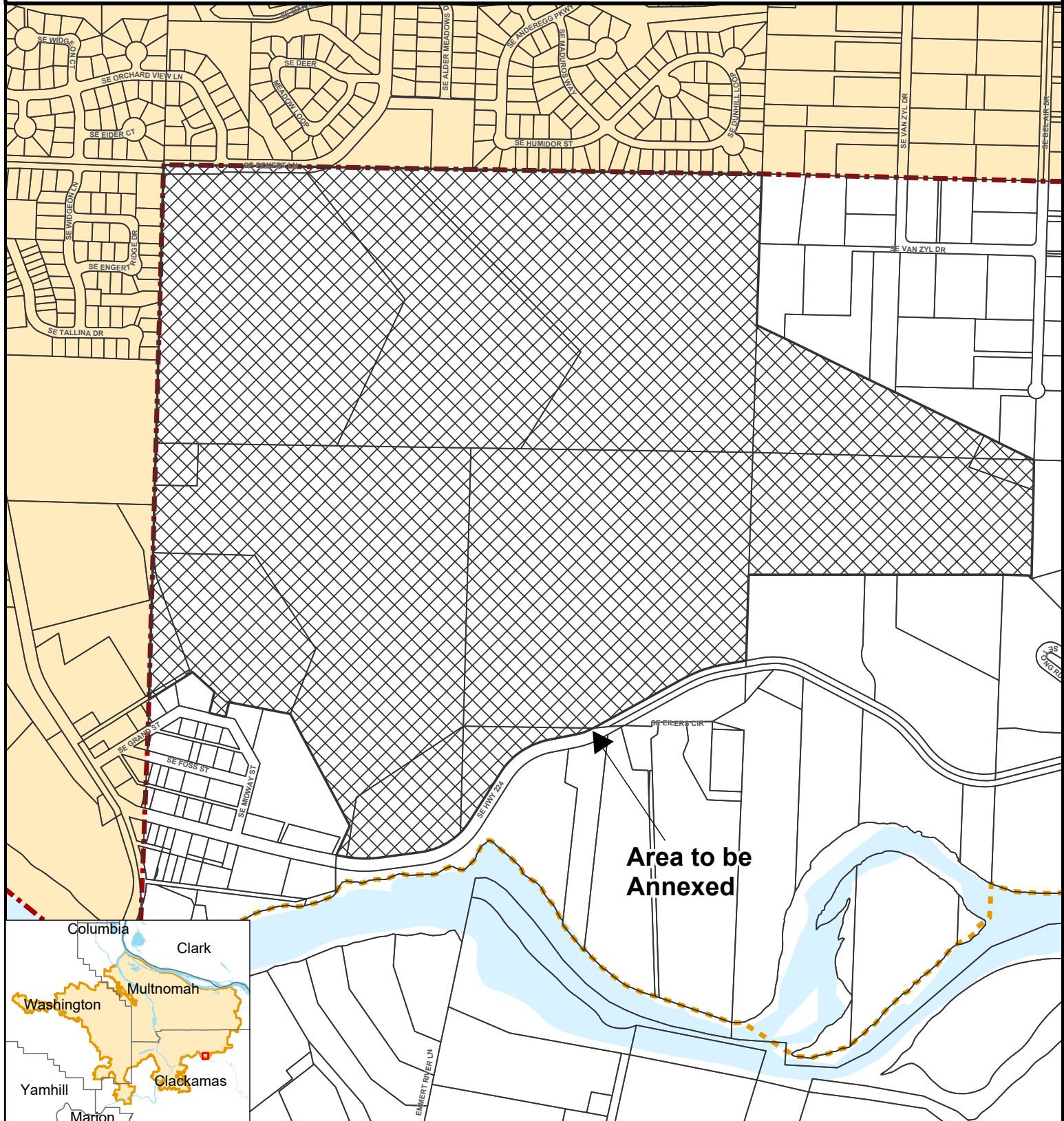
Lynn Peterson, Council President

Attest:




Approved as to form:

Connor Ayers, Recording Secretary

Carrie MacLaren, Metro Attorney



Research Center
600 NE Grand Ave
Portland, OR 97232-2736
(503) 797-1742
<http://www.oregonmetro.gov/drc>

