



600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, April 17, 2025

7:30 AM

<https://zoom.us/j/91720995437> (Webinar
ID: 917 2099 5437) or 877-853-5257 (Toll
Free)

1. Call To Order, Declaration of a Quorum & Introductions (7:30 AM)

This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/91720995437> or by calling +1 917 2099 5437 or 877 853 5257 (toll free).

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2. Public Communication on Agenda Items (7:35 AM)

Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to 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 item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov.

Those requesting to comment during the meeting can do so by 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. Updates From the JPACT Chair (7:40 AM)

Updates from the JPACT Chair

[COM 25-0917](#)

Attachments: [JPACT Transportation Package Memo](#)
[Oregon Transportation ReInvestment Package \(TRIP\) 2025](#)

4. Consent Agenda (7:45 AM)

- 4.1 Resolution No. 25-5481 For the Purpose of Adding,
Amending, Or Canceling Three Projects to the 2024-27
MTIP to Meet Federal Project Delivery Requirements

[COM 25-0907](#)

Attachments: [JPACT Worksheet](#)
[Draft Resolution No. 25-5481](#)
[Exhibit A to Resolution No. 25-5481](#)
[Staff Report - April 2025 MTIP 2024-27 FA 25-5481](#)
[Attachment 1 - Key 23763 Approved Site List](#)
[Attachment 2 - ADA March 2025 OTC Staff Report](#)
[Attachment 3 - ODOT ADA-Safe Crossings in Oregon Flyer](#)
[Attachment 4 - March 2025 Quarterly STIP Amendment OTC Staff Report](#)

- 4.2 Resolution No. 25-5466 For the Purpose of Adopting the [COM 25-0908](#)
Fiscal Year 2025-26 Unified Planning Work Program and
Certifying that the Portland Metropolitan Area is in
Compliance with Federal Transportation Planning
Requirements

Attachments: [Draft Resolution No. 25-5466](#)
[Exhibit A to Resolution No. 25-5466](#)
[Exhibit B Metro 2025 Self Certification for UPWP legislation](#)
[Staff Report for Resolution No. 25-5466](#)

- 4.3 Consideration of the March 20, 2025 JPACT Meeting [25-6241](#)
Minutes

Attachments: [032025 JPACT Minutes](#)

5. Information/Discussion Items (7:50 AM)

- 5.1 28-30 Regional Flexible Fund Allocation Step 1A.1 and Step [COM 25-0911](#)
2 Public Testimony Opportunity (7:50 AM)

Attachments: [JPACT Worksheet](#)

5.1.1 Public Hearing for RFFA Step 1A and Step 2 (7:50 AM)

- 5.2 Federal Surface Transportation Reauthorization Bill - Initial [COM 25-0916](#)
Regional Priorities (8:35 AM)

Presenter(s): Betsy Emery, Metro

Attachments: [JPACT Worksheet](#)
[Surface Transportation Reauthorization Draft Priorities](#)
[Timeline for Preparing Regional Surface Reauthorization Priorities](#)

- 5.3 Tualatin Valley Highway LPA Update (9:05 AM) [COM 25-0909](#)
-

Presenter(s): Jess Zdeb

Attachments: [JPACT Worksheet TV Highway LPA Update](#)
[2025-02-13 TV Highway Steering Committee LPA Recommendation](#)

- 6. Updates From JPACT Members (9:15 AM)**
- 7. Adjourn (9:30 AM)**

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2025 JPACT Work Program

As of 3/25/25

Items in italics are tentative

<p>January 16, 2025- in person</p> <ul style="list-style-type: none">• Comments from the Chair- Regional Rail Study Update (5 min)• Resolution no. 5456 For The Purpose Of Adding Or Amending Nine Projects To The 2024-27 Mtip Including Six New Americans With Disabilities Act Upgrade Projects To Meet Federal Project Delivery Requirements (consent)• Consideration of the 12/19 JPACT Minutes (consent)• JPACT workplan review (Ted Leybold, Metro; Betsy Emery, Metro; 20 min)• Cooling Corridors (Andre' Lightsey-Walker, Metro; 30 min)• RFFA: Draft Scenario Assessment (Grace Cho and Ted Leybold; 30 min)	<p>February 20, 2025- online</p> <ul style="list-style-type: none">• Consideration of January 16 Minutes (consent)• Resolution no. 25-5464 For the Purpose of FFY 2025 Redistribution Funding Awards (consent)• Resolution no. 25-5465 For The Purpose Of Canceling An ODOT Rail Hazards Safety Project And Adding Three New Metro Planning Studies To The 2024-27 MTIP (consent)• RFFA: Revised Scenario Assessment (Grace Cho, Metro, 30 min)• Rose Quarter MTIP discussion (Megan Channel, ODOT 30 min)• 82nd Avenue Transit Project LPA update (Melissa Ashbaugh, 30 min)
<p>March 20, 2025- in person</p> <ul style="list-style-type: none">• Resolution no. 25-5473 For The Purpose Of Adding A New ODOT Public Transportation Awarded Project Into The 2024-27 MTIP For Trimet Supporting Elderly And Disabled Persons Transit Needs (Consent)• Consideration of the February 20, 2025 JPACT Minutes (consent)• Resolution no. 25-5463 For The Purpose Of Amending Three Related I-5 Rose Quarter Projects To The 2024-27 Mtip To Add \$250 Million Dollars Of Approved Funding To The Projects (action)• RFAA Step 1A: Scenario packages recommendation for public comment (action) (Grace Cho, Metro)• Federal Surface Transportation Reauthorization regional priorities & T4A Transportation Overview (Beth Osbourne, Transportation for America; Betsy Emery, Metro; 30 min)	<p>April 17, 2025- online</p> <ul style="list-style-type: none">• Resolution no. 25-5481 For The Purpose Of Adding, Amending, Or Canceling Three Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements (consent)• Unified Planning Work Program adoption (UPWP) (consent)• Consideration of the March 20, 2025 JPACT Minutes (consent)• RFFA Step 1A and Step 2 Public Hearing (45 min)• Federal Surface Transportation Reauthorization: Regional priorities draft discussion (Betsy Emery, Metro; 30 min)• TV Highway LPA Update (Jess Zdeb, Metro; 10 min)

<p><u>May 15, 2025- in person</u></p> <ul style="list-style-type: none"> • 82nd Avenue LPA Adoption (action) • Federal Surface Transportation Reauthorization regional priorities (action) • Regional Flexible Funds Allocation: Step 2 (Grace Cho, Metro; 30 min) • Community Connector Transit Study: Policy Framework and Vision Considerations (Ally Holmqvist, Metro; 20 min) • Comprehensive Climate Action Plan: greenhouse gas inventory and targets (Eliot Rose, Metro; 30 min) • Oregon Transportation Survey (<i>in packet</i>) 	<p><u>June 12, 2025- online</u></p> <ul style="list-style-type: none"> • State Legislative Update (Anneliese Koehler, 10 min) • JPACT Trip update (Comment from the chair) • TV Highway LPA adoption (action) (Jess Zdeb, Metro) • Montgomery Park LPA Update (Alex Oreschak, Metro; 20 min) • RFFA Step 1A: Bond discussion (HOLD)
<p><u>wJuly 17, 2025- in person</u></p> <ul style="list-style-type: none"> • Annual Transit Budget Updates (comment) • State Legislative Update (Anneliese Koehler, 10 min) • Title VI Plan Adoption (consent) • Montgomery Park LPA Adoption (action) • RFFA Step 1A Bond (action) • RFFA Step 2 (action) • US DOT Certification of MPO: Findings (Tom Kloster and Ted Leybold & Federal staff; 40 min) 	<p><u>August- cancelled</u></p>
<p><u>September 18, 2025- online</u></p> <ul style="list-style-type: none"> • MTIP update (20 min) • Regional Emergency Transportation Routes (RETR) update (20 min) • 82nd Avenue Transit project; Possible RTP amendment • TV Highway LPA Discussion • Cooling Corridors • HOLD for Sunrise Acceptance of Action Plan 	<p><u>October 16, 2025- in person</u></p> <ul style="list-style-type: none"> • TV Highway (action) • JPACT trip report back • Regional Rail Study: Findings and Recommendations (Elizabeth Mros-O'Hara, Metro; 20 min) • CCT Study: Priorities • HOLD for IBR LUFO <p>MPACT- October 25th</p>

November 20, 2025- online

December 18, 2025- in person

- SS4A Annual update
-

Holding Tank:

- Better Bus Program update

3.1 JPACT Transportation Package Memo
Updates from the JPACT Chair

Joint Policy Advisory Committee on Transportation
Thursday, April 17, 2025



Metro

MEMO

To: Joint Policy Advisory Committee on Transportation
From: Anneliese Koehler, Legislative Affairs Manager, Metro
Re: State Transportation Package
Date: April 8, 2025

Background

The Oregon State Legislature is contemplating a transportation package in the 2025 legislative session. In preparation for the package, and knowing that the region is more successful at achieving its priorities if the region speaks with one voice, JPACT developed and adopted [regional priorities](#) for the transportation package in 2024.

In preparation for the package, in the summer of 2024, the Joint Transportation Committee held listening sessions throughout the state, hearing about the transportation needs in local communities. In the fall of 2024, the Committee convened a series of workgroups to further discuss the various topics and needs raised in the listening sessions. During the first half of session, the Committee has held a series of informational meetings on possible components to the package.

Draft framework

In early April, a draft package framework was released. It is attached to this memo. The framework is high level and reflects a number of JPACT's agreed upon priorities. In addition, there are some pieces missing and/or funding levels that are inadequate.

Two truths to hold simultaneously:

- While the draft framework package funding total is unclear, it's likely significantly more than HB 2017. There are multiple additional funding streams in this draft framework, and it increases gas tax, vehicle registration and title fees more than HB 2017.
- The total funding amount will fall short of the transportation system needs described by our state and local governments partners.

Next Steps

As outlined in the framework, the draft is a starting point. Staff is certain that a final package will be different than what is outlined in the framework, but anticipates that the broad strokes are likely to remain intact. Over the course of the next few months, there will be public hearings, private negotiations and additional opportunities for input.

In addition, accountability provisions are not outlined in this framework. This was deliberate – there is a current, simultaneous [process](#) lead by Senator Starr to develop an accountability proposal. This proposal will be released in the coming months.

**3.2 Oregon Transportation ReInvestment Package
(TRIP) 2025**

Updates from the JPACT Chair

Joint Policy Advisory Committee on Transportation
Thursday, April 17, 2025

Oregon Transportation Reinvestment Package (TRIP) 2025 – Starting Point

The below package stays true to Oregon’s values of a user-pay system and enhancing access through a multimodal approach. Its creation has spanned over two years: It was built by the public’s voice, heard throughout the 13 legislative listening tour stops all over the state in the spring and summer of 2024, as well as by the advice of transportation experts and advocates during the fall transportation workgroups. All recommendations are rooted in building and maintaining a safe, equitable, and environmentally responsible transportation system.

State Highway Fund: Our economy and quality of life depend on our ability to keep our roadways operating daily. Without funding reform, Oregon will continue to see a decline in the safety, reliability, and quality of its transportation system. Though the below proposal is less than the requested amount in the Governor’s Requested Budget, the raised revenue will be essential to maintaining safety across the state.

Purpose

- The vast majority of revenue raised (almost 90%) for the **State Highway Fund** will be dedicated to **operations, maintenance and preservation efforts** to ensure our roads remain safe and we maintain Oregon’s investment into its system. This includes paving priority routes, restoring bridges, restoring maintenance forces, road clearing, replacing culverts and storm facilities, fixing road and pedestrian infrastructure, and other critical safety investments like rumble strips, fixing unstable slopes, repairing signals and more.
- The remaining revenue will go toward honoring previous project commitments in the last transportation package.

Revenue

A projected total of **\$1.9 billion per biennium** into the **State Highway Fund**

- **\$1.5 billion per biennium** through increases to **existing revenue streams:**
 - **Fuels Tax: +20¢/gallon** with staggered implementation
 - January 1, 2026: +8¢/gallon
 - January 1, 2028: +4¢/gallon
 - January 1, 2030: +4¢/gallon
 - January 1, 2032: +4¢/gallon
 - **Registration: +\$66**
 - **Title: +\$90**
 - **Weight-Mile: +16.9%**

- **\$486 million per biennium** through a **one-time system use fee** on all vehicles at time of purchase, at **1% of vehicle price**. Oregon is one of five states that does not have this revenue stream (and of those five, one of only two states that does not have other non-standard fees and charges on vehicles at time of purchase).

Distribution

- More than \$1.7 billion per biennium (existing revenue stream increases and nearly half of the one-time system use fee) will follow the regular distribution method in the State Highway Fund of 50/30/20 – approximately \$850 million to the state / \$510 million to counties / \$340 million to cities (per biennium) to ensure all levels of government can maintain the safety of their infrastructure and stability of their revenue streams.
 - Funding for programs that have a strong nexus to local government and local safety, like Great Streets and Safe Routes to School, are distributed outside of the 50/30/20 formula.
- The first \$250 million per biennium of the **one-time system use fee** will go toward **completing prior commitments**.

Modern Transportation Funding

- **Index Fuels Tax** to tie it to inflation to ensure future solvency of the revenue stream.
- Phase in a mandatory **Road Usage Charge (RUC) for light vehicles**. Vehicles could enroll with the RUC program or pay a flat RUC annual fee. Once enrolled, EVs would no longer pay higher registration rates. Any generated revenue after administration costs will be available for formula distribution in the State Highway Fund. Rollout timeline:
 - July 2026: Existing EVs
 - July 2027: Newly purchased EVs
 - July 2028: Plug-In Hybrids
 - July 2029: New vehicles rated at 30 MPG or greater (starting with model year 2030).
- Phase in mandatory **Road Usage Charge for corporate delivery fleets**. A business that operates at least 10 medium duty vehicles (10,001-26,000 pounds) to deliver packages to homes or businesses in Oregon would be required to enroll. Mileage rates would be between the light and heavy mileage rates. Once enrolled, these medium duty vehicles would no longer pay higher registration rates. Any generated revenue after administration costs will be available for formula distribution in the State Highway Fund.

Stewardship & Accountability

- **Restore Highway Cost Allocation balance** per the Oregon Constitution.

- **Reclassify diesel as a motor vehicle fuel** to reduce fuels tax evasion and help alleviate administrative burdens on small company fuel sellers and fuel users.
- **Simplify weight-mile rates** to reduce weight-mile tax evasion and alleviate administrative burdens on trucking companies.
- Ensure **ODOT Accountability** through a thorough review of ODOT's existing accounting, budget, and project delivery processes and practices. The JCT is working on accountability and review of ODOT through a consultant that will deliver final results in May.

Transit: As Oregon's population continues to age and grow, it becomes increasingly important to provide sustainable ways for all Oregonians to access their needs and their community, especially for the estimated one-third of residents who cannot or do not drive. Investing in a multimodal transportation system is an investment in lower emissions, safety for pedestrians, access for all citizens and businesses, and a healthy, thriving Oregon.

- **Maintain current transit service levels**
- **Expand service areas and levels**
- Invest in **Youth Pass** expansion
- Invest in **rural transit developments**
- Expand **Veteran Passes**
- **Increase the payroll tax** The current tax rate is one-tenth of one percent (0.1%). Increasing the payroll roll tax by 0.08% (for a total of **0.18%**) will result in **\$ 268.6 million per biennium**

Rail: Freight and passenger rail are instrumental in the state's transportation system to efficiently move freight to and from port and passengers up and down the I-5 area. Rail offers a great alternative to congested highways, is the most environmentally responsible way to ship freight by land, and provides a much safer transportation alternative.

- \$17 million per biennium to maintain the new **Amtrak service levels** (including necessary upgraded equipment) and maintain if not enhance passenger rail experience and timetables.
- Invest in safety through **signals and crossing infrastructure** where rail meets road.
- Invest in **more sidings** to allow trains to pass each other so passenger trains run on time and freight trains are not held up.
- Invest in **track curvature improvements and bridge repair** to increase safety and maintain train speeds.
- **Increase Vehicle Privilege Tax** (currently 0.5% of vehicle price) by 0.3% (for a **total tax of 0.8%**) to further Connect Oregon goals of investing in rail, aviation, and marine projects. Revenue estimates are **\$44.8 million per biennium**.
- **Institute a Tire Pollution Tax at 3% of total tire purchase.** Revenue projections are **\$50 million per biennium**.
 - 50% of revenue will go to **Rail Operations**.
 - 25% of revenue will go to **Wildlife Crossings** to help save the lives of drivers and wildlife.

- 25% of revenue will go to **Salmon Restoration** to negate the environmental impact of tire pollution runoff into Oregon waterways.

Off system bike and pedestrian facilities: More than 80 percent of Oregonians report using local trails. Trails create the safest places for people of all ages and abilities to walk, bike, scoot, and skate. They also help communities reduce miles in vehicles, and help the state meet climate goals as well as support local tourism economies. Trails also increase access to nature, health, and wellness.

- Invest in Oregon's **Community Paths** program.
- The current bike tax is \$15 per bike with a sales price of \$200 or more, collected at point of sale. An **increase of \$9.50 per bike** (total \$24.50) would increase revenue by **about \$1 million per biennium**.

**4.1 Resolution No. 25-5481 For the Purpose of Adding, Amending, Or
Canceling Three Projects to the 2024-27 MTIP to Meet
Federal Project Delivery Requirements**
Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, April 17, 2025

JPACT Worksheet

Agenda Item Title: FFY 2025 MTIP Formal Amendment Approval Request – Resolution 25-5481 (April 2025 Regular MTIP Formal Amendment)

Presenters: None. The April 2025 Regular MTIP Formal Amendment bundle under Resolution 25-5481 is requested to be included on the JPACT Consent Calendar.

Contact for this worksheet/presentation: (If needed) Ken Lobeck, Funding Program Lead.

Purpose/Objective:

FOR THE PURPOSE OF ADDING, AMENDING, OR CANCELING THREE PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

Approval Recommendation:

TPAC received their official amendment notification on April 4, 2025 and has provided an approval recommendation for JPACT to approve Resolution 25-5481 allowing all required MTIP programming actions to be completed.

Outcome:

JPACT approval and final approval recommendation to Metro Council. Final action is the updates/corrections to the three projects in the 2024-27 MTIP. This will enable later fund obligations and project expenditure to occur without delays.

What has changed since JPACT last considered this issue/item?

None. This is the first time the item is coming before JPACT for approval.

What packet material do you plan to include?

1. Draft Resolution 25-5481 contains three projects: One is a new American with Disabilities Act (ADA) construction phase project for ODOT. Two are from the ODOT Public Transportation Division that award funding to TriMet in support of TriMet's elderly and disabled persons transportation needs. Both projects reflect corrections to the MTIP programming. One is correcting the authorized funding level and the second has been identified as a duplicate project already programmed and is being canceled through this amendment.
2. Exhibit A to Resolution 25-5463 (MTIP worksheet) showing the specific changes to the projects.

3. Staff Report in support of the formal amendment's action to add, amend, or cancel, the three projects. The staff report provides a summary of the project changes, review processes, and required approval steps. There are 4 attachments with the staff report.

ADDED NOTES:

- Metro will complete a formal 30-day notification/opportunity to comment period. The comment period will occur from April 1, 2025 to April 30, 2025. There is no known opposition to this formal amendment currently.
- Added note: The funding changes occurring are all within ODOT budget areas and do not impact Metro's budget or annual federal fund allocations.