-  Taxlots
-  Urban growth boundary
-  Metro district boundary

Proposal No. AN0124

1:7,500

0 750 1,500 Feet

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STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 24-1511, FOR THE PURPOSE OF ANNEXING TO THE METRO BOUNDARY APPROXIMATELY 203.79 ACRES LOCATED IN THE CARVER AREA OF HAPPY VALLEY NORTH OF HIGHWAY 224 AND SOUTH OF SE ECKERT LN

Date: April 19, 2024
Department: Planning, Development & Research

Prepared by: Glen Hamburg
Associate Regional Planner

BACKGROUND

CASE: AN-0124, Annexation to Metro District Boundary

PETITIONER: City of Happy Valley
16000 Misty Dr, Happy Valley, OR 97086

PROPOSAL: The petitioner requests annexation of territory in Happy Valley to the Metro District Boundary.

LOCATION: The subject territory, totaling approximately 203.79 acres in area, includes 15 tax lots and portions of adjacent rights-of-way in the Carver area north of Hwy 224 and south of SE Eckert Ln. The subject territory can be seen in Attachment 1.

ZONING: The territory is zoned Community Commercial Center (CCC), Institutional and Public Use (IPU), Mixed Use Residential – Single-Family District (MUR-S), Mixed Use Buildings with Residential Emphasis (MUR-X), and Residential (R-15 and R-20) by the City of Happy Valley.

The territory was added to the urban growth boundary (UGB) in 2002 and is part of the Pleasant Valley / North Carver Comprehensive Plan. The territory must be annexed into the Metro District for urbanization to occur. The subject territory is adjacent to Council Districts 1 and 2. When annexed territory is adjacent to two Council districts, current practice is to prioritize adding the territory to the district with the smaller population, while also using existing rights-of-way and natural features as dividing lines between districts and, when possible, including territories under common ownership in the same district. Consistent with that practice, Tax Lots 22E13A 01600 and 23E18 01800 (approximately 1.59 combined acres) would be made part of Council District 2; the remainder of the subject territory (approximately 202.2 acres) would be added to Council District 1, which has a smaller population than District 2.

APPLICABLE REVIEW CRITERIA

The criteria for an expedited annexation to the Metro District Boundary are contained in Metro Code (MC) Section 3.09.070.

3.09.070 Changes to Metro's Boundary

(E) The following criteria shall apply in lieu of the criteria set forth in subsection (d) of section 3.09.050. The Metro Council's final decision on a boundary change shall include findings and conclusions to demonstrate that:

- 1. The affected territory lies within the UGB;*

Staff Response:

The territory was brought into the UGB in 2002 through the Metro Council's adoption of Ordinance No. 02-969B. Therefore, the affected territory is within the UGB and the application meets the criteria of MC Subsection 3.09.070(E)(1).

- 2. The territory is subject to measures that prevent urbanization until the territory is annexed to a city or to service districts that will provide necessary urban services; and*

Staff Response:

The subject territory has already been annexed to the City of Happy Valley by City File Nos. ANN-03-16 and ANN-02-17. The subject territory was rezoned for urban uses in 2023 with adoption of the Pleasant Valley / North Carver Comprehensive Plan in Ordinance No. 573. Therefore, the application meets the criteria in MC Subsection 3.09.070(E)(2).

- 3. The proposed change is consistent with any applicable cooperative or urban service agreements adopted pursuant to ORS Chapter 195 and any concept plan.*

Staff Response:

The subject territory is included in the Pleasant Valley / North Carver Comprehensive Plan (the Plan) adopted by the Happy Valley City Council in 2023 by Ordinance No. 573. The Plan calls for urban residential development of the subject territory. Consistent with the Plan, the subject territory has zoning designations of Community Commercial Center (CCC), Institutional and Public Use (IPU), Mixed Use Residential – Single-Family District (MUR-S), Mixed Use Buildings with Residential Emphasis (MUR-X), and Residential (R-15 and R-20). The proposed Metro District Boundary change would allow for urban commercial, institutional/public use, mixed use, and residential development of the subject territory. The subject territory is already within the UGB and the corporate limits of the City of Happy Valley; it is not in an urban reserve with a concept plan or in the land use jurisdiction of a county (i.e., Clackamas County), and urban services will be provided by the City, Sunrise Water Authority (SWA), and Water Environment Services (WES). The application meets the criteria in MC Subsection 3.09.070(E)(3).