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF ADDING,
AMENDING, OR CANCELING THREE
PROJECTS TO THE 2024-27 MTIP TO
MEET FEDERAL PROJECT DELIVERY
REQUIREMENTS**

) RESOLUTION NO. 25-5481
)
) Introduced by: Chief Operating
) Officer Marissa Madrigal in
) concurrence with Council President
) Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the USDOT MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the Oregon Transportation Commission approved \$15,350,000 of State GARVEE bond funds in support of ODOT's Phase 6 American with Disabilities Act (ADA) Construction project which will complete curb and ramp upgrades to meet ADA standards; and

WHEREAS, ADA curb and ramp upgrades will occur at multiple locations throughout Portland, Lake Oswego, West Linn, Oregon City, Sherwood, Tigard, Tualatin, and Molalla; and

WHEREAS, the Oregon Department of Transportation Public Transportation Division (ODOT PTD) is increasing their elderly and disabled persons funding award by \$945,307 of federal Surface Transportation Block Grant funds as a corrective action to support TriMet's Federal Transit Administration Section 5310 Program; and

WHEREAS, the Section 5310 Program supports the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate; and

WHEREAS, ongoing prior transit award reviews revealed that project Key 23015, Enhanced Mobility E&D – Tri County Area FFY 2025 FTA 5310 project award is a duplicate to a later programmed FTA 5310 type award for TriMet, and is now canceling the project, and:

WHEREAS, the programming updates to the new project is stated in Exhibit A to this resolution; and

WHEREAS, on April 4, 2025, Metro’s Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on April 17, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add, amend, or cancel the three projects as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this ____ day of _____ 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
April 2025, Formal/Full MTIP Amendment Summary
Formal Amendment #: AP25-09-APR

The April 2025 MTIP Formal Amendment contains three projects. One is a new ODOT Americans with Disabilities Act (ADA) construction phase project and the other two are corrections to ODOT Public Transportation Division (PTD) prior programmed projects. A summary of the projects is shown below:

Key 23763 (New Project) - Portland Metro area 2024-2027 ADA Curb Ramps, Phase 6 (ODOT): Key 23763 represents the latest quarterly ODOT ADA construction phase project that will construct curb and ramps upgrades region-wide at various locations to meet compliance with ADA standards for added pedestrian safety needs.

Key 23042 (Existing Project) - Oregon Transportation Network - TriMet FFY27 (ODOT PTD): Key 23042 receives an additional \$945,307 of approved State STBG funds for TriMet for their FTA Section 5310 program that provides capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations. This is an update to earlier programmed ODOT PTD projects where STBG is now being committed to replace the prior use of FTA 531- funds.

Key 23015 (Existing Project) - Enhanced Mobility E&D (5310) - (ODOT PTD): Key 23015 was originally programmed with FTA Section 5310 funds. Subsequent to this, ODOT PTD changed the programming process to use State STBG funds awarded for Transit awards. Since last November, ODOT PTD has been working to convert the awarded programming and clean-up the awarded programmed funds. Ongoing reviews revealed the 5310 funded project version is a duplicate against other ODOT PTD State STBG funded projects. As a result, Key 23015 is being removed from the MTIP and STIP.

Exhibit A Table (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 April Formal MTIP Amendment.

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 25-5481

April 2025 Formal Amendment Bundle Contents
Amendment Type: Formal/Full
Amendment #: AP25-09-APR
Total Number of Projects: 3

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Adding New Projects to the 2024-2027 MTIP:				
(#1) ODOT Key # 23763 MTIP ID TBD <i>New Project</i>	ODOT	Portland Metro area 2024-2027 ADA Curb Ramps, Phase 6	Throughout the Metro MPA area at multiple locations including Portland, Lake Oswego, West Linn, Oregon City, Sherwood, Tigard, Tualatin, and outside of the MPA in Molalla, construct curb and ramps upgrades to meet compliance with the America Disabilities Act (ADA) standards and provide added safety for pedestrians	<u>ADD NEW PROJECT:</u> The formal amendment adds the construction funding to complete various ADA curb and ramp required upgrades. The preliminary engineering/design was completed as part of project Key 22978. Only the construction phase needs to be programmed. GARVEE bonds are identified as the source funding for the construction phase. The GARVEE bonds are being transferred from an ODOT non-MPO statewide project grouping bucket (PGB) in Key 23043. Attachment 1 to the staff report contains the Portland area approved site location list. Attachment 2 includes the OTC Staff Report providing additional project details.

Category: Amending Existing Projects in the 2024-2027 MTIP:

(#2) ODOT Key # 23042 MTIP ID 71383	ODOT PTD	Oregon Transportation Network - TriMet FFY27	ODOT PTD authorized State STBG supporting 5310 program areas that will upgrade transit services to the special needs, seniors, and other transit-dependent populations. Funds will be allocated to TriMet and flex transferred to FTA with an expected 5310 conversion code.	<p><u>ADD FUNDS:</u> The formal amendment increases the authorized federal funding for the project. The action is the direction by the ODOT PTD and approved by OTC during their March 2025 meeting. Reference Attachment 3 to the staff report for additional details. The awarded funding is intended for TriMet and will support their FTA Section 5310 program which supports transportation needs to elderly and disabled persons.</p>
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Category: Amending Existing Projects in the 2024-2027 MTIP:

(#3) ODOT Key # 23015 MTIP ID 71381	ODOT PTD	Enhanced Mobility E&D (5310) - Tri County Area FY25	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	<p><u>CANCEL PROJECT:</u> The formal amendment cancels the project from the MTIP and STIP. The action is the direction by the ODOT Public Transportation Division and approved by OTC during their March 2025 meeting.</p>
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Proposed Amendment Review and Approval Steps	
April 2025 (AP25-09-APR) Formal Amendment estimated processing and approval timing	
Date	Action
Tuesday, April, 2025	Post amendment & begin 30-day notification/comment period. (Comment period is April 1, 2025, to April 30, 2025.)
Friday, April 4, 2025	Metro Transportation Policy Alternative Committee (TPAC) – Amendment overview, and approval recommendation provided to JPACT
Thursday, April 17, 2025	JPACT Meeting – Amendment approval consideration.
Thursday, May 8, 2025	Metro Council Meeting – Final Metro amendment approval request.
June, 2025	Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new ODOT ADA
 Construction Phase 6 project

Project #1

Project Details Summary							
ODOT Key #	23763	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AP25-09-APR		STIP Amendment ID:		24-27-1941	

Summary of Amendment Changes Occurring:
 The formal amendment adds the construction funding to complete various ADA curb and ramp required upgrades. The preliminary engineering/design was completed as part of project Key 22978. Only the construction phase needs to be programed. GARVEE bonds are identified as the source funding for the construction phase. The GARVEE bonds are being transferred from an ODOT non-MPO statewide project grouping bucket (PGB) in Key 23043. Attachment 1 to the staff report contains the Portland area approved site location list. Attachment 2 includes the OTC Staff Report providing additional project details

Project Name:	Portland Metro area 2024-2027 ADA Curb Ramps, Phase 6						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	YES	

Short Description:
 Construct curb and ramps upgrades region-wide at various locations to meet compliance with the Americans with Disabilities Act (ADA) standards for added pedestrian safety needs.

MTIP Detailed Description (Internal Metro use only):
 Throughout the Metro MPA area at multiple locations including Portland, Lake Oswego, West Linn, Oregon City, Sherwood, Tigard, Tualatin, and outside of the MPA in Molalla, construct curb and ramps upgrades to meet compliance with the America Disabilities Act (ADA) standards and provide added safety for pedestrians.

STIP Description:
 Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets ODOT Work Type:	Active Trans - Pedestrian ADAP	Sidewalk Reconstruction	Capital Improvement

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
									\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
GARVEE Bonds	GAR1	2027					\$ 15,350,000		\$ 15,350,000
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 15,350,000	\$ -	\$ -

Note: Approved funding are state (Grant Anticipation Revenue Vehicles) bonds. There is no match requirement.

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 15,350,000	\$ -	\$ 15,350,000
Total Estimated Project Cost							\$ 15,350,000
Total Cost in Year of Expenditure:							\$ 15,350,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but a small capacity exists with the CDS fund. CDS award is \$4 million					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 15,350,000	\$ -	\$ 15,350,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	0.00%	0.00%	0.00%	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ 15,350,000	\$ -	\$ 15,350,000
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 15,350,000	\$ -	\$ 15,350,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Fed Aid ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2030
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review

1. What is the source of funding? **ODOT approved funding supporting ADA curb and ramp improvements: Funding for the ADA Delivery Program is allocated in the 2024-2027 STIP to funding reserve accounts, with funding still to be approved and distributed to individual projects. This quarterly STIP amendment request follows the same approach as previous ADA project funding requests brought before the commission**
2. Does the amendment include changes or updates to the project funding? **Yes. Added GARVEE bond funds are being transferred from Key 23043 to Key 23763 to support the new ADA Phase 6 Construction project.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the March 13, 2025 OTC meeting. See Attachment 2 and 3 for OTC action.**
4. Level of funding approval? **Oregon Transportation Commission (OTC) approval.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not applicable
Cross Streets		Route or Arterial	Cross Street	Cross Street	Cross Street
		Portland area	Not Applicable	Not Applicable	Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2025	Years Active	0	Project Status	6	Pre-construction activities (pre-bid, construction management oversight, etc.).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	RTP ID - 12095: Safety & Operations Projects: 2023-2030
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.

Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure? No.	
2. Is the project identified on the Congestion Management Process (CMP) plan? No.	
3. Is the project included as part of the approved: UPWP? No. Not applicable.	
3a. If yes, is an amendment required to the UPWP? No.	
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.	
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable	
4. Applicable RTP Goals: Goal #2 - Safer System: Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.	
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.	

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.	
2. What are the start and end dates for the comment period? Estimated to be Tuesday, April 1, 2025 to Wednesday, April 30, 2025	
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.	
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.	

5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

GARVEE Bonds

Grant Anticipation Revenue Vehicles (GARVEEs). GARVEE is used as a term for a debt instrument that has a pledge of future Title 23 Federal-aid funding. Significantly, it is authorized for Federal reimbursement of debt service and related financing costs. GARVEEs enable a state to accelerate construction timelines and spread the cost of a transportation facility over its useful life rather than just the construction period. The use of GARVEEs expands access to capital markets as an alternative or in addition to potential general obligation or revenue bonding capabilities

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	GAR1	GARVEE Bonds	100.00%	15,350,000.00	0.00%	0.00	100.00%	15,350,000.00	0.00%	0.00
	CN Totals		100.00%	15,350,000.00		0.00		15,350,000.00		0.00
Grand Totals				15,350,000.00		0.00		15,350,000.00		0.00



Oregon
Tina Kotek, Governor

Attachment 2: ADA March 2025 OTC Staff Report Item

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: February 27, 2025

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item K-** 2025 ADA Statewide Transportation Improvement Program (STIP) Adjustment

Requested Action:
Approve the attached list of added and modified projects to the 2024-2027 Statewide Transportation Improvement Program (STIP).

Background:
In 2017, the Oregon Department of Transportation entered into a settlement agreement with the Association of Oregon Centers for Independent Living and implemented a dedicated ADA Program to bring nearly 26,000 curb ramps up to current standards. The 15-year settlement agreement specifies that 30% of the curb ramps are compliant by 2022, 75% of the curb ramps are compliant by 2027, and 100% of the curb ramps are compliant by 2032.

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
23763	1	Portland Metro Area 2024-2027 ADA curb ramps, phase 6				CN	ADA	GARVEE - ADA	\$0.00	\$15,350,000.00	\$15,350,000.00	Add project with funding from project key 23043. Design completed under project key 22978.
23043	1	Portland Metro area 2024-2027 ADA curb ramp construction				CN	ADA	GARVEE - ADA	\$58,645,884.00	\$43,295,884.00	(\$15,350,000.00)	Reduce the project by \$15,350,000 and move to project key 23763.
23846	2	Astoria-Cottage Grove curb ramps				RW, CN	ADA	GARVEE - ADA	\$0.00	\$16,500,000.00	\$16,500,000.00	Add project with funding from project key 23031 and program savings. Design completed under project key 22985.

Preliminary Engineering/Design activities were completed from funding in Key 22978.

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ODOT Key: 22978 | MTIP ID: 71335
Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1 - Cycle 2021-26

Project(s) in this cycle are not editable

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2023		\$17,587,080	\$2,012,920		\$19,600,000	<input type="checkbox"/>
	2021	STBG - STATE	\$17,587,080	\$2,012,920		\$19,600,000	
Totals >>			\$17,587,080	\$2,012,920	\$0	\$19,600,000	

Construction phase activities are being funded from GARVEE bonds transferred from ODOT's statewide Garvee project grouping bucket in Key 23043.

Name: **Portland Metro area 2024-2027 ADA curb ramp construction** Key: **23043**

Description: ADA program funding for future construction activities. Projects to be identified at a later date. Region: 1
 MPO: Non-MPO Work Type: ADAP
 Applicant: ODOT Status: BUCKET OF FUNDS

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	VARIOUS

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$58,645,884.00		\$58,645,884.00
Fund 1					GAR1 \$58,645,884.00		
Match							

Footnote: GARVEE- MASTER KEY NUMBER K23739-\$89,844,884 (\$80,617,814.41 FEDERAL/\$9,227,069.59 STATE)

Most Recent Approved Amendment

Amendment No: 24-27-1993	Approval Date: 3/16/2025
Requested Action: Reduce the project by \$31,199,000, moving funds to project keys 23734, 23748, 23762, 23770, 23771, and 23772.	

Modeling Network , NHS, and Performance Measure Designations

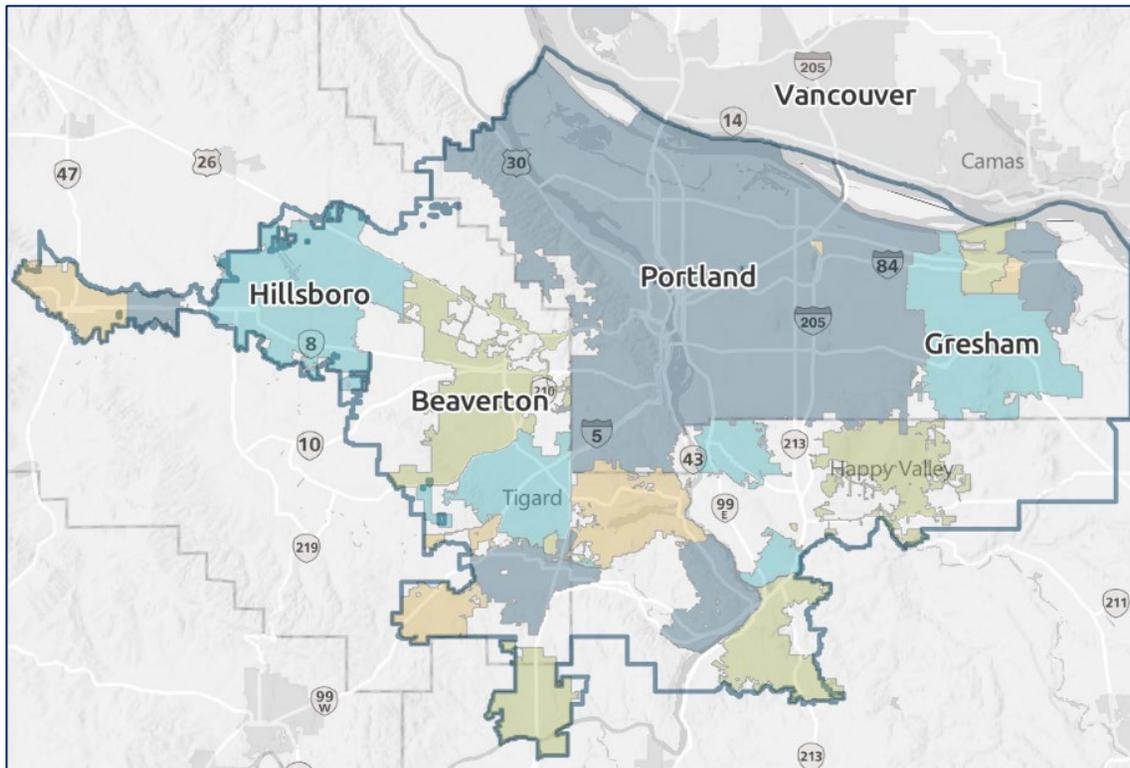
National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	Various intersections	No designation
Functional Classification	Yes	Various intersections	Regional
Federal Aid Eligible Facility	Yes	Various intersections	Regional

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
						X		

Added notes: Multiple site locations across the Metro MPA boundary area



Key 23763 approved site locations are spread across the Metro MPA boundary area and include locations in Portland, West Linn, Oregon City, Sherwood, Tigard, Tualatin and outside the MPA in Molalla.

See Attachment 1 to the staff report for the approved site location list



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
 Federal Fiscal Year 2025

MTIP Formal Amendment
ADD FUNDS
 Add authorized funding per ODOT
 PTD and OTC action

Project #2

Project Details Summary							
ODOT Key #	23042	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	71383	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		AP25-09-APR		STIP Amendment ID:		24-27-1505	

Summary of Amendment Changes Occurring:
 The formal amendment increases the authorized federal funding for the project. The action is the direction by the ODOT Public Transportation Division and approved by OTC during their March 2025 meeting. Reference Attachment 3 to the staff report for additional details. The awarded funding is intended for TriMet and will support their FTA Section 5310 program which supports transportation needs to elderly and disabled persons.

Project Name: **Oregon Transportation Network - TriMet FFY27**

Lead Agency:	ODOT (PTD)	Applicant:	ODOT (PTD)	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	Yes

Note: The lead agency and applicant for MTIP and STIP programming is the ODOT Public Transit Division.

Short Description
 Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MTIP Detailed Description (Internal Metro use only):
 ODOT PTD authorized State STBG supporting 5310 program areas that will upgrade transit services to the special needs, seniors, and other transit-dependent populations. Funds will be allocated to TriMet and flex transferred to FTA with an expected 5310 conversion code.

STIP Description:
 Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Vehicles	Vehicles - Replacement	Capital Improvement
ODOT Work Type:	TRANST		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y240	2027						\$ 1,700,000	\$ -
State STBG	Y240	2027						\$ 2,645,307	\$ 2,645,307
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,645,307	\$ -

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2027						\$ 194,572	\$ -
Local	Match	2027						\$ 302,767	\$ 302,767
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 302,767	\$ 302,767

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,894,572	\$ 1,894,572
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,948,074	\$ 2,948,074

Total Estimated Project Cost							\$ 2,948,074
Total Cost in Year of Expenditure:							\$ 2,948,074

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,053,502	\$ 1,053,502
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	55.61%	55.61%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 302,767	\$ 302,767
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,645,307	\$ 2,645,307
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 302,767	\$ 302,767
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,948,074	\$ 2,948,074

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
Completion Date Notes:						Estimated Project Completion Date:	Not Specified
Are federal funds being flex transferred to FTA?		YES	If yes, expected FTA conversion code:			5310	

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT Public Transit Division State STBG.
2. Does the amendment include changes or updates to the project funding? Yes. The amendment now increases the authorized allocation to the project.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via OTC March 2025 action (Quarterly STIP Amendment item)
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Public Transit Division approval plus OTC approval (March 2025 meeting),
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2027	Years Active	0	Project Status	0	No Activity	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	October 2024	Last MTIP Amend Num	OC25-01-OCT
Last Amendment Action	REDUCE FUNDING: The formal amendment reduces the authorized funding award to the project per a revised FTA allocation.						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes Regional PGB HIC and EFA not applicable
	X				X			

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 10928 - Operating Capital: Fleet Vehicles: Phase 1
RTP Project Description:	Replacement, refurbishment and/or service expansion of zero emission buses, articulated buses, light rail and LIFT vehicles.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not applicable: The project represents a regional transit system PGB at this time
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not Applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No. Not Applicable**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goal:
Goal #1 - Mobility Options:
 Objective 1.4 - Regional Mobility: Maintain reliable person-trip and freight mobility for all modes in the region’s mobility corridors, consistent with the designated modal functions of each facility and planned transit service within each corridor.
Goal # 3 - Equitable Transportation :
 Objective 3.3 - Access to Transit: Increase household and job access to current and planned frequent transit service..
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, April 1, 2025 to Wednesday, April 30, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
5310	Federal Transit Administration (FTA) funded program supporting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The 5310 fund type code is included as a reference since the State STBG will flex transferred to FTA and converted to 5310 funding.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IJA	100.00%	2,948,074.00	89.73%	2,645,307.00	0.00%	0.00	10.27%	302,767.00
	OT Totals		100.00%	2,948,074.00		2,645,307.00		0.00		302,767.00
Grand Totals				2,948,074.00		2,645,307.00		0.00		302,767.00

Name: **Oregon Transportation Network - TriMet FFY27** Key: **23042**

Description **Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.** Region: **1**

MPO: **Portland Metro MPO**

Work Type: **TR-CAP**

Applicant: **ODOT TRANSIT SECTION**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
				REGION 1 ACT	CLACKAMAS	
				REGION 1 ACT	MULTNOMAH	
				REGION 1 ACT	WASHINGTON	

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$1,894,572.00	\$1,894,572.00
Fund 1						Y240 \$1,700,000.00	
Match						\$194,572.00	

Footnote:

Most Recent Approved Amendment	
Amendment No: 24-27-1505	Approval Date: 1/7/2025
Requested Action: Reduce the project by \$3,642,153 to match the FTA grant. Update the project name to Oregon Transportation Network - TriMet FFY27.	



Oregon

Tina Kotek, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: February 27, 2025

TO: Oregon Transportation Commission

Kristopher W. Strickler

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item J** – 2025 March Quarterly STIP Adjustment

Requested Action: Approve the attached list of added, modified, or canceled projects to the Statewide Transportation Improvement Program (STIP).

Background:

The commission agreed to a process of quarterly aggregated STIP amendments for necessary project and program amendments in July 2023. This is the quarterly amendment for March 2025. The attached list of added, modified, or canceled projects for the 2024-2027 STIP consists of time-sensitive actions associated with adjusting funding to capital projects in the Regions and programs statewide. Financial changes to projects occur through existing funding programs. These amendments have been vetted through the appropriate Division Administrators and elevated through ODOT to the Commission.

Outcomes:

With approval, ODOT will add, modify or cancel the attached projects in the 2024-2027 STIP. Without approval, the OTC, Director, or Delivery & Operations Division Administrator will review and act upon each project separately.

Agenda Item J, Attachment 01

Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
USDOT earmark 2024, local	\$7,286,750.00	\$10,223,750.00	\$2,937,000.00	Increase the right of way phase by \$35,000 and the Construction phase by \$2,902,000, adding congressionally directed and local funds. Update project to add work at 2 new locations.
SW rail crossing	\$1,882,000.00	\$0.00	(\$1,882,000.00)	Cancel the project, due to uncertainties from the railroad. Savings returned to the program.
SW transit	\$5,536,725.00	\$0.00	(\$5,536,725.00)	Cancel project, duplicate project.
SW transit	\$1,894,572.00	\$2,948,074.22	\$1,053,502.22	Increase the project by \$1,053,502 to match the FTA grant amount.
fix-it region 2				Cancel the project. Railroad seeking maintenance fees for crossings in state. Fees to be fulfilled by road authority and are not willing to accept terms. Will address the scope later.
HB2017 safety r2	\$2,844,270.76	\$200,000.00	(\$2,644,270.76)	Funds added to 22724 and 22798.



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
 Federal Fiscal Year 2025

MTIP Formal Amendment
CANCEL PROJECT
 Cancel duplicate project per ODOT
 PTD and OTC action

Project #3

Project Details Summary							
ODOT Key #	23015	RFFA ID:	N/A	RTP ID:	11334	RTP Approval Date:	11/30/2023
MTIP ID:	71381	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		AP25-09-APR		STIP Amendment ID:		24-27-2495	

Summary of Amendment Changes Occurring:

The formal amendment cancels the project from the MTIP and STIP. The action is the direction by the ODOT Public Transportation Division and approved by OTC during their March 2025 meeting. Reference Attachment 3 to the staff report for additional details. A Subsequent review of the PTD transit awards revealed a programming duplication. This amendment corrects the error.

Project Name:	Enhanced Mobility E&D (5310) - Tri County Area FY25
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Lead Agency:	ODOT (PTD)	Applicant:	ODOT (PTD)	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	Yes

Note: The lead agency and applicant for MTIP and STIP programming is the ODOT Public Transit Division.

Short Description

Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MTIP Detailed Description (Internal Metro use only):

Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

STIP Description:

Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Vehicles	Vehicles - Replacement	Capital Improvement
ODOT Work Type:	TRANST		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
5310	5310	2025						\$ 4,968,103	\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 568,622	\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,536,725	\$ 5,536,725
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,536,725)	\$ (5,536,725)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	-100.00%	-100.00%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	0.00%	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						N/A	Aid ID
Federal Funds Obligated:						↓	N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
						Estimated Project Completion Date:	N/A
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		YES	If yes, expected FTA conversion code:			5310	

Fiscal Constraint Consistency Review
1. What is the source of funding? Initially, ODOT Public Transit Division State 5310 appropriated funds.
2. Does the amendment include changes or updates to the project funding? Yes. The amendment cancels the prior awarded 5310 funds for the project.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via OTC March 2025 action (Quarterly STIP Amendment item)
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Public Transit Division approval plus OTC approval (March 2025 meeting),
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	1	Project Status	0	No Activity	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	N/A
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes Regional PGB HIC and EFA not applicable
	N/A							

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 11334 - Operating Capital: Safety and Security: Phase 1
RTP Project Description:	Safety and security enhancements, CCTV, Rail crossing enhancements

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not applicable: The project represents a regional transit system PGB at this time
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not Applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No. Not Applicable**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goal: Not applicable
Goal #1 – Mobility Options:
~~Objective 1.4 – Regional Mobility: Maintain reliable person-trip and freight mobility for all modes in the region’s mobility corridors, consistent with the designated modal functions of each facility and planned transit service within each corridor.~~
Goal #3 – Equitable Transportation:
~~Objective 3.3 – Access to Transit: Increase household and job access to current and planned frequent transit service..~~
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, April 1, 2025 to Wednesday, April 30, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
5310	Federal Transit Administration (FTA) funded program supporting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The 5310 fund type code is included as a reference since the State STBG will flex transferred to FTA and converted to 5310 funding.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	5310	Enhanced Mobility of Seniors & Individuals with Disabilities Grant Program (formula) 80/20 Capital, 50/50 is operating, 100/00 Program Administration	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
OT Totals			0.00%	0.00		0.00		0.00		0.00
Grand Totals				0.00		0.00		0.00		0.00

Name: Enhanced Mobility E&D (5310) - TriCounty Area FY25 **Key: 23015**

Description **Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.** Region: 1

MPO: Portland Metro MPO

Work Type: TR-CAP

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$5,536,725.00	\$5,536,725.00
Fund 1						5310 \$4,968,103.00	
Match						\$568,622.00	

Footnote:



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: February 27, 2025

TO: Oregon Transportation Commission

Kristopher W. Strickler

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item J** – 2025 March Quarterly STIP Adjustment

Requested Action: Approve the attached list of added, modified, or canceled projects to the Statewide Transportation Improvement Program (STIP).

Background:

The commission agreed to a process of quarterly aggregated STIP amendments for necessary project and program amendments in July 2023. This is the quarterly amendment for March 2025. The attached list of added, modified, or canceled projects for the 2024-2027 STIP consists of time-sensitive actions associated with adjusting funding to capital projects in the Regions and programs statewide. Financial changes to projects occur through existing funding programs. These amendments have been vetted through the appropriate Division Administrators and elevated through ODOT to the Commission.

Outcomes:

With approval, ODOT will add, modify or cancel the attached projects in the 2024-2027 STIP. Without approval, the OTC, Director, or Delivery & Operations Division Administrator will review and act upon each project separately.

Agenda Item J, Attachment 01

Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
USDOT earmark 2024, local	\$7,286,750.00	\$10,223,750.00	\$2,937,000.00	increase the right of way phase by \$35,000 and the Construction phase by \$2,902,000, adding congressionally directed and local funds. Update project to add work at 2 new locations.
SW rail crossing	\$1,882,000.00	\$0.00	(\$1,882,000.00)	Cancel the project, due to uncertainties from the railroad. Savings returned to the program.
SW transit	\$5,536,725.00	\$0.00	(\$5,536,725.00)	Cancel project, duplicate project.
SW transit	\$1,894,572.00	\$2,948,074.22	\$1,053,502.22	Increase the project by \$1,053,502 to match the FTA grant amount.
fix-it region 2				Cancel the project. Railroad seeking maintenance fees for crossings in state. Fees to be fulfilled by road authority and are not willing to accept terms. Will address the scope later.
HB2017 safety r2	\$2,844,270.76	\$200,000.00	(\$2,644,270.76)	Funds added to 22724 and 22798.



Memo

Date: April 4, 2025
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: April 2025 MTIP Formal Amendment & Resolution 25-5481 Approval Request – AP25-09-APR

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING, AMENDING, OR CANCELING THREE PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The April 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains three projects. Key 23673 is a new ODOT Americans with Disabilities Act (ADA) construction phase project being added to the MTIP. The other two are corrections to previously programmed ODOT Public Transportation Division awarded projects to TriMet. Project Key 23042 increases the authorized funding from ODOT to TriMet. Key 23015 has been determined to be a duplicate project to an earlier programmed project using STBG funds. Key 23015 is being canceled as a result.

What is the requested action?

TPAC received their official amendment notification on April 4, 2025 and has provided an approval recommendation for JPACT to approve Resolution 25-5481 allowing all required MTIP programming actions to be completed.

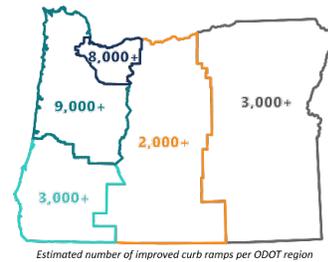
TPAC April 4, 2025, Meeting Summary:

TPAC met on April 4, 2025, and received their MTIP amendment notification which included an overview of the project changes occurring. There was not significant discussion. TPAC provided their approval recommendation to JPACT to approve Resolution 25-5481.

The following page provides a more detailed summary of the required changes for the new project.

Project Number: 1	Key Number: 23763	Status: Add New Project																																																																																																
Project Name:	Portland Metro area 2024-2027 ADA Curb Ramps, Phase 6																																																																																																	
Lead Agency:	ODOT																																																																																																	
Description:	Throughout the Metro MPA area at multiple locations including Portland, Lake Oswego, West Linn, Oregon City, Sherwood, Tigard, Tualatin, and outside of the MPA in Molalla, construct curb and ramp upgrades to meet compliance with the America Disabilities Act (ADA) standards and provide added safety for pedestrians.																																																																																																	
Funding Summary:	<p>The Oregon Transportation Commission (OTC) approved \$15,350,000 of State GARVEE bond funds to support required construction phase activities for the ADA curb and ramp upgrades. The funds are state funds. There is no matching fund requirement. The GARVEE bonds are being transferred from an ODOT non-MPO statewide project grouping bucket (PGB) in Key 23043. No update to Key 23043 is required in the MTIP. ODOT will complete required funding adjustments to Key 23043 in the STIP.</p> <table border="1" data-bbox="496 835 1414 1188"> <tr> <td colspan="2">Name: Portland Metro area 2024-2027 ADA curb ramp construction</td> <td colspan="2">Key: 23043</td> </tr> <tr> <td colspan="4">Description: ADA program funding for future construction activities. Projects to be identified at a later date. Region: 1</td> </tr> <tr> <td>MPO: Non-MPO</td> <td colspan="2">Work Type: ADAP</td> <td></td> </tr> <tr> <td>Applicant: ODOT</td> <td colspan="2">Status: BUCKET OF FUNDS</td> <td></td> </tr> <tr> <td colspan="4">Location(s)-</td> </tr> <tr> <td>Mileposts</td> <td>Length</td> <td>Route</td> <td>Highway</td> </tr> <tr> <td></td> <td></td> <td></td> <td>ACT</td> </tr> <tr> <td></td> <td></td> <td></td> <td>REGION 1 ACT</td> </tr> <tr> <td></td> <td></td> <td></td> <td>COUNTY(S)</td> </tr> <tr> <td></td> <td></td> <td></td> <td>VARIOUS</td> </tr> <tr> <td colspan="4">Current Project Estimate</td> </tr> <tr> <td></td> <td>Planning</td> <td>Prelim. Engineering</td> <td>Right of Way</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Utility Relocation</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Construction</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Other</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Project Total</td> </tr> <tr> <td>Year</td> <td></td> <td></td> <td>2025</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td>\$58,645,884.00</td> </tr> <tr> <td>Fund 1</td> <td></td> <td></td> <td>GAR1 \$58,645,884.00</td> </tr> <tr> <td>Match</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4">Footnote: GARVEE- MASTER KEY NUMBER K23739-\$89,844,884 (\$80,617,814.41 FEDERAL/\$9,227,069.59 STATE)</td> </tr> <tr> <td colspan="4">Most Recent Approved Amendment</td> </tr> <tr> <td colspan="4">Amendment No: 24-27-1993 Approval Date: 3/16/2025</td> </tr> <tr> <td colspan="4">Requested Action: Reduce the project by \$31,199,000, moving funds to project keys 23734, 23748, 23762, 23770, 23771, and 23772.</td> </tr> </table> <p>The funding represents the latest quarterly allocation from OTC in support of the required ADA curb and ramp upgrades.</p>		Name: Portland Metro area 2024-2027 ADA curb ramp construction		Key: 23043		Description: ADA program funding for future construction activities. Projects to be identified at a later date. Region: 1				MPO: Non-MPO	Work Type: ADAP			Applicant: ODOT	Status: BUCKET OF FUNDS			Location(s)-				Mileposts	Length	Route	Highway				ACT				REGION 1 ACT				COUNTY(S)				VARIOUS	Current Project Estimate					Planning	Prelim. Engineering	Right of Way				Utility Relocation				Construction				Other				Project Total	Year			2025	Total			\$58,645,884.00	Fund 1			GAR1 \$58,645,884.00	Match				Footnote: GARVEE- MASTER KEY NUMBER K23739-\$89,844,884 (\$80,617,814.41 FEDERAL/\$9,227,069.59 STATE)				Most Recent Approved Amendment				Amendment No: 24-27-1993 Approval Date: 3/16/2025				Requested Action: Reduce the project by \$31,199,000, moving funds to project keys 23734, 23748, 23762, 23770, 23771, and 23772.			
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Amendment Action:	The formal amendment adds the new ADA curb and ramps construction phase upgrades project to the 2024-27 MTIP. Only the construction phase is being added through the amendment. Preliminary Engineering/design work was completed as part of Key 22978.																																																																																																	
Added Notes:	<p>Overview:</p> <p>The Oregon Department of Transportation (ODOT) and the Association of Oregon Centers for Independent Living (AOCIL), et al. entered into a 15-year settlement agreement on Nov. 2, 2016, to make state highways more accessible to people with disabilities.</p> <ul style="list-style-type: none"> • ODOT is bringing 25,000+ curb ramps into compliance with Americans with Disabilities Act standards. As of Dec. 31, 2022, ODOT has completed, inspected and approved 6,176 curb ramp remediations. 																																																																																																	

- These improvements mean increased safety and more seamless access for people who walk, bike or roll. These benefits include: Upgrades to existing curb ramps and pedestrian signals.
- New ADA-compliant curb ramps and pedestrian signals where there are none.
- Over 8,000 ADA curb and ramp upgrades are planned for the ODOT Region 1 area.



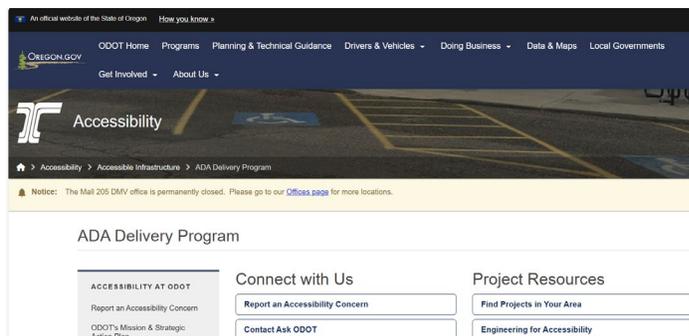
Constructing or remediating curb ramps requires many steps and people to achieve full ADA compliance. For example:

- Designing curb ramps to fit the location using national best practices and guidance from the U.S. Access Board.
- Removing barriers in existing curb ramps like the size of the lip from the street to the curb ramp entrance.
- Making the slope on the ramp less steep and creating more room to maneuver.
- Ensuring inspection values (percent of slope, width, truncated domes, etc.) are within the acceptable range for a compliant ramp.

ADA improvements will sometimes be integrated into larger, multifunctional transportation investment projects and sometimes will be stand-alone single function ADA curb ramp improvements.

Additional ODOT ADA curb and ramp upgrades can be found on ODOT’s website at:

<https://www.oregon.gov/odot/ADA/Pages/ADA-Infrastructure-Program.aspx>.



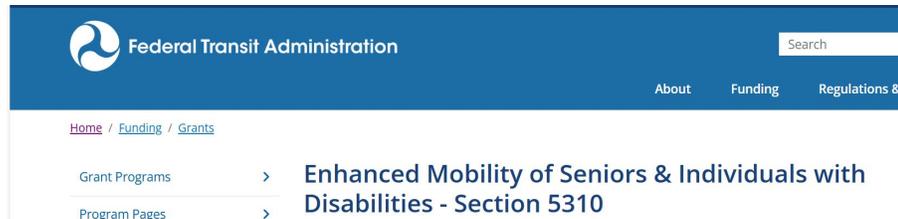
- Three attachments included with the staff report:
- Attachment 1: Key 23763 Approved Site Locations
 - Attachment 2: ADA March 2025 OTC Staff Report Item
 - Attachment 3: ODOT ADA Safe Crossings in Oregon Flyer

Project Number: 2	Key Number: 23763	Status: Existing Project
Project Name:	Oregon Transportation Network - TriMet FFY27	
Lead Agency:	ODOT	
Description:	ODOT PTD authorized State STBG supporting 5310 program areas that will upgrade transit services to the special needs, seniors, and other transit-dependent populations. Funds will be allocated to TriMet and flex transferred to FTA with an expected 5310 conversion code.	
Funding Summary:	<p>The ODOT PTD is increasing the federal funding for the project by \$945,307. The increase results from other clean-up amendments to prior awarded projects. The federal funding increases from \$1,700,000 to \$2,645,307. The programming increase is considered a corrective action due to the change-over to using State STBG as the awarded funding which triggered multiple corrective actions to other awarded projects.</p> <p>The total programmed increase from \$1,894,572 to \$2,948,074. The added funds represent a 55.6% increase to the project which is above the 30% threshold for cost increased which triggers the need for the formal/full amendment.</p> <p>OTC approval was required for the funding increases. OTC approval occurred during their March 2025 meeting. See Attachment 4, March 2025 Quarterly STIP Amendment OTC Staff Report for added details.</p>	
Amendment Action:	The formal amendment adds \$945,307 of State STBG funds plus required match to the project based on the revised approved funding award.	
Added Notes:	<p>This specific award is committed to TriMet to support their FTA Section 5310 program area needs. This program (49 U.S.C. 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.</p> <p>These specific funds are considered a “discretionary” award to TriMet from ODOT. ODOT reserves a portion (about \$15 million) of their annual appropriated State STBG funds to support statewide transit needs.</p>	

As a direct recipient of federal transit funds, TriMet also receives a formula 5310 appropriation from FTA. This ODOT award to TriMet will be added to their formula 5310 apportionment to support various eligible program needs.

One attachment included with this Staff Report item:

Attachment 4: March 2025 Quarterly STIP Amendment OTC Staff Report.



Overview of Eligible FTA Section 5310 Activities:

Traditional Section 5310 project examples include:

- Buses and vans
- Wheelchair lifts, ramps, and securement devices
- Transit-related information technology systems, including scheduling/routing/one-call systems
- Mobility management programs
- Acquisition of transportation services under a contract, lease, or other arrangement

Nontraditional Section 5310 project examples include:

- Travel training
- Volunteer driver programs
- Construction of an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features
- Improvements to signage, or way-finding technology
- Incremental cost of providing same day service or door-to-door service
- Purchase of vehicles to support new accessible taxi, rides sharing and/or vanpooling programs
- Mobility management programs

Additional guidance concerning FTA's 5310 program can be found on their website at:

<https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>.