ANALYSIS/INFORMATION

Known Opposition: There is no known opposition to this application.

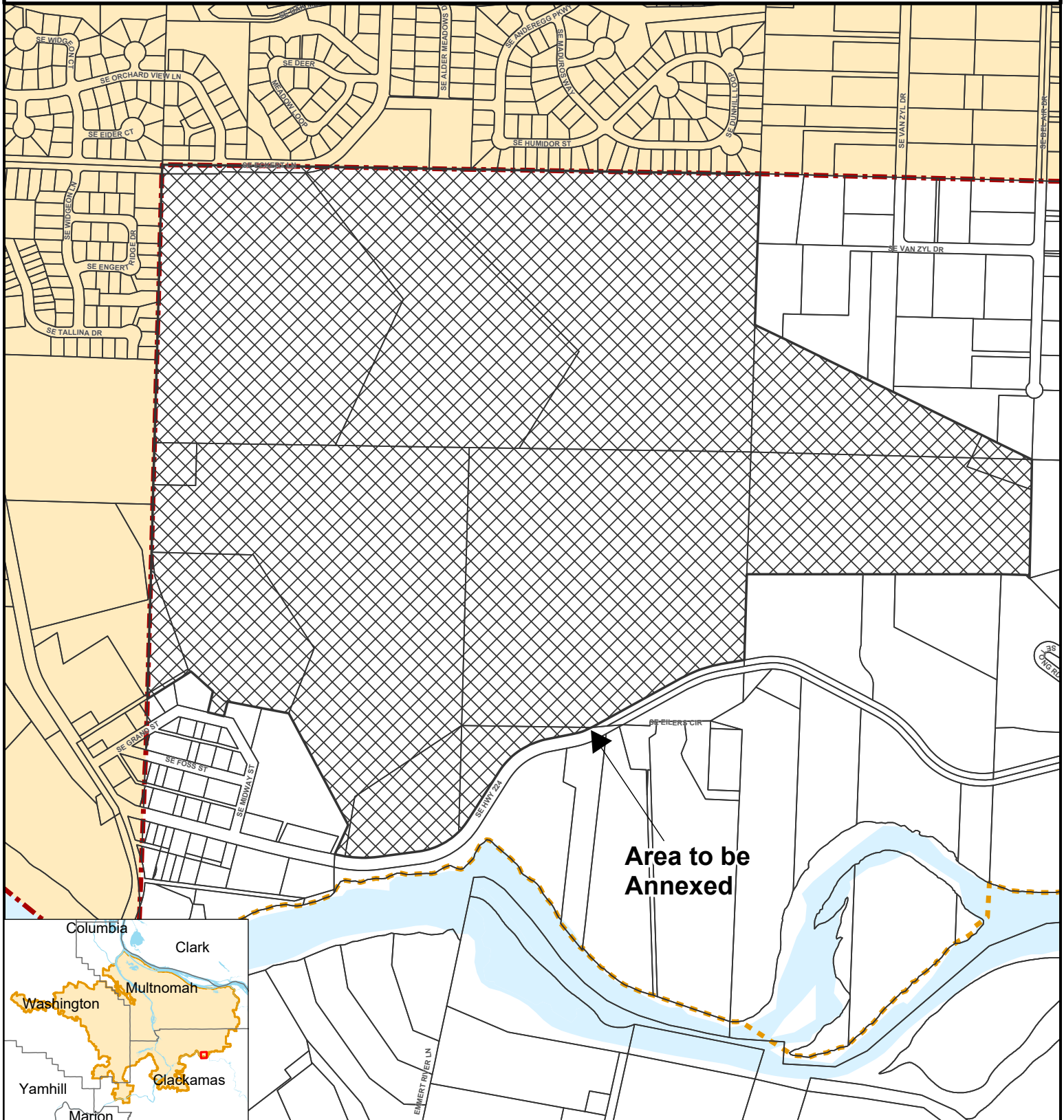
Legal Antecedents: Metro Code 3.09.070 allows for annexation to the Metro District boundary.

Anticipated Effects: This amendment will add approximately 203.79 acres to the Metro District. The territory is currently within the UGB and approval of this request will allow for the urbanization of the territory to occur consistent with the City's Pleasant Valley / North Carver Comprehensive Plan.