Project Number: 3	Key Number: 23015	Status: Existing Project																																																												
Project Name:	Enhanced Mobility E&D (5310) - Tri County Area FY25																																																													
Lead Agency:	ODOT																																																													
Description:	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.																																																													
Funding Summary:	<p>The project was originally programmed with FTA Section 5310 funds. The federal programmed amount was \$4,968,103. Subsequent to adding Key 23015 to the MTIP/ STIP, the ODOT PTD determined the funding should be programmed as State STBG. During last December, ODOT PTD submitted a new transit award for TriMet using the new State STBG funding approach. The federal \$3,674,037 for TriMet was programmed in Key 23727. Key 23015 (this project) now appears to be a duplicate to Key 23727. The formal amendment is correcting this discrepancy.</p> <table border="1"> <thead> <tr> <th colspan="2">LEAD AGENCY</th> <th colspan="5">ODOT</th> </tr> <tr> <th colspan="2">PROJECT NAME</th> <th colspan="5">Oregon Transportation Network - TriMet FFY25</th> </tr> <tr> <th colspan="2">Project IDs</th> <th colspan="3">Project Description</th> <th colspan="2">Project Type</th> </tr> </thead> <tbody> <tr> <td>ODOT KEY</td> <td>23727</td> <td colspan="3" rowspan="3">TriMet funding supporting the 5310 enhanced mobility of seniors and individuals with disabilities program for eligible 5310 capital projects (e.g. preventive maintenance purchase of service mobility management and eligible capital asset acquisition)</td> <td colspan="2" rowspan="3">Transit</td> </tr> <tr> <td>MTIP ID</td> <td>71448</td> </tr> <tr> <td>RTP ID</td> <td>10928</td> </tr> <tr> <th>Phase</th> <th>Year</th> <th>Fund Type</th> <th>Federal Amount</th> <th>Minimum Local Match</th> <th>Other Amount</th> <th>Total Amount</th> </tr> <tr> <td>Other (explain)</td> <td>2025</td> <td>STBG - STATE</td> <td>\$3,674,037</td> <td>\$420,510</td> <td>\$0</td> <td>\$4,094,547</td> </tr> <tr> <td colspan="3">FY 24-29 Totals</td> <td>\$3,674,037</td> <td>\$420,510</td> <td>\$0</td> <td>\$4,094,547</td> </tr> <tr> <td colspan="3">Estimated Project Cost (YOES)</td> <td>\$3,674,037</td> <td>\$420,510</td> <td>\$0</td> <td>\$4,094,547</td> </tr> </tbody> </table>		LEAD AGENCY		ODOT					PROJECT NAME		Oregon Transportation Network - TriMet FFY25					Project IDs		Project Description			Project Type		ODOT KEY	23727	TriMet funding supporting the 5310 enhanced mobility of seniors and individuals with disabilities program for eligible 5310 capital projects (e.g. preventive maintenance purchase of service mobility management and eligible capital asset acquisition)			Transit		MTIP ID	71448	RTP ID	10928	Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	Other (explain)	2025	STBG - STATE	\$3,674,037	\$420,510	\$0	\$4,094,547	FY 24-29 Totals			\$3,674,037	\$420,510	\$0	\$4,094,547	Estimated Project Cost (YOES)			\$3,674,037	\$420,510	\$0	\$4,094,547
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Amendment Action:	The formal amendment cancels Key 23015 as a duplicate project in the MTIP and STIP. OTC approval was required and did occur during their March 2025 meeting.																																																													
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METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the April 2025 Formal MTIP amendment (AP25-09-APR) will include the following actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies.
- Contains applicable project scope elements that can be applied to Metro’s performance requirements.
- Verified to be part of the Metro’s annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully completes the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	March 28, 2025
• Initiate the required public notification/comment process.....	April 1, 2025
• TPAC approval recommendation to JPACT.....	April 4, 2025
• JPACT approval and recommendation to Council.....	April 17, 2025
• Completion of public notification/comment process.....	April 30, 2025
• Metro Council approval.....	May 8, 2025

Notes:

* The above dates are estimates. JPACT and Council meeting dates could change.

** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps. The below timeline is an estimation only and assume no changes to the proposed JPACT or Council meeting dates occur:

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	May 14, 2025
• USDOT clarification and final amendment approval.....	Mid to late June 2025
Notes:	
○ This amendment includes transit scope elements with eventual oversight from FTA. As a result, FTA is required to provide an amendment approval with the final amendment approval from FHWA.	
○ Presently, FTA has issued a formal amendment approval “pause” due to the Executive Order. We are assuming that FTA will lift the amendment approval pause by May and allow the April 2025 Formal Amendment to proceed and receive final approval.	

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There are no fiscal impacts to the Metro budget. The approved funding for the project originates from ODOT.

RECOMMENDED ACTION:

TPAC received their official amendment notification on April4, 2025 and has provided an approval recommendation for JPACT to approve Resolution 25-5481 allowing all required MTIP programming actions to be completed.

Four Attachments Included:

1. Key 23763 Approved Project Site List
2. ADA March 2025 OTC Staff Report
3. ODOT ADA Safe Crossings in Oregon Flyer
4. March 2025 Quarterly STIP Amendment OTC Staff Report

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR99W (& I-5)	001SNI00	293.84	1	1	Portland	001SK CONN. M.P. 1C293.84	Yes
OR99W (& I-5)	001SNI00	293.84	1	2	Portland	001SK CONN. M.P. 1C293.84	Yes
OR99W (& I-5)	001SNI00	293.84	2	1	Portland	001SK CONN. M.P. 1C293.84	Yes
OR99W (& I-5)	001SNI00	293.84	3	1	Portland	001SK CONN. M.P. 1C293.84	Yes
OR99W (& I-5)	001SNI00	293.84	3	2	Portland	001SK CONN. M.P. 1C293.84	Yes
OR99W (& I-5)	001SNI00	293.84	4	1	Portland	001SK CONN. M.P. 1C293.84	Yes
OR99W (& I-5)	001SNI00	293.84	4	2	Portland	001SK CONN. M.P. 1C293.84	Yes
OR99W (& I-5)	001SNI00	293.90	3	1	Portland	SW CAPITOL HWY.	Yes
OR99W (& I-5)	001SNI00	293.90	4	1	Portland	SW CAPITOL HWY.	Yes
OR99W (& I-5)	001SOI00	295.01	1	1	Portland	SW HUBER ST.	Yes
OR99W (& I-5)	001SOI00	295.01	2	1	Portland	SW HUBER ST.	Yes
OR99W (& I-5)	001SOI00	295.01	2A	1	Portland	SW HUBER ST.	Yes
OR99W (& I-5)	001SOI00	295.01	2A	2	Portland	SW HUBER ST.	Yes
OR99W (& I-5)	001SOI00	295.01	2A	3	Portland	SW HUBER ST.	Yes
OR99W (& I-5)	001SOI00	295.01	3	1	Portland	SW HUBER ST.	Yes
OR99W (& I-5)	001SOI00	295.01	4	1	Portland	SW HUBER ST.	Yes
I-5	001VJI00	301.01	1	1	Portland	SE WATER AVE.	Yes
I-5	001VJI00	301.01	2	1	Portland	SE WATER AVE.	Yes
I-5	001VJI00	301.01	2	2	Portland	SE WATER AVE.	Yes
I-5	001VJI00	301.01	3	1	Portland	SE WATER AVE.	Yes
I-5	001VJI00	301.01	3	2	Portland	SE WATER AVE.	Yes
I-5	001VJI00	301.01	4	1	Portland	SE WATER AVE.	Yes
I-5	001VJI00	301.01	4	2	Portland	SE WATER AVE.	Yes
OR43	00300D00	0.02	1	1	Portland	MIDBLOCK CROSSING	Yes
OR43	00300D00	0.02	4	1	Portland	MIDBLOCK CROSSING	Yes
OR43	00300D00	0.37	3	2	Portland	001SZ CONN. M.P. 1C299.59 (SW CURRY ST.)	Yes
OR43	00300D00	0.37	4	1	Portland	001SZ CONN. M.P. 1C299.59 (SW CURRY ST.)	Yes
OR43	00300D00	0.47	3	2	Portland	SW GAINES ST.	Yes
OR43	00300D00	0.57	3	2	Portland	SW ABERNETHY ST.	Yes
OR43	00300D00	0.57	4	1	Portland	SW ABERNETHY ST.	Yes
OR43	00300D00	0.62	3	1	Portland	SW THOMAS ST.	Yes
OR43	00300D00	0.62	4	1	Portland	SW THOMAS ST.	Yes
OR43	00300D00	0.65	3	1	Portland	SW LOWELL ST.	Yes
OR43	00300D00	0.65	4	1	Portland	SW LOWELL ST.	Yes
OR43	00300D00	0.72	4	2	Portland	SW BANCROFT ST. (003AC CONN. M.P. 3C0.63)	Yes
OR43	00300D00	0.72	5	1	Portland	SW BANCROFT ST. (003AC CONN. M.P. 3C0.63)	Yes
OR43	00300D00	0.72	5A	1	Portland	SW BANCROFT ST. (003AC CONN. M.P. 3C0.63)	Yes
OR43	00300D00	0.72	5A	2	Portland	SW BANCROFT ST. (003AC CONN. M.P. 3C0.63)	No
OR43	00300D00	0.72	5A	3	Portland	SW BANCROFT ST. (003AC CONN. M.P. 3C0.63)	No
OR43	00300I00	0.34	3	1	Portland	SW GAINES ST.	Yes

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR43	00300100	0.34	4	1	Portland	SW GAINES ST.	Yes
OR43	00300100	0.39	3	1	Portland	SW LANE ST.	Yes
OR43	00300100	0.39	4	1	Portland	SW LANE ST.	Yes
OR43	00300100	0.90	5	1	Portland	SW KELLY AVE. (SW SEYMOUR CT.)	Yes
OR43	00300100	0.90	7	1	Portland	SW KELLY AVE. (SW SEYMOUR CT.)	Yes
OR43	00300100	1.13	1	1	Portland	SW RICHARDSON CT.	Yes
OR43	00300100	1.13	2	1	Portland	SW RICHARDSON CT.	Yes
OR43	00300100	1.13	3	1	Portland	SW RICHARDSON CT.	Yes
OR43	00300100	1.13	4	1	Portland	SW RICHARDSON CT.	Yes
OR43	00300100	1.18	1	1	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.18	1	2	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.18	2	1	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.18	2	2	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.18	2A	1	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.18	2A	2	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.18	3	1	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.18	4	1	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.18	4A	1	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.18	4A	2	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.32	1	1	Portland	SW SWEENEY ST.	Yes
OR43	00300100	1.32	2	1	Portland	SW SWEENEY ST.	Yes
OR43	00300100	1.32	3	1	Portland	SW SWEENEY ST.	Yes
OR43	00300100	1.32	4	1	Portland	SW SWEENEY ST.	Yes
OR43	00300100	1.42	1	1	Portland	SW FLOWER ST.	Yes
OR43	00300100	1.42	2	1	Portland	SW FLOWER ST.	Yes
OR43	00300100	1.42	3	1	Portland	SW FLOWER ST.	Yes
OR43	00300100	1.42	4	1	Portland	SW FLOWER ST.	Yes
OR43	00300100	1.60	1	1	Portland	SW IOWA ST.	Yes
OR43	00300100	1.60	2	1	Portland	SW IOWA ST.	Yes
OR43	00300100	1.60	3	1	Portland	SW IOWA ST.	Yes
OR43	00300100	1.60	4	1	Portland	SW IOWA ST.	Yes
OR43	00300100	1.68	1	1	Portland	SW CAROLINA ST.	Yes
OR43	00300100	1.68	2	1	Portland	SW CAROLINA ST.	Yes
OR43	00300100	1.68	3	1	Portland	SW CAROLINA ST.	Yes
OR43	00300100	1.68	4	1	Portland	SW CAROLINA ST.	Yes
OR43	00300100	1.74	1	1	Portland	SW DAKOTA ST.	Yes
OR43	00300100	1.74	1	2	Portland	SW DAKOTA ST.	Yes
OR43	00300100	1.74	2	1	Portland	SW DAKOTA ST.	Yes
OR43	00300100	1.74	2	2	Portland	SW DAKOTA ST.	Yes
OR43	00300100	1.74	2A	1	Portland	SW DAKOTA ST.	Yes

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR43	00300100	1.74	2A	2	Portland	SW DAKOTA ST.	Yes
OR43	00300100	1.74	3	1	Portland	SW DAKOTA ST.	Yes
OR43	00300100	1.74	4	1	Portland	SW DAKOTA ST.	Yes
OR43	00300100	1.74	4A	1	Portland	SW DAKOTA ST.	Yes
OR43	00300100	1.74	4A	2	Portland	SW DAKOTA ST.	Yes
OR43	00300100	1.84	2	1	Portland	SW IDAHO ST.	Yes
OR43	00300100	1.84	2	2	Portland	SW IDAHO ST.	Yes
OR43	00300100	1.84	2A	1	Portland	SW IDAHO ST.	Yes
OR43	00300100	1.84	2A	2	Portland	SW IDAHO ST.	Yes
OR43	00300100	1.84	3	1	Portland	SW IDAHO ST.	Yes
OR43	00300100	1.89	1	1	Portland	SW VERMONT ST.	Yes
OR43	00300100	1.89	2	1	Portland	SW VERMONT ST.	Yes
OR43	00300100	1.89	3	1	Portland	SW VERMONT ST.	Yes
OR43	00300100	1.89	4	1	Portland	SW VERMONT ST.	Yes
OR43	00300100	1.94	1	1	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.94	1	2	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.94	2	1	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.94	2	2	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.94	2A	1	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.94	2A	2	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.94	3	1	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.94	4	1	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.94	4A	1	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.94	4A	2	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.99	1	1	Portland	SW CALIFORNIA ST.	Yes
OR43	00300100	1.99	2	1	Portland	SW CALIFORNIA ST.	Yes
OR43	00300100	1.99	3	1	Portland	SW CALIFORNIA ST.	Yes
OR43	00300100	1.99	4	1	Portland	SW CALIFORNIA ST.	Yes
OR43	00300100	2.04	1	1	Portland	SW TEXAS ST.	Yes
OR43	00300100	2.04	1	2	Portland	SW TEXAS ST.	Yes
OR43	00300100	2.04	2	1	Portland	SW TEXAS ST.	Yes
OR43	00300100	2.04	2	2	Portland	SW TEXAS ST.	Yes
OR43	00300100	2.04	2A	1	Portland	SW TEXAS ST.	Yes
OR43	00300100	2.04	2A	2	Portland	SW TEXAS ST.	Yes
OR43	00300100	2.04	3	1	Portland	SW TEXAS ST.	Yes
OR43	00300100	2.04	4	1	Portland	SW TEXAS ST.	Yes
OR43	00300100	2.04	4A	1	Portland	SW TEXAS ST.	Yes
OR43	00300100	2.04	4A	2	Portland	SW TEXAS ST.	Yes
OR43	00300100	5.46	2	1		SW BRIARWOOD RD.	Yes
OR43	00300100	5.46	3	1		SW BRIARWOOD RD.	Yes

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR43	00300100	5.74	1A	1		SW TERWILLIGER BLVD. (S STAMPHER RD.)	Yes
OR43	00300100	5.74	2	1		SW TERWILLIGER BLVD. (S STAMPHER RD.)	Yes
OR43	00300100	5.74	2A	1		SW TERWILLIGER BLVD. (S STAMPHER RD.)	Yes
OR43	00300100	5.86	1	1	Lake Oswego	D AVE.	Yes
OR43	00300100	5.86	1	2	Lake Oswego	D AVE.	Yes
OR43	00300100	5.86	2	1	Lake Oswego	D AVE.	Yes
OR43	00300100	6.43	1	1	Lake Oswego	LEONARD ST.	Yes
OR43	00300100	6.43	2	1	Lake Oswego	LEONARD ST.	Yes
OR43	00300100	6.43	3	1	Lake Oswego	LEONARD ST.	Yes
OR43	00300100	6.43	3	2	Lake Oswego	LEONARD ST.	Yes
OR43	00300100	6.43	4	1	Lake Oswego	LEONARD ST.	Yes
OR43	00300100	6.43	4	2	Lake Oswego	LEONARD ST.	Yes
OR43	00300100	6.62	1	1	Lake Oswego	LADD ST.	Yes
OR43	00300100	6.62	2	1	Lake Oswego	LADD ST.	Yes
OR43	00300100	6.62	3	1	Lake Oswego	LADD ST.	Yes
OR43	00300100	6.62	3	2	Lake Oswego	LADD ST.	Yes
OR43	00300100	6.62	4	1	Lake Oswego	LADD ST.	Yes
OR43	00300100	6.62	4	2	Lake Oswego	LADD ST.	Yes
OR43	00300100	7.03	3	1	Lake Oswego	LAUREL ST.	Yes
OR43	00300100	7.03	4	1	Lake Oswego	LAUREL ST.	Yes
OR43	00300100	7.10	2A	1	Lake Oswego	BURNHAM RD.	Yes
OR43	00300100	7.10	2A	2	Lake Oswego	BURNHAM RD.	Yes
OR43	00300100	7.10	3	1	Lake Oswego	BURNHAM RD.	Yes
OR43	00300100	8.29	3	1	West Linn	ROBINWOOD WAY	Yes
OR43	00300100	8.29	4	1	West Linn	ROBINWOOD WAY	Yes
OR43	00300100	8.31	3	1	West Linn	SHADY HOLLOW WAY	Yes
OR43	00300100	8.31	3	2	West Linn	SHADY HOLLOW WAY	No
OR43	00300100	8.31	4	2	West Linn	SHADY HOLLOW WAY	No
OR43	00300100	8.53	3	1	West Linn	S FAIRVIEW WAY	Yes
OR43	00300100	8.53	3	2	West Linn	S FAIRVIEW WAY	Yes
OR43	00300100	8.53	4	1	West Linn	S FAIRVIEW WAY	Yes
OR43	00300100	8.75	3	1	West Linn	S WALLING CIR.	Yes
OR43	00300100	8.75	4	1	West Linn	S WALLING CIR.	Yes
OR43	00300100	8.80	1	1	West Linn	CEDAR OAK DR.	Yes
OR43	00300100	8.80	2	1	West Linn	CEDAR OAK DR.	Yes
OR43	00300100	8.80	3	1	West Linn	CEDAR OAK DR.	Yes
OR43	00300100	8.80	3	2	West Linn	CEDAR OAK DR.	Yes
OR43	00300100	8.80	4	1	West Linn	CEDAR OAK DR.	Yes
OR43	00300100	8.80	4	2	West Linn	CEDAR OAK DR.	Yes
OR43	00300100	8.90	1	1	West Linn	HIDDEN SPRINGS RD.	Yes

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR43	00300100	8.90	1	2	West Linn	HIDDEN SPRINGS RD.	Yes
OR43	00300100	9.02	1	1	West Linn	MAPLETON DR.	Yes
OR43	00300100	9.02	2	1	West Linn	MAPLETON DR.	Yes
OR43	00300100	9.22	3	1	West Linn	ROAD (MARY S. YOUNG STATE PARK)	Yes
OR43	00300100	9.22	3	2	West Linn	ROAD (MARY S. YOUNG STATE PARK)	Yes
OR43	00300100	9.22	4	1	West Linn	ROAD (MARY S. YOUNG STATE PARK)	Yes
OR43	00300100	9.22	4	2	West Linn	ROAD (MARY S. YOUNG STATE PARK)	Yes
OR43	00300100	9.36	3	1	West Linn	MOHAWK WAY	Yes
OR43	00300100	9.36	4	1	West Linn	MOHAWK WAY	Yes
OR43	00300100	9.43	1	1	West Linn	LINNWOOD DR. (MARK LN.)	Yes
OR43	00300100	9.43	2	1	West Linn	LINNWOOD DR. (MARK LN.)	Yes
OR43	00300100	9.43	3	1	West Linn	LINNWOOD DR. (MARK LN.)	Yes
OR43	00300100	9.54	1	1	West Linn	JOLLIE POINTE RD.	Yes
OR43	00300100	9.54	2	1	West Linn	JOLLIE POINTE RD.	Yes
OR43	00300100	9.54	3	1	West Linn	JOLLIE POINTE RD.	Yes
OR43	00300100	9.54	3	2	West Linn	JOLLIE POINTE RD.	Yes
OR43	00300100	9.54	4	1	West Linn	JOLLIE POINTE RD.	Yes
OR43	00300100	9.64	1	1	West Linn	UNDERHILL LN.	Yes
OR43	00300100	9.64	2	1	West Linn	UNDERHILL LN.	Yes
OR43	00300100	9.64	3	1	West Linn	UNDERHILL LN.	Yes
OR43	00300100	9.64	4	1	West Linn	UNDERHILL LN.	Yes
OR43	00300100	9.68	1	1	West Linn	PIMLICO DR.	Yes
OR43	00300100	9.68	1	2	West Linn	PIMLICO DR.	Yes
OR43	00300100	9.68	2	1	West Linn	PIMLICO DR.	Yes
OR43	00300100	9.68	4	1	West Linn	PIMLICO DR.	Yes
OR43	00300100	9.73	1	1	West Linn	MAGONE LN.	Yes
OR43	00300100	9.73	2	1	West Linn	MAGONE LN.	Yes
OR43	00300100	9.76	1	1	West Linn	DILLOW DR.	Yes
OR43	00300100	9.76	2	1	West Linn	DILLOW DR.	Yes
OR43	00300100	9.83	1	1	West Linn	HUGHES DR.	Yes
OR43	00300100	9.83	2	1	West Linn	HUGHES DR.	Yes
OR43	00300100	9.91	1	1	West Linn	WHITE TAIL DR. (ROAD)	Yes
OR43	00300100	9.91	1	2	West Linn	WHITE TAIL DR. (ROAD)	Yes
OR43	00300100	9.91	2	1	West Linn	WHITE TAIL DR. (ROAD)	Yes
OR43	00300100	9.97	1	1	West Linn	BARLOW ST.	Yes
OR43	00300100	10.18	1	1	West Linn	BUCK ST. (CAUFIELD ST.)	Yes
OR43	00300100	10.18	2	1	West Linn	BUCK ST. (CAUFIELD ST.)	Yes
OR43	00300100	10.18	3	1	West Linn	BUCK ST. (CAUFIELD ST.)	Yes
OR43	00300100	10.18	4	1	West Linn	BUCK ST. (CAUFIELD ST.)	Yes
OR43	00300100	10.35	1	1	West Linn	FAILING ST.	Yes

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OR43	00300100	10.35	2	1	West Linn	FAILING ST.	Yes
OR43	00300100	10.52	1	1	West Linn	HOLMES ST.	Yes
OR43	00300100	10.52	2	1	West Linn	HOLMES ST.	Yes
OR43	00300100	10.52	3	1	West Linn	HOLMES ST.	Yes
OR43	00300100	10.62	1	1	West Linn	LEWIS ST.	Yes
OR43	00300100	10.62	2	1	West Linn	LEWIS ST.	Yes
OR43	00300100	10.64	1	1	West Linn	WEBB ST.	Yes
OR43	00300100	10.71	1	1	West Linn	BOLTON ST.	Yes
OR43	00300100	10.71	2	1	West Linn	BOLTON ST.	Yes
OR43	00300100	10.71	3	1	West Linn	BOLTON ST.	Yes
OR43	00300100	10.71	4	1	West Linn	BOLTON ST.	Yes
OR43	00300100	10.76	1	1	West Linn	WILLSON ST.	Yes
OR43	00300100	10.76	2	1	West Linn	WILLSON ST.	Yes
OR43	00300100	10.76	3	1	West Linn	WILLSON ST.	Yes
OR43	00300100	10.76	4	1	West Linn	WILLSON ST.	Yes
OR43	00300100	10.80	1	1	West Linn	BURNS ST.	Yes
OR43	00300100	10.80	2	1	West Linn	BURNS ST.	Yes
OR43	00300100	10.80	3	1	West Linn	BURNS ST.	Yes
OR43	00300100	10.80	4	1	West Linn	BURNS ST.	Yes
OR43	00300100	11.06	1	1	West Linn	HOLLOWELL ST.	Yes
OR43	00300100	11.06	3	2	West Linn	HOLLOWELL ST.	Yes
OR43	00300100	11.06	4	1	West Linn	HOLLOWELL ST.	Yes
OR43	00300100	11.13	1	1	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300100	11.13	1	2	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300100	11.13	2	1	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300100	11.13	2	2	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300100	11.13	3	1	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300100	11.13	3	2	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300100	11.13	4	1	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300100	11.13	4	2	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300100	11.37	1	1	West Linn	MILL ST.	Yes
OR43	00300100	11.37	1	2	West Linn	MILL ST.	Yes
OR43	00300100	11.37	2	1	West Linn	MILL ST.	Yes
OR43	00300100	11.37	2	2	West Linn	MILL ST.	Yes
OR43	00300100	11.37	3	1	West Linn	MILL ST.	Yes
OR43	00300100	11.37	4	1	West Linn	MILL ST.	Yes
OR43	00300100	11.55	1	1	Oregon City	MAIN ST.	Yes
OR43	00300100	11.55	2	1	Oregon City	MAIN ST.	Yes
OR43	00300100	11.55	2	2	Oregon City	MAIN ST.	Yes
OR43	00300100	11.55	3	1	Oregon City	MAIN ST.	Yes

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR43	00300I00	11.55	3	2	Oregon City	MAIN ST.	Yes
OR43	00300I00	11.55	4	1	Oregon City	MAIN ST.	Yes
OR99W COR. (POWELL)	02600D00	0.08	1	1	Portland	SW WATER AVE.	Yes
OR99W COR. (POWELL)	02600D00	0.08	2	1	Portland	SW WATER AVE.	Yes
OR99W COR. (POWELL)	02600D00	0.08	4	1	Portland	SW WATER AVE.	Yes
OR99W COR. (POWELL)	02600D00	0.11	1	1	Portland	MIDBLOCK CROSSING	Yes
OR99W COR. (POWELL)	02600D00	0.11	4	1	Portland	MIDBLOCK CROSSING	Yes
OR99W	09100D00	1.70	3	1	Portland	091AD CONN. M.P.1C1.70	Yes
OR99W	09100D00	1.70	4	1	Portland	091AD CONN. M.P.1C1.70	Yes
OR99W	09100D00	1.96	4	1	Portland	SW BARBUR BLVD.	Yes
OR99W	09100D00	3.82	3	2	Portland	SW 2ND AVE.	Yes
OR99W	09100D00	3.82	4	1	Portland	SW 2ND AVE.	Yes
OR99W	09100D00	4.34	3	2	Portland	SW MULTNOMAH BLVD.	Yes
OR99W	09100D00	4.34	4	1	Portland	SW MULTNOMAH BLVD.	Yes
OR99W	09100D00	11.07	3	2	Tigard	SW NAEVE ST.	Yes
OR99W	09100D00	11.96	3	1		SW GRAVEN ST.	Yes
OR99W	09100D00	11.96	3	2		SW GRAVEN ST.	Yes
OR99W	09100D00	11.96	4	1		SW GRAVEN ST.	Yes
OR99W	09100D00	15.56	4	1	Sherwood	SW 12TH ST.	Yes
OR99W	09100D00	16.46	3	1	Sherwood	SW FOREST CREEK DR.	Yes
OR99W	09100D00	16.46	4	1	Sherwood	SW FOREST CREEK DR.	Yes
OR99W	09100I00	1.31	1	1	Portland	SW SHERIDIAN ST.	Yes
OR99W	09100I00	1.31	1A	1	Portland	SW SHERIDIAN ST.	Yes
OR99W	09100I00	1.31	1A	2	Portland	SW SHERIDIAN ST.	Yes
OR99W	09100I00	1.31	2	1	Portland	SW SHERIDIAN ST.	Yes
OR99W	09100I00	3.72	3	2	Portland	SW BRIER PL.	Yes
OR99W	09100I00	3.85	1	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	2	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	2	2	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	3	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	3	2	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	3A	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	3A	2	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	4	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	4	2	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	5	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	5	2	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	6	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	6A	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	6A	2	Portland	SW MILES ST.(SW 3RD AVE.)	Yes

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR99W	09100I00	3.85	7	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	7	2	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	7A	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	7A	2	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	4.22	1	2	Portland	SW BERTHA BLVD.(091CJ CONN. M.P.1C4.22)	Yes
OR99W	09100I00	4.22	2	1	Portland	SW BERTHA BLVD.(091CJ CONN. M.P.1C4.22)	Yes
OR99W	09100I00	4.22	3	1	Portland	SW BERTHA BLVD.(091CJ CONN. M.P.1C4.22)	Yes
OR99W	09100I00	4.35	2	1	Portland	CUSTER ST.	Yes
OR99W	09100I00	4.45	1	1	Portland	SW 13TH AVE.	Yes
OR99W	09100I00	4.45	1	2	Portland	SW 13TH AVE.	Yes
OR99W	09100I00	4.45	2	1	Portland	SW 13TH AVE.	Yes
OR99W	09100I00	4.45	4	1	Portland	SW 13TH AVE.	Yes
OR99W	09100I00	4.45	4A	1	Portland	SW 13TH AVE.	Yes
OR99W	09100I00	4.45	4A	2	Portland	SW 13TH AVE.	Yes
OR99W	09100I00	4.50	1	1	Portland	SW TROY ST.	Yes
OR99W	09100I00	4.50	2	1	Portland	SW TROY ST.	Yes
OR99W	09100I00	4.50	3	1	Portland	SW TROY ST.	Yes
OR99W	09100I00	4.50	3	2	Portland	SW TROY ST.	Yes
OR99W	09100I00	4.50	4	1	Portland	SW TROY ST.	Yes
OR99W	09100I00	4.50	4	2	Portland	SW TROY ST.	Yes
OR99W	09100I00	4.56	1	1	Portland	SW MOSS ST.	Yes
OR99W	09100I00	4.56	2	1	Portland	SW MOSS ST.	Yes
OR99W	09100I00	4.56	3	1	Portland	SW MOSS ST.	Yes
OR99W	09100I00	4.56	4	1	Portland	SW MOSS ST.	Yes
OR99W	09100I00	4.65	2	1	Portland	SW 17TH AVE.	Yes
OR99W	09100I00	4.68	1	1	Portland	SW EVANS ST.	Yes
OR99W	09100I00	4.68	1	2	Portland	SW EVANS ST.	Yes
OR99W	09100I00	4.82	2	1	Portland	SW MULTNOMAH BLVD.	Yes
OR99W	09100I00	4.89	4	1	Portland	SW 21ST AVE.	Yes
OR99W	09100I00	4.95	1	1	Portland	SW 22ND AVE.	Yes
OR99W	09100I00	4.95	2	1	Portland	SW 22ND AVE.	Yes
OR99W	09100I00	4.95	3	1	Portland	SW 22ND AVE.	Yes
OR99W	09100I00	4.95	4	1	Portland	SW 22ND AVE.	Yes
OR99W	09100I00	4.95	5	1	Portland	SW 22ND AVE.	Yes
OR99W	09100I00	4.95	6	1	Portland	SW 22ND AVE.	Yes
OR99W	09100I00	5.01	1	1	Portland	SW SPRING GARDEN ST.	Yes
OR99W	09100I00	5.01	2	1	Portland	SW SPRING GARDEN ST.	Yes
OR99W	09100I00	5.03	1	1	Portland	SW SPRING GARDEN ST.	Yes
OR99W	09100I00	5.68	3	1	Portland	SW 35TH AVE.	Yes
OR99W	09100I00	5.68	4	1	Portland	SW 35TH AVE.	Yes

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR99W	09100I00	5.95	1	1	Portland	ENTRANCE BARBUR BOULEVARD PARK AND RIDE	Yes
OR99W	09100I00	5.95	2	1	Portland	ENTRANCE BARBUR BOULEVARD PARK AND RIDE	Yes
OR99W	09100I00	5.95	3	1	Portland	ENTRANCE BARBUR BOULEVARD PARK AND RIDE	Yes
OR99W	09100I00	5.95	4	1	Portland	ENTRANCE BARBUR BOULEVARD PARK AND RIDE	Yes
OR99W	09100I00	5.95	4	2	Portland	ENTRANCE BARBUR BOULEVARD PARK AND RIDE	Yes
OR99W	09100I00	6.19	2	2	Portland	091AH CONN.(SW CAPITOL HWY) M.P. 1C6.19	Yes
OR99W	09100I00	6.19	3	1	Portland	091AH CONN.(SW CAPITOL HWY) M.P. 1C6.19	Yes
OR99W	09100I00	6.19	3	2	Portland	091AH CONN.(SW CAPITOL HWY) M.P. 1C6.19	Yes
OR99W	09100I00	6.19	4	1	Portland	091AH CONN.(SW CAPITOL HWY) M.P. 1C6.19	Yes
OR99W	09100I00	6.39	1	1	Portland	SW HUBER ST.	Yes
OR99W	09100I00	6.39	2	1	Portland	SW HUBER ST.	Yes
OR99W	09100I00	6.39	3	1	Portland	SW HUBER ST.	Yes
OR99W	09100I00	6.39	4A	1	Portland	SW HUBER ST.	Yes
OR99W	09100I00	6.39	4A	2	Portland	SW HUBER ST.	Yes
OR99W	09100I00	6.39	5	1	Portland	SW HUBER ST.	Yes
OR99W	09100I00	6.39	5	2	Portland	SW HUBER ST.	Yes
OR99W	09100I00	7.37	1	1	Portland	091AK CONN.(SW 60TH AVE.) M.P. 3C7.37	Yes
OR99W	09100I00	7.37	2	1	Portland	091AK CONN.(SW 60TH AVE.) M.P. 3C7.37	Yes
OR99W	09100I00	7.37	3	1	Portland	091AK CONN.(SW 60TH AVE.) M.P. 3C7.37	Yes
OR99W	09100I00	7.37	3	2	Portland	091AK CONN.(SW 60TH AVE.) M.P. 3C7.37	Yes
OR99W	09100I00	7.37	4	1	Portland	091AK CONN.(SW 60TH AVE.) M.P. 3C7.37	Yes
OR99W	09100I00	7.37	4	2	Portland	091AK CONN.(SW 60TH AVE.) M.P. 3C7.37	Yes
OR99W	09100I00	10.43	1	2	Tigard	ACCESS (TO SW GAARDE ST.)	Yes
OR99W	09100I00	10.43	2	1	Tigard	ACCESS (TO SW GAARDE ST.)	Yes
OR99W	09100I00	10.55	2	1	Tigard	SW CANTERBURY LN.	Yes
OR99W	09100I00	10.71	2	1	Tigard	SW BULL MOUNTAIN RD.	Yes
OR99W	09100I00	10.71	2A	1	Tigard	SW BULL MOUNTAIN RD.	Yes
OR99W	09100I00	10.71	2A	2	Tigard	SW BULL MOUNTAIN RD.	Yes
OR99W	09100I00	10.71	3	1	Tigard	SW BULL MOUNTAIN RD.	Yes
OR99W	09100I00	10.95	1	2	Tigard	SW BEEF BEND RD.	Yes
OR99W	09100I00	10.95	2	1	Tigard	SW BEEF BEND RD.	Yes
OR99W	09100I00	11.46	1	1	Tigard	SW 116TH AVE. (SW DURHAM RD.)	Yes
OR99W	09100I00	11.46	1	2	Tigard	SW 116TH AVE. (SW DURHAM RD.)	Yes
OR99W	09100I00	11.46	2	1	Tigard	SW 116TH AVE. (SW DURHAM RD.)	Yes
OR99W	09100I00	11.46	4	1	Tigard	SW 116TH AVE. (SW DURHAM RD.)	Yes
OR99W	09100I00	11.92	1	2		SW FISCHER RD.	Yes
OR99W	09100I00	11.92	3	1		SW FISCHER RD.	Yes
OR99W	09100I00	13.32	1	2	Tualatin	SW CIPOLE RD.	Yes
OR99W	09100I00	13.32	2	1		SW CIPOLE RD.	Yes
OR99W	09100I00	13.32	2	2		SW CIPOLE RD.	Yes

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR99W	09100I00	13.32	3	1		SW CIPOLE RD.	Yes
OR99W	09100I00	13.32	3	2		SW CIPOLE RD.	Yes
OR99W	09100I00	13.32	4	1	Tualatin	SW CIPOLE RD.	Yes
OR99W	09100I00	15.35	1	1	Sherwood	091CT FRONT.(SW EDY RD.)M.P.1F15.35	Yes
OR99W	09100I00	15.35	1	2	Sherwood	091CT FRONT.(SW EDY RD.)M.P.1F15.35	Yes
OR99W	09100I00	15.35	2	1	Sherwood	091CT FRONT.(SW EDY RD.)M.P.1F15.35	Yes
OR99W	09100I00	15.35	3	2	Sherwood	091CT FRONT.(SW EDY RD.)M.P.1F15.35	Yes
OR99W	091ACI00	1.46	3	2	Portland	SW MEADE ST.	Yes
OR99W	091ACI00	1.46	4	1	Portland	SW MEADE ST.	Yes
OR99W	091ACI00	1.51	2	1	Portland	SW HOOKER ST.	Yes
OR99W	091ACI00	1.51	3	1	Portland	SW HOOKER ST.	Yes
OR99W	091ACI00	1.51	4	1	Portland	SW HOOKER ST.	Yes
OR99W	091ACI00	1.56	1	1	Portland	SW PORTER ST.	Yes
OR99W	091ACI00	1.56	3	1	Portland	SW PORTER ST.	Yes
OR99W	091ACI00	1.56	4	1	Portland	SW PORTER ST.	Yes
OR99W	091AEI00	1.71	1	1	Portland	SW GIBBS ST.	Yes
OR99W	091AEI00	1.71	3	1	Portland	SW GIBBS ST.	Yes
OR99W	091AEI00	1.71	4	1	Portland	SW GIBBS ST.	Yes
OR99W	091AEI00	1.81	2	1	Portland	SW CURRY ST.	Yes
OR99W	091AEI00	1.86	1	1	Portland	SW PENNOYER ST.	Yes
OR99W	091AEI00	1.86	2	1	Portland	SW PENNOYER ST.	Yes
OR99W	091AXI00	15.84	3	1	Sherwood	SW SMITH AVE.	Yes
OR99W	091AXI00	15.84	3	2	Sherwood	SW SMITH AVE.	Yes
OR99W	091AXI00	15.84	4	1	Sherwood	SW SMITH AVE.	Yes
OR99W	091CMI00	8.54	1	1	Tigard	MIDBLOCK CROSSING	Yes
OR99W	091CMI00	8.54	4	1	Tigard	MIDBLOCK CROSSING	Yes
OR213	16000I00	3.59	1	1	Oregon City	MOLALLA AVE. (DOUGLAS LOOP RD.)	Yes
OR213	16000I00	3.59	2	1	Oregon City	MOLALLA AVE. (DOUGLAS LOOP RD.)	Yes
OR213	16000I00	3.59	2	2	Oregon City	MOLALLA AVE. (DOUGLAS LOOP RD.)	Yes
OR213	16000I00	3.59	3	1	Oregon City	MOLALLA AVE. (DOUGLAS LOOP RD.)	Yes
OR213	16000I00	3.59	3	2	Oregon City	MOLALLA AVE. (DOUGLAS LOOP RD.)	Yes
OR213	16000I00	3.59	4	1	Oregon City	MOLALLA AVE. (DOUGLAS LOOP RD.)	Yes
OR213	16000I00	3.59	4	2	Oregon City	MOLALLA AVE. (DOUGLAS LOOP RD.)	Yes
OR213	16000I00	4.01	1	1	Oregon City	CANYON RIDGE DR.	Yes
OR213	16000I00	4.01	2	1		CANYON RIDGE DR.	Yes
OR213	16000I00	4.01	3	1	Oregon City	CANYON RIDGE DR.	Yes
OR213	16000I00	4.01	4	1	Oregon City	CANYON RIDGE DR.	Yes
OR213	16000I00	4.17	1	1		EDGEMONT DR.	Yes
OR213	16000I00	4.17	2	1		EDGEMONT DR.	Yes
OR213	16000I00	4.17	3	1	Oregon City	EDGEMONT DR.	Yes

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR213	16000I00	4.17	4	1	Oregon City	EDGEMONT DR.	Yes
OR213	16000I00	5.73	1	1		S LELAND RD.	Yes
OR213	16000I00	5.73	2	1		S LELAND RD.	Yes
OR213	16000I00	5.73	2	2		S LELAND RD.	Yes
OR213	16000I00	5.73	3	1		S LELAND RD.	Yes
OR213	16000I00	5.73	4	1		S LELAND RD.	Yes
OR213	16000I00	5.73	4	2		S LELAND RD.	Yes
OR213	16000I00	15.47	3	1	Molalla	MEADOW DR.	Yes
OR213	16000I00	15.47	4	1	Molalla	MEADOW DR.	Yes
OR213	16000I00	16.10	4	1		HWY. 161 M.P. 11.31 (MAIN ST.)	Yes
OR213	16000IZ1	3.81	1	1	Oregon City	CAUFIELD RD. (GLEN OAK RD.)	Yes
OR213	16000IZ1	3.81	4	1	Oregon City	CAUFIELD RD. (GLEN OAK RD.)	Yes
OR213	16000IZ1	3.81	4	2	Oregon City	CAUFIELD RD. (GLEN OAK RD.)	Yes
OR213	16000IZ1	3.93	1	1	Oregon City	CONWAY DR.	Yes



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: February 27, 2025

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item K**– 2025 ADA Statewide Transportation Improvement Program (STIP) Adjustment

Requested Action:

Approve the attached list of added and modified projects to the 2024-2027 Statewide Transportation Improvement Program (STIP).