Budget Impacts: The applicant was required to file an application fee to cover all costs of processing this annexation request. Therefore, there is no budget impact.

RECOMMENDED ACTION

Staff recommends adoption of Ordinance No. 24-1511.



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-  Taxlots
-  Urban growth boundary
-  Metro district boundary

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Council Discussion of FY 2024-25 Approved Budget
Other Business

Metro Council Meeting
Thursday, May 23rd, 2024

STAFF REPORT

FOR THE PURPOSE OF THE COUNCIL TO DISCUSS THE FY 2024-25 APPROVED BUDGET AND TO PROVIDE OPPORTUNITY FOR PUBLIC TESTIMONY

Date: May 6, 2024

Prepared by:
Joshua Burns, Interim Budget Coordinator
Cinnamon Williams, Financial Planning Director

Department: Office of the Chief Operating Officer

Presented by:
Marissa Madrigal, Chief Operating Officer
Brian Kennedy, Chief Financial Officer

Meeting date: May 23, 2024

Length: 45 minutes

ISSUE STATEMENT

This meeting provides an opportunity for Council to discuss the FY 2024-25 Approved Budget in the context of the Council priorities, strategic framework, racial equity outcomes, and climate action goals.

This is a Public Hearing and public testimony will be taken by interested members of the public and agency stakeholders. Information shared at this meeting will help to guide the development of the FY 2024-25 Adopted Budget. The vote to adopt the budget is currently scheduled for June 13, 2024.

ACTIONS REQUESTED

- Council discussion and feedback on the FY 2024-25 Approved Budget.
- Council consideration of public testimony.

IDENTIFIED POLICY OUTCOMES

Development of the FY 2024-25 Adopted Budget that aligns with Council priorities.

POLICY QUESTIONS

Specific factors for Council consideration *may* include:

- Does the Council require any further explanation, or can any actions be taken, to enhance the Council's understanding of the Approved Budget?
- After robust Council discussion and thoughtful consideration of public testimony, does the Council intend to amend the Approved Budget?
 - If applicable, are Council amendments to the Approved Budget within the 10% appropriation increase limit by fund?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Each department's budget has individual items that should achieve outcomes specifically addressed by Council through the strategic framework. Council can support the budget in whole or in part, and modify individual items or larger program requests.

STAFF RECOMMENDATIONS

The Chief Operating Officer and Chief Financial Officer recommend that Council consider all public testimony and extensively discuss the FY 2024-25 Approved Budget, to ensure that the Adopted Budget aligns with Council priorities.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Each department's FY 2024-25 base budget was developed following the Chief Financial Officer's budget instructions released in early December 2023. The base budgets allow departments to continue existing programs and projects as adjusted for various factors such as inflation, COLAs, etc.

New programs, projects, additional appropriations, and FTE are requested through the department's budget modification request process. These requests were reviewed and analyzed by the Chief Operating Officer, Deputy Chief Operating Officers, Chief Financial Officer, and General Manager of Visitor Venues. Approved requests were built into the Proposed Budget, released on April 5, 2024, and presented by the Chief Operating Officer, in their capacity as the Budget Officer, on April 11, 2024, with their budget message.

The Council, acting as Budget Committee, deliberated on the Proposed Budget, provided opportunity for public testimony, and voted to approve the budget on May 2, 2024.

Legal Antecedent

The preparation, review and adoption of Metro's annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. The Chief Operating Officer, acting in their capacity as the designated Budget Officer, is required to present a balanced budget to Council, acting in their capacity as Metro's Budget Committee.

BACKGROUND

The Budget Officer presented the Metro Council, acting in their capacity as the Budget Committee, the FY 2024-25 Proposed Budget to fully deliberate and to provide guidance in the development of the FY 2024-25 Approved Budget. The Council will hold robust discussions, with multiple opportunities for public input, to develop the FY 2024-25 Adopted Budget that aligns with their priorities.

Materials following this page were distributed at the meeting.



Metro



Nature in Neighborhoods community stewardship and restoration grants

May 23, 2024

Thanks to voters!