Background:

In 2017, the Oregon Department of Transportation entered into a settlement agreement with the Association of Oregon Centers for Independent Living and implemented a dedicated ADA Program to bring nearly 26,000 curb ramps up to current standards. The 15-year settlement agreement specifies that 30% of the curb ramps are compliant by 2022, 75% of the curb ramps are compliant by 2027, and 100% of the curb ramps are compliant by 2032.

While we have a statewide inventory of curb ramp locations, we have limited preliminary scoping information for each individual ramp. To establish individual ramp construction projects, we initiate projects based on a suite of intersections in a corridor, then initiate design and strategically bundle projects for construction. In the delivery of curb ramp projects, the primary risks are schedule-related, which is most often impacted by right-of-way acquisition, environmental clearances, and utility relocations.

Initially, design funds are used to conduct the required survey and preliminary engineering needed to establish each ramp footprint. Programming cost estimates for ADA Delivery Program projects use a statewide average per ramp cost multiplied by the number of curb ramps in each project. The actual cost of individual curb ramps varies based on the complexity of each location and this is refined as project design progresses, at which time the project funding is adjusted as needed for construction. Standard inflation factors are added based on the scheduled construction year. ADA Delivery Program Funds remaining from the previous STIP cycle have been returned to the Program's bottom line as a result of projects being completed for less than the originally programmed amount. The Program currently has \$33,000,000 remaining from these completed STIP projects, which can now be allocated to other ADA projects.

Funding for the ADA Delivery Program is allocated in the 2024-2027 STIP to funding reserve accounts, with funding still to be approved and distributed to individual projects. This quarterly STIP amendment request follows the same approach as previous ADA project funding requests brought before the commission.

This quarterly amendment moves funds from four of the ADA Delivery Program's right of way and construction funding reserves to three individual projects and reallocates a portion of the bottom line into one project. Funds will also be moved from one of the Sidewalk Improvement Program funding reserves to one individual project. One project will be cancelled as a result of initial scoping, which determined the planned delivery model was not appropriate for the program. Funds from the cancelled project will be added to ADA savings and allocated to other projects in the future.

Outcomes:

With approval, ODOT will add or modify the attached projects in the 2024-2027 STIP.

Without approval, the Commission, Director, or Delivery & Operations Division administrator will review and act upon each project as a separate STIP amendment.

Attachments:

- Attachment 01 – 2025 ADA STIP Amendment Project List

Many Oregonians rely on our sidewalk system to get around. Ensuring safe, accessible, and convenient crosswalks, crossings, and curb ramps is critical to making it easy for everyone to get where they need to go. In Oregon, every intersection is a crosswalk unless marked otherwise. This means that if a crosswalk is open, it should meet our safety and accessibility standards.

As part of our statewide curb ramp improvement effort, we also evaluated crosswalks and found that not all crossings are safe or provide equal access. Reasons may include crosswalks ending at or in close proximity to a driveway, a median island or landscaping in the crosswalk path, traffic signals that do not have pedestrian signals or push buttons, or they are at

intersections that were never designed to be crossings. At all of these crossing locations, a safer crossing point already exists; for most of these, a safer crossing is within 300 feet.

To ensure people cross a street at the safest point, we're installing "crosswalk closed" signs to alert people that a crossing is unsafe or inaccessible.

The graphics below show some types of situations where crosswalks are closed. Notice there is still a safe way to cross the street in every situation. In some cases it only impacts one crosswalk at an intersection, in other cases there is a safe crossing nearby. Sometimes there is a barrier in the middle of the crosswalk making it impassable.

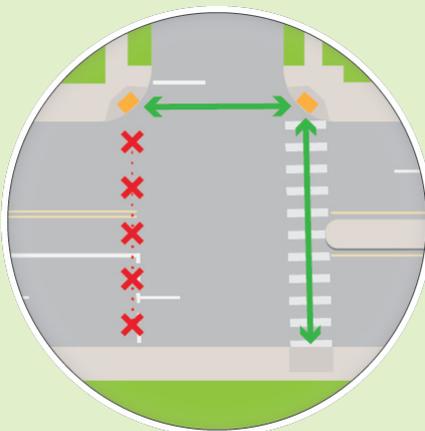
Median barrier along highway



A crossing is closed because there is a median barrier separating traffic lanes on Powell Blvd near 8th. Just yards away is a pedestrian bridge that provides a safe way to cross.

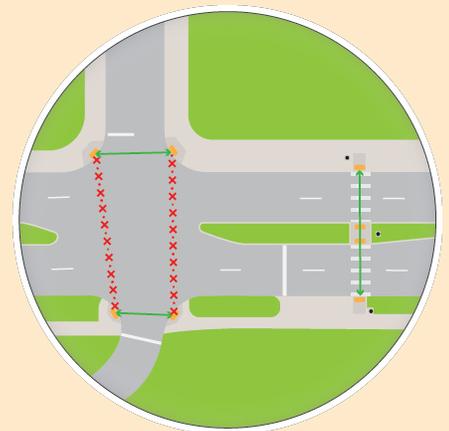
One crosswalk open across highway

A crossing may be closed because there are not ped signals at this location to cross the street safely. A crosswalk with accessible features such as pedestrian signals or a rapid flash beacon is a short distance away.



Enhanced pedestrian crossing nearby

A crossing is closed because it's either not safe or not fully accessible. A marked crosswalk where it is safe to cross is within approximately 300 feet in most cases.



Key  Crossing closed  Open and safe crossing

We build safe spaces for people to walk or roll across our highways. Bringing curb ramps up to accessibility standards and closing unsafe and inaccessible crosswalks are tools we use to meet these standards.

Throughout 2023, our crews plan to install “crosswalk closed” signs at locations that have been identified as unsafe and inaccessible. This work is underway statewide with the first large batch of closures in the Portland metro area. View the list of anticipated crosswalk closures in the Portland metro area and find more information at www.R1ADA.org

Frequently Asked Questions

What are the impacts?

- No marked crosswalks are closing.
- No intersections are closing. Many noted are just one leg of intersection crossing.

Is there a public element where folks can offer feedback on particular ones?

AskODOT@odot.oregon.gov is a good place for comment.

You can also comment through our Comments, Questions, Concerns or Requests process, available at <https://www.oregon.gov/odot/About/Pages/ADA-Issue-Request-Form.aspx>

What is ODOT’s decision-making process for closing a crosswalk?

We try to keep the number of closures to a minimum. When we do evaluate a crossing for accessibility and safety, we use criteria such as data, laws and professional judgment. When evaluating a crossing, we typically consider the following:

- The number of crashes that have happened at or near this intersection.
- Whether or not pedestrians or bicyclists have been hit.
- The quality of lighting.
- Whether a person using a wheelchair can get through.
- Whether there is a sidewalk on the other side of the crossing.
- Whether there is a pedestrian signal at the intersection.
- How large the intersection is (number of lanes a person has to cross and how much time that can take, especially for someone with mobility issues).
- The traffic count (how busy it is with cars and trucks).
- Whether or not there is an existing median or concrete barrier that separates traffic lanes.

We evaluate each crossing using on-the-ground information and experience as well as technical and engineering standards to ensure that crossings are safe and accessible.

Is the policy published somewhere?

Yes. Our crosswalk closure policy and technical guidance on what ODOT considers to be a legal unmarked crosswalk is published online. These policies have input from ODOT’s Active Transportation staff and Oregon Bicycle and Pedestrian Advisory Committee. ODOT Traffic Manual (crosswalk closure policy is section 310.8 and includes hyperlink to tech bulletin on crosswalk location): https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/Traffic-Manual-2023.pdf



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: February 27, 2025

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item J** – 2025 March Quarterly STIP Adjustment

Requested Action: Approve the attached list of added, modified, or canceled projects to the Statewide Transportation Improvement Program (STIP).

Background:

The commission agreed to a process of quarterly aggregated STIP amendments for necessary project and program amendments in July 2023. This is the quarterly amendment for March 2025. The attached list of added, modified, or canceled projects for the 2024-2027 STIP consists of time-sensitive actions associated with adjusting funding to capital projects in the Regions and programs statewide. Financial changes to projects occur through existing funding programs. These amendments have been vetted through the appropriate Division Administrators and elevated through ODOT to the Commission.

Outcomes:

With approval, ODOT will add, modify or cancel the attached projects in the 2024-2027 STIP. Without approval, the OTC, Director, or Delivery & Operations Division Administrator will review and act upon each project separately.

Attachments:

- Attachment 01 - 2025 March Quarterly Annual STIP Amendment Project List

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type
20304		1 City of Portland safety project				RW, CN	Safety
23090		US30B: (NE Lombard St) NE Lombard Pl - 1 NE 11th Ave				PE	Safety
23015		Enhanced Mobility E&D (5310) - 1 TriCounty Area FY25				OT	Transit
23042		Oregon Transportation Network - TriMet 1 FFY27				OT	Transit
22799		OR99W: MP 78.9-79.0 signal 2 replacement (Lewisburg)	78.9	79		PE, RW, CN	Operations
22724		OR99W: (3rd St and 4th St) at Western 2 Blvd (Corvallis)	83.93	83.93		PE, RW, CN	Safety
22798		2 US20: Harney St/Moore Dr (Newport)	0.43	0.72		PE, RW, UR, CN	Operations
22997		OR22: Rural Community Enhanced 2 Crossings (Mill City, Gates, Idanha) Enhanced Mobility E&D (5310) - Benton 2 County FY25				PE, RW, CN	Safety
23000		Enhanced Mobility E&D (5310) - 2 Columbia County FY25				OT	Transit
23003		Enhanced Mobility E&D (5310) - Linn 2 County FY25				OT	Transit
23009		Enhanced Mobility E&D (5310) - LTD 2 FY25				OT	Transit
23014		Enhanced Mobility E&D (5310) - SAMTD 2 FY25				OT	Transit
23016		Enhanced Mobility E&D (5310) - Benton 2 County FY26				OT	Transit
23017		Enhanced Mobility E&D (5310) - 2 Columbia County FY26				OT	Transit
23020		Enhanced Mobility E&D (5310) - Linn 2 County FY26				OT	Transit
23027		Enhanced Mobility E&D (5310) - Benton 2 County FY27				OT	Transit
23028		Enhanced Mobility E&D (5310) - 2 Columbia County FY27				OT	Transit
23033		Enhanced Mobility E&D (5310) - Linn 2 County FY27				OT	Transit

Item ID	Description	2025	2026	FY	OT	Transit
23039	Enhanced Mobility E&D (5310) - LTD 2 FY27				OT	Transit
23022	3 OR99: Main St at Laurel Ave (Ashland)	18.87	18.87		RW, UR, CN	Operations
21674	3 I-5: Monument Dr - N. Grants Pass	58.16	66.70	08500 08019A 20549 20550 08100 08100A 08094N 08094S 08093B	PE, CN	Preservation
21769	3 US101: Gold Beach (Rogue River) Bridge	327.52	327.88	01172	UR, CN	Bridge
22963	I-5: N Umpqua R & CORP NB & SB 3 Bridges (Winchester)	128.92	128.92	07663A 07663C	CN	Bridge
22987	3 I-5: Stage Road Pass	80.33	79.00		PE, RW	Modernization
21775	I-5: Evans Creek Bridge & Bridge over 3 Depot St (Rogue River)	48.80	49.09	08376 08377	RW, UR, CN	Bridge
21720	3 OR99: Fruitdale Creek Culvert	1.41	1.41		CN	Culvert
23002	Enhanced Mobility E&D (5310) - 3 Josephine County FY25				OT	Transit
23004	Enhanced Mobility E&D (5310) - RVTD 3 FY25				OT	Transit
23001	Enhanced Mobility E&D (5310) - 4 Deschutes County FY25				OT	Transit
23018	Enhanced Mobility E&D (5310) - 4 Deschutes County FY26				OT	Transit
23030	Enhanced Mobility E&D (5310) - 4 Deschutes County FY27				OT	Transit

22919	I-84: Farewell Bend - N. Fork Jacobsen 5 Gulch	08083A	CN,OT	Preservation
22942	I-82/I-84: Freight & Congestion 5 Improvements		CN, OT	Modernization
23007	Enhanced Mobility E&D (5310) - Umatilla 5 County FY25		OT	Transit
23227	Statewide fish passage program reserve 6 2024-2027		CN	Fish
23315	Statewide pavement preservation 6 program reserve 2024-2027		CN	Preservation
22993	Enhanced Mobility E&D Admin (5310) - 6 FY25		OT	Transit
22988	Enhanced Mobility E&D Rural (5310) - 6 FY25		OT	Transit
22992	Oregon Transportation Network Rural 6 FFY27		OT	Transit
23097	ITS Operations Dispatch and Incident 6 Response SFY26-27		OT	Operations
23097	6 Maintenance & Operations 2024-2027		CN	Operations
23832	Workforce Development, Training, and 6 Education SFY26-27		OT	Operations
	ODOT Statewide EV Charging 6 Infrastructure		CN	Operations (carbon)
	6 ODOT Statewide Mobile EV Charging		OT	Operations (carbon)
	3 Grants Pass Signal Upgrades		OT	Operations (carbon)
	Statewide Transportation Wallet Pilot 6 FFY26-FFY29		OT	Operations (carbon)
	Statewide Active Transportation 6 Implementation		OT	Operations (carbon)
23088	ODOT Carbon Reduction Program FFY22- 6 24		CN	Operations (carbon)
23099	6 Carbon Reduction Program State 25-27		CN	Operations (carbon)

Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
USDOT earmark 2024, local	\$7,286,750.00	\$10,223,750.00	\$2,937,000.00	Increase the Right of Way phase by \$35,000 and the Construction phase by \$2,902,000, adding congressionally directed and local funds. Update project to add work at 2 new locations.
SW rail crossing	\$1,882,000.00	\$0.00	(\$1,882,000.00)	Cancel the project, due to uncertainties from the railroad.
SW transit	\$5,536,725.00	\$0.00	(\$5,536,725.00)	Savings returned to the program.
SW transit	\$1,894,572.00	\$2,948,074.22	\$1,053,502.22	Cancel project, duplicate project.
fix-it region 2 HB2017 safety r2	\$2,844,270.76	\$200,000.00	(\$2,644,270.76)	Increase the project by \$1,053,502 to match the FTA grant amount.
ARTS region 2 GARVEE - ADA fix-it region 2	\$3,006,033.00	\$5,376,272.00	\$2,370,239.00	Cancel the project. Railroad seeking maintenance fees for crossings in state. Fees to be fulfilled by road authority and are not willing to accept terms. Will address the scope later.
fix-it region 2 HB2017 safety r2	\$4,811,719.44	\$5,085,751.44	\$274,032.00	Funds added to 22724 and 22798. Add \$2,370,239 from cancelation of project key 22799. Adding 4th St and Western Blvd intersection to scope-it is in poor condition and will resolve errors in timing and communications with other signals.
USDOT earmark 2024	\$0.00	\$3,120,472.53	\$3,120,472.53	Add \$274,032 to project. Funds from cancelation of project key 22799.
SW transit	\$270,080.00	\$0.00	(\$270,080.00)	Add new Congressionally Directed Spending (CDS) earmark project.
SW transit	\$247,938.00	\$0.00	(\$247,938.00)	Match to come from savings in the HB2017 safety r2 program. Project will be scaled to fit funding.
SW transit	\$461,866.00	\$0.00	(\$461,866.00)	Cancel project, duplicate of project key 23718.
SW transit	\$1,494,632.00	\$0.00	(\$1,494,632.00)	Cancel project, duplicate of project key 23719.
SW transit	\$1,580,544.00	\$0.00	(\$1,580,544.00)	Cancel project, duplicate of project key 23722.
SW transit	\$270,080.00	\$0.00	(\$270,080.00)	Cancel project, duplicate of project key 23725.
SW transit	\$247,938.00	\$0.00	(\$247,938.00)	Cancel project, duplicate of project key 23726.
SW transit	\$461,866.00	\$0.00	(\$461,866.00)	Cancel project, duplicate of project key 23726.
SW transit	\$270,080.00	\$0.00	(\$270,080.00)	Cancel project, duplicate of project key 23729.
SW transit	\$247,938.00	\$0.00	(\$247,938.00)	Cancel project, duplicate of project key 23779.
SW transit	\$461,866.00	\$0.00	(\$461,866.00)	Cancel project, duplicate of project key 23781.
SW transit	\$270,080.00	\$0.00	(\$270,080.00)	Cancel project, duplicate of project key 23785.
SW transit	\$247,938.00	\$0.00	(\$247,938.00)	Cancel project, duplicate of project key 23792.
SW transit	\$461,866.00	\$0.00	(\$461,866.00)	Cancel project, duplicate of project key 23793.
SW transit	\$270,080.00	\$0.00	(\$270,080.00)	Cancel project, duplicate of project key 23796.

SW transit	\$1,494,632.00	\$0.00	(\$1,494,632.00)	Cancel project, duplicate of project key 23798.
fix-it region 3	\$1,984,268.00	\$379,102.00	(\$1,605,166.00)	Cancel the Utility Relocation, Right of Way, and Construction phases, converting the project to design-only. Funds from the cancelled phases will go to reimburse the region for the Roberts Creek (project key 18967) project settlement.
ARTS region 3 fix-It SW chip seals fix-it SW bridge highway leverage r3 fix-it region 3 HB2017 bridge seismic HB2017 preservation	\$25,025,416.00	\$26,437,474.00	\$1,412,058.00	Increase the Preliminary Engineering phase by \$100,000 (fix-it SW chip seals) to cover a design overrun. Increase the Construction phase by \$1,300,000 (fix-it SW chip seals) to cover increased cost of pavement. Update project location mile points from 58.16 through 66.70 to 58.17 through 67.8. Cancel the Utility Relocation phase. Increase the Construction phase by \$15,000,000, using savings from the bridge program.
HB2017 bridge seismic	\$25,416,000.00	\$40,415,000.00	\$14,999,000.00	Increase the Construction phase by \$6,000,000, using savings from the bridge program.
fix-It SW bridge HB2017 bridge seismic	\$9,702,000.00	\$15,702,000.00	\$6,000,000.00	Reduce the Preliminary Engineering phase by \$2,800,000 and cancel the Right of Way phase. Funds from the cancelled and reduced phases will go to reimburse the program for the Roberts Creek (project key 18967) project settlement.
SW enhance	\$4,500,000.00	\$1,500,000.00	(\$3,000,000.00)	Cancel the Right of Way, Utility Relocation, and Construction phases to fund the increase on project key 21769. Project will be funded in the 2027/2030 STIP cycle.
fix-It SW bridge HB2017 bridge seismic	\$8,887,000.00	\$1,500,000.00	(\$7,387,000.00)	Increase the Construction phase by \$1,269,542.50, moving funds from project key 23227 and using savings from the fish passage program.
USDOT grants 2022 grant match SW fix-It SW fish passage HB2017 culvert	\$11,184,457.50	\$12,454,000.00	\$1,269,542.50	
SW transit	\$376,201.00	\$0.00	(\$376,201.00)	Cancel project, duplicate project.
SW transit	\$754,736.00	\$0.00	(\$754,736.00)	Cancel project, duplicate project.
SW transit	\$677,928.00	\$0.00	(\$677,928.00)	Cancel project, duplicate project.
SW transit	\$677,928.00	\$0.00	(\$677,928.00)	Cancel project, duplicate project.
SW transit	\$677,928.00	\$0.00	(\$677,928.00)	Cancel project, duplicate project.

				\$15,930,000, using savings from the interstate maintenance and bridge programs, and funds from project keys 23315 and 22942. Add an OT phase moving funds from project key 22942. Combine locations and scope from KN22942. This increase is primarily due to the scope changing from a 3" grind/inlay to an 8" concrete rebuild and the incorporation of illumination/ITS
fix-it SW IM				
fix-it SW bridge				
HB2017 bridge seismic				
HB2017 preservation				
maintenance & operations				
USDOT Grants 2025	\$19,237,921.00	\$35,673,921.00	\$16,436,000.00	Reduce the project by \$3,466,000 and move to project key 22919. Update project name. Update worktype from modernization to operations. Remove I-84 scope and move to project key 22919.
maintenance & operations				
motor carrier				
SW enhance	\$6,858,000.00	\$3,392,000.00	(\$3,466,000.00)	
SW transit	\$341,414.00	\$0.00	(\$341,414.00)	Cancel project, duplicate project.
fix-it SW fish passage				
HB2017 culvert	\$781,968.00	\$0.00	(\$781,968.00)	Reduce the project to \$0 and move the funds to project key 21720. Reduce bucket to fund the state match on project keys 22919 and 21674.
HB2017 preservation	\$6,270,634.09	\$5,180,495.98	(\$1,090,138.11)	
SW transit	\$4,933,502.00	\$0.00	(\$4,933,502.00)	Cancel project, duplicate project.
SW transit	\$4,933,502.00	\$0.00	(\$4,933,502.00)	Cancel project, duplicate project.
SW transit	\$8,358,409.00	\$2,811,678.37	(\$5,546,730.63)	Reduce the project by \$5,546,731 to match the FTA grant amount. Add a new project for federalized ITS operations dispatch and incident response activities during the 25-27 biennium. Funding moved from project key 23097 and the Carbon Reduction program. Reduce bucket to fund new project "ITS Operations Dispatch and Incident Response SFY26-27".
maintenance & operations				
SW carbon reduction	\$0.00	\$21,400,000.00	\$21,400,000.00	
maintenance & operations	\$20,334,521.00	\$0.00	(\$20,334,521.00)	Add a new project for federalized workforce development, training and education during the 25-27 biennium.
maintenance & operations	\$0.00	\$4,480,000.00	\$4,480,000.00	
SW carbon reduction	\$0.00	\$3,476,000.00	\$3,476,000.00	Add a new project, moving funds from project key 23099.
SW carbon reduction	\$0.00	\$1,331,293.70	\$1,331,293.70	Add a new project, moving funds from project key 23099.
SW carbon reduction	\$0.00	\$1,000,000.00	\$1,000,000.00	Add a new project, moving funds from project key 23088.
SW carbon reduction	\$0.00	\$1,500,000.00	\$1,500,000.00	Add a new project, moving funds from project key 23088.
SW carbon reduction	\$0.00	\$449,665.00	\$449,665.00	Add a new project, moving funds from project key 23088.
SW carbon reduction	\$3,434,666.23	\$485,001.23	(\$2,949,665.00)	Reduce the project by \$2,949,665, moving funds to add new projects.
SW carbon reduction	\$10,678,467.00	\$5,871,173.30	(\$4,807,293.70)	Reduce the project by \$4,807,293.70, moving funds to add new projects.

**4.2 Resolution No. 25-5466 For the Purpose of Adopting the Fiscal
Year 2025-26 Unified Planning Work Program and Certifying
that the Portland Metropolitan Area is in Compliance with
Federal Transportation Planning Requirements**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, April 17, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 25-5466
FISCAL YEAR 2025-26 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) 2025-26; and

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

WHEREAS, the FY 2025-26 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 2025-26 UPWP is required to receive federal transportation planning funds; and

WHEREAS, the FY 2025-26 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 2025-26 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, the UPWP is approved by USDOT and must be consistent with all federal regulations and administrative rules; and

WHEREAS, on April 4, 2025, TPAC recommended approval of the FY 2025-26 UPWP and forwarded their recommended action to JPACT; and

WHEREAS, on April 17, 2025, JPACT recommended approval of the FY 2025-26 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 April 17, 2025 recommendation to adopt the FY 2025-26 UPWP.
2. The Metro Council finds that the FY 2025-26 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).
4. Staff are directed to make additional technical edits required to ensure federal consistency.

ADOPTED by the Metro Council this 17th day of April 2025.

Lynn Peterson, Council President

Juan Carlos Gonzalez, Chair of JPACT

Approved as to Form:

Carrie MacLaren, Metro Attorney



2025-2026 Unified Planning Work Program

Transportation planning in the
Portland/Vancouver metropolitan area

March 2025

oregonmetro.gov

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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TO BE ADDED

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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 2025-2026 (from July 1, 2025 to June 30, 2026).

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 regional 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 Transportation Improvement Program (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

<p>Regional Transportation Plan (RTP)</p>	<p>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 TSPs which, must be consistent with the RTP. The local TSPs and the RTP have an iterative relationship – both influence and inform each other.</p>
<p>Regional Transportation Functional Plan (RTFP)</p>	<p>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.</p>
<p>Metropolitan Transportation Improvement Program (MTIP)</p>	<p>Four-year program of regionally significant transportation investments in the Metro region. Updated every three years and amended monthly.</p>
<p>Unified Planning Work Program (UPWP)</p>	<p>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.</p>

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, 2025 through June 30, 2026. During the consultation, public review and adoption process for the 2025-2026 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, resiliency, safety, and other concerns broadly identified in the legislation. The regulations and national goal areas have been incorporated into Metro's planning processes and will be implemented through RTP and MTIP.

A. 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.

B. 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.

C. 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.

D. 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.

E. 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 2025	Scheduled for adoption in May 2026
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, 2025
Title VI Plan	Updated in December 2022	Scheduled for August 2025
Public Participation Plan	Updated in March 2024	Scheduled for March 2029
ADA Self-Evaluation & Facilities Update Plan	Updated in June 2024	Scheduled for June 2025

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)

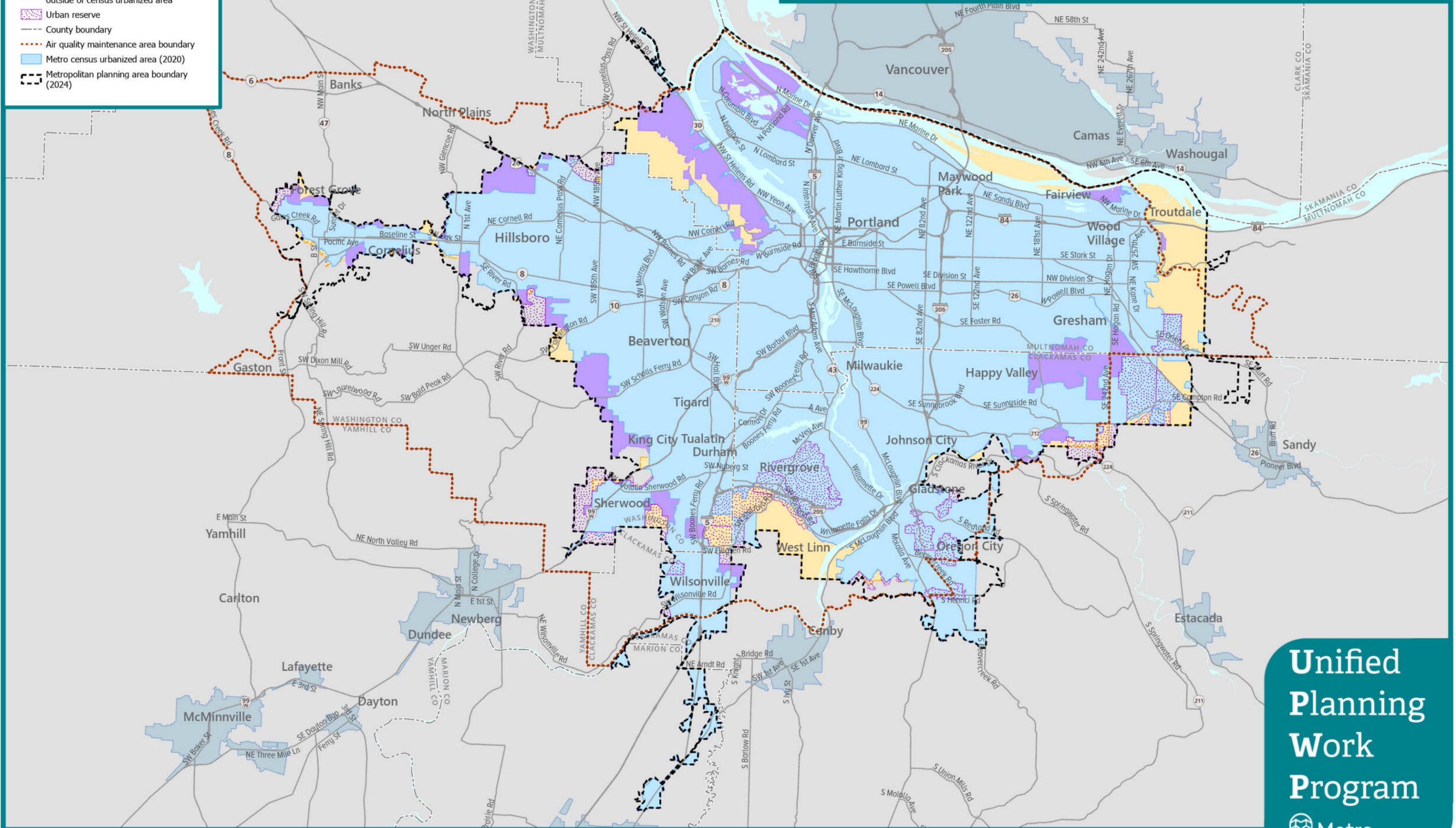
First, Metro’s jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. This boundary represents the Metro district as established by the voters in the region.

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’s 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).”

Regional Planning Boundaries

- Other census urbanized area (2020)
- Metro jurisdictional boundary area outside of census urbanized area
- Metro urban growth boundary area outside of census urbanized area
- Urban reserve
- County boundary
- Air quality maintenance area boundary
- Metro census urbanized area (2020)
- Metropolitan planning area boundary (2024)



Unified
Planning
Work
Program



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 nonattainment areas in the metropolitan region that are subject to federal air quality regulations. As a former carbon monoxide and ozone nonattainment 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 nonattainment. 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.

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.

The planning activities described in this UPWP were prioritized and guided by the RTP goals and policies as a way to make progress toward the desired outcomes. 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 federal requirements in the FAST Act, but also the Oregon Transportation Planning Rule (OAR Division 12), OAR Division 44, 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 Committees

The [Metro Public Engagement Committees](#) advise 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.

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.

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 Transportation Planning Rule, the Oregon Transportation Plan and modal/topic plans, OAR Division 44, 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 just, 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

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 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 Carbon Reduction Strategy was adopted in December 2014, as required by OAR Division 44 , 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'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 February 2025 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 ODOT and TriMet.



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 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 carbon reduction 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 involved ongoing, close coordination with the Oregon Department of Transportation (ODOT) and TriMet, our major state and regional partners in transportation.

In 2025-26, 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. Implementation work will also include support for local jurisdictions required to update comprehensive plans to be consistent with state requirements and other ongoing transportation policy support for major planning projects across the region. An update to the 2023 RTP could begin as early as the fourth quarter of FY 2025-26.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 1,704,143	PL	\$ 251,283
Materials & Services ¹	\$ 213,400	PL Match (ODOT)	\$ 14,380
Indirect Costs	\$ 1,167,338	PL Match (Metro)	\$ 14,380
		5303	\$ 235,299
		5303 Match (Metro)	\$ 26,931
		STBG	\$ 608,041 69,593
		STBG Match (Metro)	\$ 1,864,973
		Metro Direct	\$
TOTAL	\$ 3,084,881	TOTAL	\$ 3,084,881

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

Carbon Reduction Program

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

Description

This program is an ongoing activity to support regional and local action to meet state-mandated carbon pollution reduction targets, including implementation of the region's [Carbon Reduction Strategy](#) (first adopted in 2014). 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 and RTP meet the OAR Division 44 and the Oregon [Transportation Planning Rule](#) (OAR Division 12). The program supports implementation of state requirements and Oregon's [Carbon Reduction Strategy](#). This program supports RTP goals and policies.

Typical program activities include maintaining a public web page; providing technical and policy support; working with state, regional and local partners; coordination with other Metro work; and reporting on local and regional implementation and monitoring activities.

Key FY 24-25 deliverables and milestones included:

- Provided technical and policy support for carbon reduction and monitoring at the local, regional and state levels, including:
 - o participation in DLCD review of OAR Division 44;
 - o coordination with the statewide CFEC Program implementation;
 - o development of the EPA Comprehensive Action Plan; and
 - o submission of annual CFEC implementation report to DLCD.
- Conducted research on resilience and adaptation planning best practices.
- Began update to region's Carbon Reduction Strategy in coordination with planning work being funded through the EPA Carbon Pollution Reduction grant program.
- Coordination with Metro Research Center and State of Oregon data partners to improve regional data and analysis tools and capabilities to inform policy and investment decisions that have carbon impacts and future monitoring and evaluation efforts.
- Provided technical and policy support for allocation of federal Regional Flexible Funds Allocation (RFFA) and federal Carbon Reduction Program (CRP) funding, using the region's Carbon Reduction 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.

Anticipated work in FY 25-26 includes:

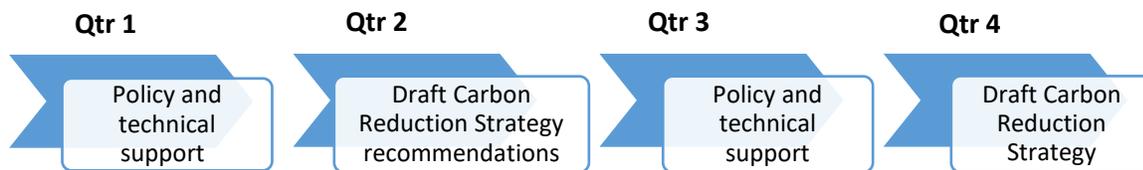
- Update to the region's Carbon Reduction Strategy in coordination with development of EPA Comprehensive Action Plan.
- Coordination with Metro Research Center and State of Oregon data partners to improve regional data and analysis tools and capabilities to inform policy and investment decisions.
- Ongoing and expanded communication and engagement with local partners on carbon reduction, including planning work to further implement RTP resilience policies through the Regional Transportation Functional Plan update.

- Submission of annual CFEC implementation report to DLCD.
- Tracking and evaluation of the effectiveness of the federal Carbon Reduction Program funding investments on reducing carbon.

Other UPWP projects that will support implementation of the Carbon Reduction Strategy include: Regional EPA Carbon Reduction planning grant, Transportation Planning (particularly local transportation system plan updates), Regional Transit Program, Better Bus Program, Community Connector 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 (Phase 2), Southwest Corridor Transit Project, Tualatin Valley Highway Transit and Development Project, 82nd Avenue Transit Project, TriMet Comprehensive Service Planning, TriMet Park and Ride Optimization Plan, TriMet FX System Plan, local and regional TOD and Station Area Planning, ODOT Region 1 Active Transportation Strategy.

More information can be found on [Metro’s website](#).

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 409,794	STBG	\$ 619,588
Materials & Services ¹	\$ 260,000	STBG Match (Metro)	\$ 70,915
Indirect Costs	\$ 280,709	Metro Direct	\$ 260,000
TOTAL	\$ 950,503	TOTAL	\$ 950,503

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

Metropolitan Transportation Improvement Program (MTIP)

Staff Contact: Resource Development Manager, jean.senechalbiggs@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 to inform their prioritization for funding.

In the 2025-26 State Fiscal Year, the MTIP is expected to implement the following work program elements:

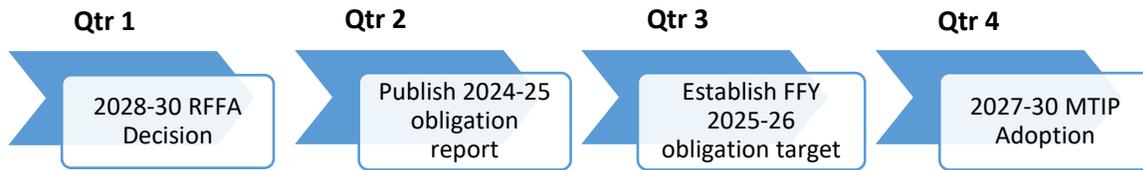
- *Completion of the 2028-30 RFFA process.* Metro is scheduled to complete the allocation of federal fiscal year revenues for 2028-30 in the first quarter of state fiscal year 2025-26. This allocation process will include a call for projects, project evaluation, public comment period and MPO decision process. These RFFA process elements will be updated from the previous allocation cycle to incorporate new policy direction from the 2023 RTP. (Quarter 1 of FY25-26)
- *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. 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. (On-going through end of FY 25-26)
- *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. 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. (On-going)
- *Publish the Federal Fiscal Year (FFY) 2024-25 Obligation report.* All project obligations for federal fiscal year 2024-25 will be confirmed and documented in the annual obligation report. The obligation report is expected to be published in the second quarter of the fiscal year. (Quarter 2 in FY2025-26)
- *Report on FFY 2025-26 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 2024-25 relative to the schedule of project funds scheduled to obligate and work with ODOT to adjust revenue projections and project programming. (October 2025 report on FFY 2024-25 performance, January 2026 report to establish FFY 2025-26 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 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 be actively utilizing the MTIP module of the new database, populating it with project and programming data and utilizing its reporting capabilities. Metro also expects to consider development of additional modules of the database, such as a long-range planning project module. (On-going)

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 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 1,039,431	PL	\$ 1,599,385
Materials & Services ¹	\$ 40,000	PL Match (ODOT)	\$ 91,528
Indirect Costs	\$ 712,010	PL Match (Metro)	\$ 91,528
		STBG	\$ 8,076
		STBG Match (Metro)	\$ 924
TOTAL	\$ 1,791,441	TOTAL	\$ 1,791,441

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

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 with 2023 RTP policy.

Work completed FY 2024-25 included:

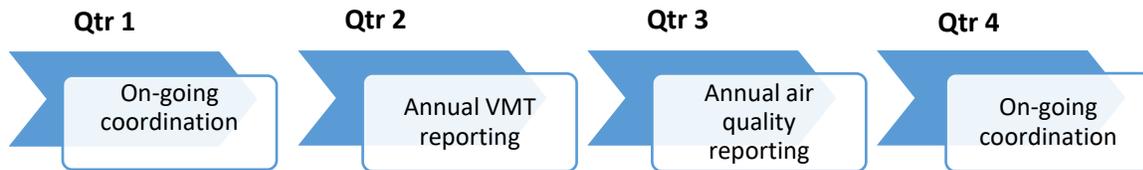
- Participation in quarterly U.S. EPA region 10 transportation conformity meetings.
- Implementation of MOVES4.
- Providing Oregon DEQ an update on the region's vehicle miles traveled per capita per the required monitoring from the SIP.

- Participating as a NEPA reviewer for the air quality section for several major projects in development in the region (i.e. Interstate Bridge Replacement, etc.)

Anticipated work to be completed in FY 2025-26 includes, but not limited to:

- 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.
- Update to the MOVES5 emissions model.
- Continued coordination efforts as they emerge.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 10,231	STBG	\$ 15,469
Indirect Costs	\$ 7,008	STBG Match (Metro)	\$ 1,770
TOTAL	\$ 17,239	TOTAL	\$ 17,239

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 RTP goals and policies, and maintaining compliance with state and federal air quality standards and (OAR Division 44). 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.

During FY 2025-26, work will include:

- Work on the Community Connector Transit (CCT) Study, which is building from the high-capacity transit network re-envisioned in 2023 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.
- Reconciling the RTS and Regional Transportation Functional Plan with updates from both the CCT Study and the High Capacity Transit Strategy updated as part of the 2023 Regional Transportation Plan (RTP).