2022 Natural Areas
Levy renewal

Five-year levy

2023 to 2028



DEI Strategy & Action Plan

Metro Council 2013
Levy Resolution

Metro Racial Equity,
Diversity, and
Inclusion Strategy

Metro Racial Equity,
Diversity, and
Inclusion Plans



Translating Audit Feedback into Action

Bring nature into neighborhoods

Provide community members opportunities to access nature where they live

Reduce or eliminate barriers to access and participation



Friends of Trees Community Tree Care and Mentorship with Youth and Adult Interns

Project serves low-income communities in North/NE/SE/East Portland and Gresham.

Interns will learn:

- Young tree care and establishment
- Environmental stewardship
- Leadership and community engagement

Interns will put learnings into action:

- Prune 300-500+ young street trees
- Educate residents on on-going tree care and
- Conduct health assessments and post-planting tree care checks on up to 100 newly-planted trees



Depave Morning Star Church Nature Space

The project will redirect **415,140 gallons of runoff** per year from **18,000 square feet of pavement** that will be removed and converted to greenspace.

Design elements include:

- **14** ADA-accessible raised gardening beds
- **28** shade trees
- **2,630** native or edible plants,
- **Over 5,500** square feet of area dedicated to food growing.
- Creative play elements with soft substrates for children,
- Outdoor seating and gathering areas



Community Grants Program Purpose

Community stewardship and restoration grants support and create partnerships in local communities that improve water quality, fish and wildlife habitat and connect people with nature.



Goals

Goal 1: Improve water quality, fish and wildlife habitat

Goal 2: Community partnerships, collaboration and accountability

Goal 3: Economic and environmental equity



2023 Grants Review Committee

Aisha McCoy, US Bank CDC

Darryl Ramsey, Outdoor Afro

Erin Law, Educate Ya

Jessica Tierney, Nonprofit
Development Professional

Kim Hack-Davidson, Columbia
Gorge Stewardship Network

Maria Monroymota, El Programa
Hispano

Megita Denton, Intermedia Artist,
Able Farms PDX

Nancy Bales, Gray Family
Foundation

Nicole Allen, Through the Trees
Collective

Ridhi D'Cruz, Moon & Mirror

Sophie Kaady, Murmur Creative

Tera Jarrett, Oregon Metro

Willie Levenson, Human Access
Project

2023 Grants Recommendations

**2023 Nature in
Neighborhoods
community stewardship
and restoration grants**



7 Waters Canoe Family

**7 Waters Canoe Family
Restoration**

\$75,000



Community Partners for Affordable Housing, Inc.

**Oleson Woods Habitat
Restoration And
Environmental
Engagement**

\$75,000



COMMUNITY PARTNERS
FOR AFFORDABLE HOUSING

Confluence

**Ecological and Cultural
Stewardship at the
Sandy River Delta**

\$98,270



Depave

Morning Star Church Nature Space

\$75,000



Friends of Trees

**Friends of Trees
Community Tree Care
and Mentorship with
Youth and Adult
Interns**

\$74,950



Friends of Tryon Creek

**Ecological and
Cultural
Restoration at
Tryon Creek State
Natural Area**

\$100,000



Peninsula Elementary School

**From Basic
Blacktop to
Green Schoolyard**

\$75,000



Verde

Verde Urban Habitat Program

\$76,780



Willamette Falls Trust

**Restoration
Planning at
Public Access
Site for
Willamette Falls**

\$100,000



Team

Elizabeth Guzman Arroyo

Parks + Nature Community Investments
Manager

Karissa Lowe

Nature in Neighborhoods Community
Grants Program Manager

Oriana Quackenbush

Grants and Contracts Manager

Renee Ingram

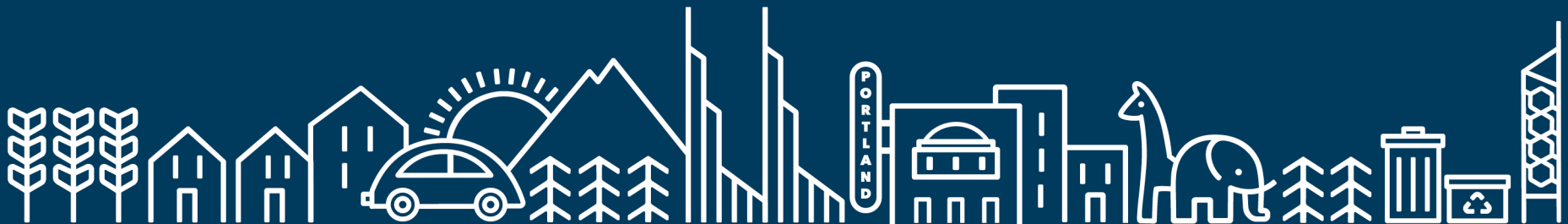
Administrative Assistant



Thank you!



oregonmetro.gov



From: [Wufoo](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Submit testimony to Metro Council [#229]
Date: Monday, May 20, 2024 10:31:27 AM

Name * Clare Pledl

Email * pled.clare@gmail.com

Address ☐ 5415 N Albina Ave #207
Portland, OR 97217
United States

Your testimony

The lots on the corner of Mississippi & Killingsworth have been purchased by an owner who would like to create a 5 story building. I have concerns as a neighbor, and would like to offer an alternative idea about using the space for a park. I attended a community meeting last week where many neighbors voiced concern about the space. The architect & owner attended this meeting as well, architect said moving forward with the project would be "risky".

This property is made up of two lots, separated with a chain link fence. The first portion of the lot has been used by the Falcon Arts community for years as a garden space and communal gathering place. The folks who live and work in the Falcon building have tended to the property, spent time in this space, and feel strongly about continuing to be able to use it. I think this was quite apparent from the community meeting. The second part of the lot has been unused by the Falcon Arts folks, and is "empty".

I understand that these lots are bound to change; whether through development by this owner, or someone else. I think it's important to mitigate the impact of the development, in whatever ways we can. I heard a consensus in the meeting about using the two lots in a way that would benefit the greater community more than housing; such as a park, or a true community garden where folks around the neighborhood can rent plots. I would love to see a space that is in line with what our community wants-- green, no fences, areas for kids to play, paved paths so the space is accessible to all.

I understand that Portland (and nationally) is facing a housing crisis. However, we have vacancies in our building and a lot of vacancies in the new builds in our neighborhood (ex: new builds on Interstate Ave, Mississippi Ave). These new builds are also priced higher than other housing in the area. And, if this proposed build was to be full, there are going to be issues with parking. We already struggle to maximize street parking in a neighborhood that has restaurants, work spaces and residential homes.

It's hard to put into words what this current green space means to each of us individually. I spend time outside there daily as a way to unwind from living in an urban area. I watch the birds, plant

food in my garden, and talk with neighbors. We make do with the space we have, and it feels special.

We hope to have this space considered for a use other than a 68 unit, 5 story build. It would be the largest building in the neighborhood & would face directly into the current Falcon Arts units. Construction would be disruptive to say the least.

Thank you for your time,
Clare

Is your testimony related to an item on an upcoming agenda? * I'm not sure

March 15, 2024

Ms. Stacy Stubblefield
Oregon Department of Transportation
District 2B Project Manager
9200 SE Lawnfield Rd
Clackamas, OR 97015-1343

RE: Letter of Reference: My Brother's Keeper METRO Contract #937333

Dear Ms. Stubblefield,

This is a letter of reference for My Brother's Keeper (MBK). MBK has performed comprehensive site clean-up and hauling services for our Regional Illegal Dumping (RID) program since March 2022. Their contract exceeds \$250,000. MBK is a valued partner, and we highly recommend their company. MBK is deployed across the region to clean up garbage on public land, and other properties. A large portion of their work includes cleaning up homeless camps. MBK cleans up trash, debris, garbage, and personal belongings. In many instances the debris they remove is raw garbage and heavily soiled belongings. MBK is timely, thorough, and professional in their work. The RID program can count on MBK to show up on time, do a thorough job. Their interactions with our team, residents, business owners, houseless persons, and persons struggling with mental health are always professional.

MBK helped METRO remove over 777,000 pounds of trash and debris over the last year. MBK's crew outperformed our other vendors by 20%. One year ago, the lead time to get reported debris removed from a site as 8 days. METRO reduced the wait time to 3 days over the last year. MBK was a critical vendor to help us reduce the wait time. We look forward to continuing our work with MBK.

Sincerely

Stephanie Rawson
Project Manager
Stephanie.rawson@oregonmetro.gov