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 2024-25, the program supported:

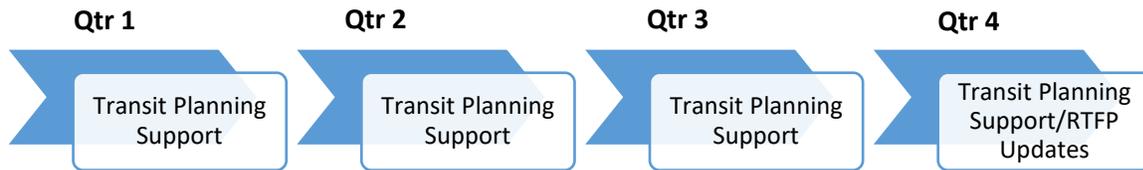
- Development of a monthly transit highlight report for Metro committees
- Concepts seeking funding for future transit planning work
- Transit planning for local Transportation System Plans (i.e., Cornelius, Tualatin)

- TriMet’s Forward Together Phase II and FX Implementation plans and HB 2017 Transit Advisory Committee

During FY 2025-26, the program is expected to continue to support:

- A monthly transit highlight report for Metro committees
- Transit planning for local Transportation System Plans
- TriMet’s Forward Together (Phase I and II) and FX Implementation plans and HB 2017 Transit Advisory Committee

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 19,593	STBG	\$ 29,624
Indirect Costs	\$ 13,421	STBG Match (Metro)	\$ 3,391
TOTAL	\$ 33,014	TOTAL	\$ 33,014

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 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 address the policy guidance in the 2023 RTP.

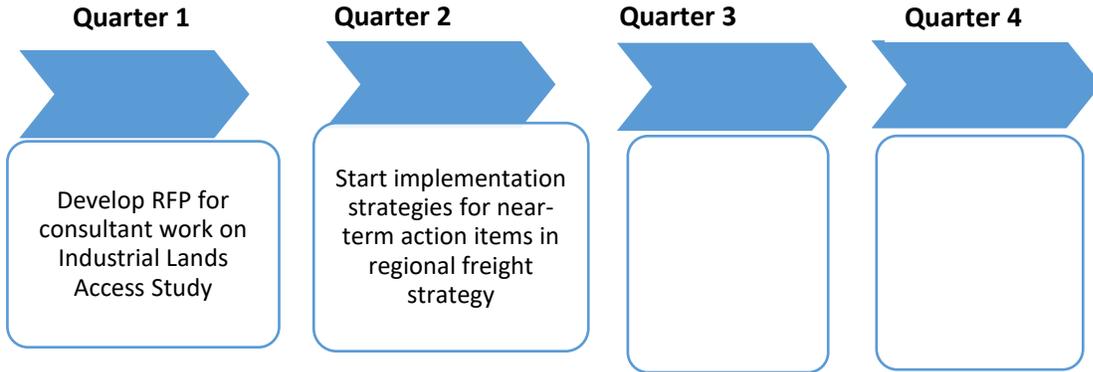
Work completed in FY 2024-25:

- 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 2025-26.
- Completed needed updates to the 2018 Regional Freight Strategy.
- Finalize work plan for Regional Industrial Lands Access Study

Key Project Deliverables / Milestones

Throughout the 2025-26 FY, near-term action items within the regional freight action plan will be addressed. A request for proposals (RFP) of consultant work and the hiring process for the Industrial Lands Access Study will be completed.

The following project deliverables and milestone are either ongoing or will be addressed as time becomes available:



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 58,777
 Indirect Costs \$ 40,262

Resources:

STBG \$ 60,857
 STBG Match (Metro) \$ 6,965
 Metro Direct \$ 31,217

TOTAL \$ 99,039

TOTAL \$ 99,039

Complete Streets Program

Staff Contact: André Lightsey-Walker, andre.lightsey-walker@oregonmetro.gov

Description

Metro’s Complete Streets Program activities implement 2023 Regional Transportation Plan (RTP) and the 2040 Vision of safe walkable, bikeable and transit friendly centers, neighborhoods, and corridors. Staff develop and use complete streets design tools to support local agencies designing and constructing the transportation system. Outcomes supported through complete streets design include improved safety and mobility for all users, positive economic impacts such as increased retail sales, job growth and private investment, affordable travel options and reduced pollution and stormwater runoff.

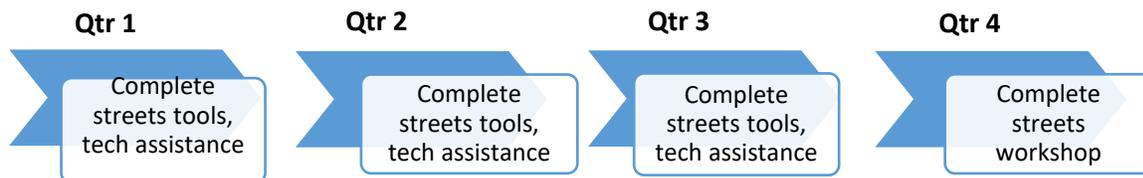
Staff completed the following in FY 2024-25:

- Provided workshop on complete streets, regional design guidance and tools.
- Supported the 2028-30 Regional Flexible Funds application process and allocation, including providing one-on-one technical assistance for applications.
- Provided technical support for Transportation System Plans, corridor plans, and projects.
- Maintained the Designing Livable Streets webpage and materials and expanded the publicly accessible complete streets photo library.

In FY 2025-26 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.
- Maintain Designing Livable Streets webpage and materials and continue to expand the publicly accessible complete streets photo library.
- Provide technical support for Transportation System Plans, corridor plans, and projects.
- Provided at least one workshop on complete streets, regional design guidance and tools.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 78,481	PL Set Aside ¹	\$ 90,428
Materials & Services	\$ 4,000	STBG	\$ 41,108
Indirect Costs	\$ 53,759	STBG Match (Metro)	\$ 4,705
TOTAL \$ 136,240		TOTAL \$ 136,240	

¹ The IIJAL § 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 RTP policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces air pollution by carrying out the travel demand management (TDM) 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 TDM, containing 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 2025-2026 fiscal year. In January 2024 RTO staff kicked off the Regional TDM Assessment and Strategy, a 2-year project. This project is an implementation action identified in Chapter 8 of the RTP, approved by JPACT and Metro Council. This project comprises 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

The project will be completed by December 2025. Please reach out to RTO program staff and/or visit the project webpage to learn more about the Regional TDM Strategy, and view project updates:

www.oregonmetro.gov/traveloptionsplan

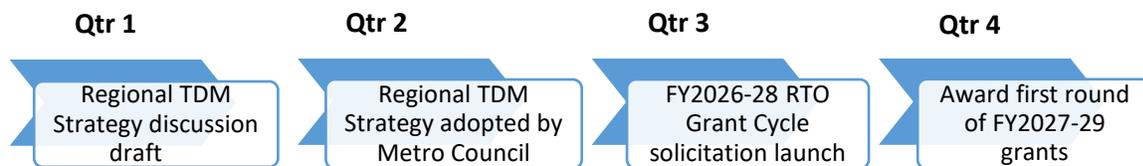
Highlights of work completed in FY2024-2025 (July 2024-June 2025):

- Evaluation and planning: Phase I (Assessment) of the Regional TDM Assessment and Strategy project was completed during the first quarter of 2025. Phase II (Strategy Development) began in January 2025, including the formation of a technical working group comprised of local TDM practitioners, RTO partners, local jurisdiction staff, and state level staff who support TDM work in the region.
- Grants: The annual grant solicitation for the FY2024-2026 RTO Grant cycle became available January 2025. Projects funded through this opportunity will begin on or after July 1, 2025, and will be one year in duration.

Anticipated work in FY2025-26 (July 2025 - June 2026):

- The Regional TDM Strategy, and an accompanying update to the RTO program-specific Strategy, are expected to be completed in Fall 2025. The plans will be brought to TPAC, JPACT and Metro Council for adoption. Implementation will occur directly following adoption, with integration of recommendations informing the next RTO competitive grant solicitation that will open in January 2026.
- Grants: The first, and primary round of funding for the FY2027-2029 RTO Grant Cycle will open in January 2026. Projects to be funded through this opportunity will begin on or after July 1, 2026, and will be one to three years in duration.
- Work will begin on July 1, 2025 for the three-year FHWA Safe Streets for All Demonstration grant, that focuses on Safe Routes to School work at 7 schools in North Portland.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 816,687	RTO/Safe Routes (FTA Grant)	\$ 5,324,905
Materials & Services ¹	\$ 5,262,000	RTO/Safe Routes (FTA Grant) Match (Metro)	\$ 184,032 ²
Indirect Costs	\$ 559,431	RTO (ODOT/FHWA Grant)	\$ 602,976
		RTO (ODOT/FHWA Grant) Match (Metro)	\$ 39,598 ³
		Portland TDM (FTA Grant)	\$ 155,000 ⁴
		Safe Routes SS4A (NHTSA Grant)	\$ 285,607 ⁵
		Metro Direct	\$ 46,000
TOTAL \$ 6,638,118		TOTAL \$ 6,638,118	

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

² In addition to the above Metro provided match, an additional \$425,427 of match is provided by Metro’s grantees.

³ Only a portion of this grant has a match requirement.

⁴ Match requirement is met by the City of Portland.

⁵ Match requirement is met by Metro’s partners.

Transportation System Management and Operations – Regional Mobility Program

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

Description

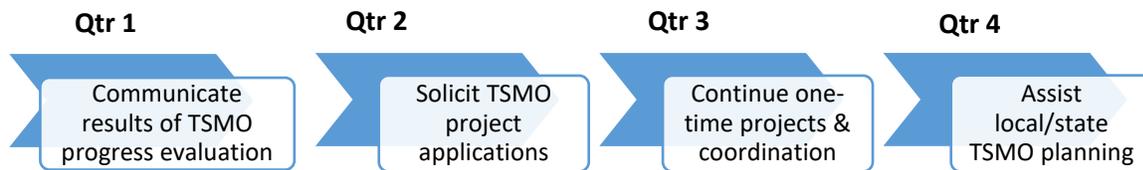
The Transportation System Management and Operations (TSMO) Program provides a demand and system management response to Regional Transportation Plan policies. TSMO involves partnerships to make better use of road and transit investments and promote travel options in real-time. In FY 2024-25, TSMO partners began work on ten (10) regionally prioritized, Metro-funded TSMO projects. Several bring capabilities to all regional TSMO partners including multimodal data services from Portland State University, Metro coordination for better sidewalk data and City of Portland data network for traffic signals. TransPort, Subcommittee of the Transportation Policy Alternatives Committee (TPAC) meets monthly to share expertise on all TSMO-related projects. Policy Update. Planning work in FY 2025-2026 will include:

- TSMO Program support by engaging operators through TransPort; project management for TSMO-funded partner-led projects (e.g., PSU PORTAL); facilitating 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 justice 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 is certified to deliver planning projects with Federal Funds and will procure 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, City of Gresham (along with many other city partners), Port of Portland, Portland State University and Southwest Washington State partners. Metro staff request 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.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 342,892
Materials & Services ²	\$ 105,150
Indirect Costs	\$ 234,881

Resources¹:

STBG	\$ 454,177
STBG Match (Metro)	\$ 51,983
TSMO Program Plus (ODOT/FHWA Grant)	\$ 103,543
TSMO Program Plus (ODOT/FHWA Grant) Match (Metro)	\$ 11,851
TSMO Accessible Sidewalk (ODOT/FHWA Grant)	\$ 30,935
TSMO Accessible Sidewalk (ODOT/FHWA Grant) Match (Metro)	\$ 3,541
TSMO Program Investment (ODOT/FHWA Grant)	\$ 24,132
TSMO Program Investment (ODOT/FHWA Grant) Match (Metro)	\$ 2,762

TOTAL \$ 682,923

TOTAL \$ 682,923

¹ The amounts listed under the various direct TSMO grants may be provided via a single award.

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

Better Bus

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

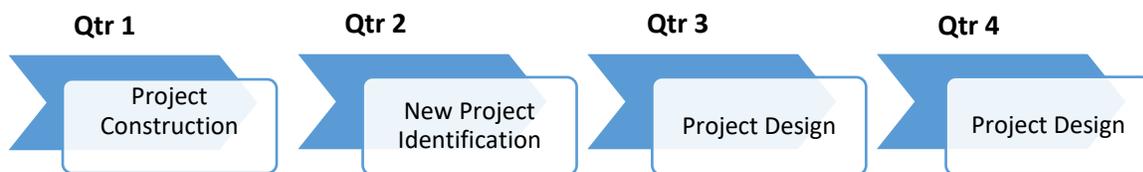
Description

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 2024-2025, Metro and TriMet continued to advance design work on the first round of selected projects and identified candidate projects for construction funding. These projects were identified when the program assessed 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. The program also investigated opportunities to implement Better Bus projects benefiting areas where TriMet-identified justice transit lines and Metro-identified justice focus areas overlap.

In FY 2025-2026, the Better Bus program will finalize designs and provide construction funding for identified projects, and local agency partners will construct the Better Bus improvements. The program will also initiate a second round of evaluation and a call for partnerships with local agencies on candidate projects in areas of high transit delay.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 248,995
Materials & Services ¹	\$ 4,610,000
Indirect Costs	\$ 170,562

Resources:

Metro Direct	\$ 5,029,557
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¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

TOTAL \$ 5,029,557

TOTAL \$ 5,029,557

Community Connector 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 transit access is also key to meeting all RTP goals, including improving safety and mobility and connecting people to jobs, schools and services. 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 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.

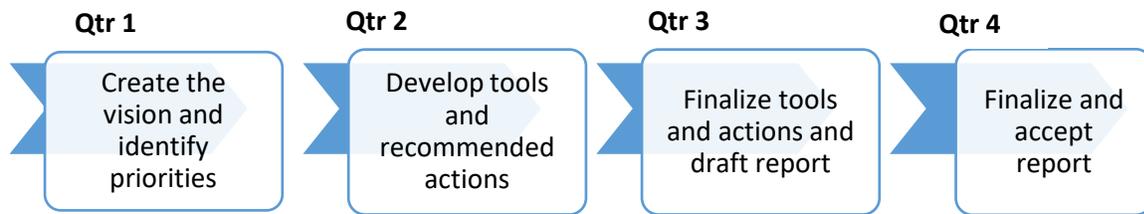
This study is working to identify local service and coordination gaps specific to the Metro region, especially for areas of the region and regional parks not currently served by or with limited transit service, document the range of potential solutions and explore innovative ways to improve transit access and convenience for users (e.g., microtransit), particularly for the first and last mile. This work is using consultant services in 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.

Key deliverables and milestones for the study completed in FY 2024-25 included:

- identifying the regional inventory and planning context to build from,
- establishing the policy framework and role of community connectors in the regional network,
- developing criteria and methods and largely completing work to assess community connector and mobility hub opportunities toward re-envisioning the future transit network, and
- standing up the study working group and engaging staff and community advisory committees and business and community groups in major study milestones.

By the end of FY 25-26, the study will complete its final milestones to update the future transit vision and define priorities, develop and finalize tools and recommended regional actions for supporting the updated transit vision, and describing the study work and outcomes in a final report, as summarized below. One other key outcome of the Community Connector Transit study is that it will make recommendations for consideration in the 2028 RTP update also beginning in FY 25-26.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 130,567
Materials & Services ¹	\$ 255,286
Indirect Costs	\$ 89,438

TOTAL \$ 475,291

Resources:

STBG	\$ 197,411
STBG Match (Metro)	\$ 22,595
Metro Direct	\$ 255,286

TOTAL \$ 475,291

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

Regional Rail Futures Study

Staff Contact: Elizabeth Mros O’Hara, Elizabeth.Mros-OHara@oregonmetro.gov

Description

The RTP establishes a strong vision for transit to help the Portland metropolitan region meet its transportation goals and provide communities with a safe, efficient, sustainable and resilient transportation system that serves everyone. However, gaps remain in the transit system. While the region’s long-term target is 36% of jobs accessible by transit (*within 45 minutes during peak travel periods*), our 2045 RTP constrained investments would only provide access to 8% of jobs. Reuse of existing freight rail lines is a potential solution to improve access already leveraged in the region (e.g., WES, Council Creek).

In April 2024, the Oregon State Legislature passed Senate Bill 5701, calling on Metro to study the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes. Metro, with the help of a consultant team, will assess heavy rail corridors for their ability to serve travel markets. In addition, staff anticipate organizing a technical advisory group that will provide feedback on the findings. The end result will be a memorandum to the Oregon legislature. The Regional Rail Futures memo will document findings, assess corridor readiness- barriers and opportunities, and make recommendations to inform the region’s vision for passenger rail priorities. It will recommend next steps (near and longer term), as well as identify areas that need more analysis, corridors that are likely to serve the most riders, and opportunities and barriers to implementation.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 132,558
Materials & Services ¹	\$ 200,000
Indirect Costs	\$ 90,802

Resources:

Metro Direct	\$ 173,360
State of Oregon Grant	\$ 250,000

TOTAL \$ 423,360

TOTAL \$ 423,360

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

Safe Streets for All Project

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

Description

Metro was awarded Federal discretionary Safe Streets and Roads for All (SS4A) 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 funding provides an opportunity for Metro to update the Regional Safety Strategy and establish the regional safety program services and tools. Supporting cities and counties with safety data, strategies and tools is a key focus of the project.

The Safe Streets for All project implements regional safety policies and goals in the 2023 Regional Transportation Plan (RTP) and the Regional Transportation Safety Strategy. The project will wrap up at the end of 2025, so halfway through FY 2025-26.

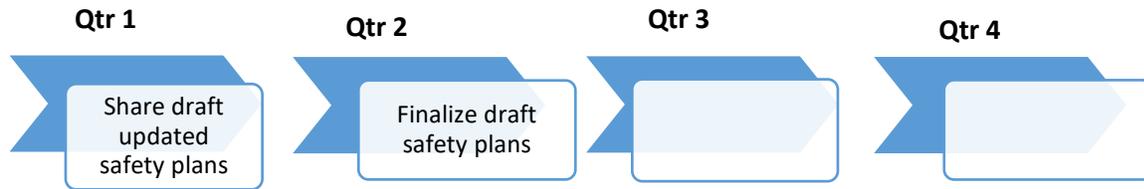
The following notable activities were completed in FY 2024-25:

- Identified local high injury corridors (HIC), created and HIC Explorer tool and StoryMap & downloadable data layers for cities/counties, and held an HIC workshop for partners
- Developed a Safe Streets for All Communication Plan, Talking Points, and social media posts
- Created a safety data warehouse, scripted safety data output worksheets for regional partners, and developed a Power Bi safety data platform
- Provided annual updates to technical and policy committees
- Developed a Safe Streets for All webpage
- Developed recommended policy and strategic action updates
- Convened regional partners to identify pedestrian safety quick-build projects
- Developed annual safety analysis report
- Convened bi-monthly Safety Practitioners Roundtable

In FY 2025-26 the Safe Streets for All project will:

- Support development of Safety Action Plans for the City of Tigard, Multnomah County and Washington County, and other local partners
- Develop and finalize update to the Regional Transportation Safety Strategy
- Assess RTP safety projects for alignment with the Safe System approach
- Test use of a Regional Crash Prediction Model for the RTP
- Review recommended safety strategies and policies with regional partners
- Provide annual safety analysis report to track progress
- Provide annual updates to technical and policy committees
- Convene bi-monthly Safety Practitioners Roundtable

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 398,661
Materials & Services	\$ 524,653
Indirect Costs	\$ 273,083

Resources:

SS4A (FHWA Grant)	\$ 1,062,048
SS4A (FHWA Grant)	\$ 134,349 ¹
Match (Metro)	

TOTAL \$ 1,196,397

TOTAL \$ 1,196,397

¹ In addition to the above Metro provided match, an additional \$131,164 of match is provided by Metro’s grantees.

EPA Carbon Reduction Grant

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

Description

Metro is leading an EPA Carbon Reduction planning grant for the Portland-Vancouver Metropolitan Statistical Area (Clackamas, Clark, Columbia, Multnomah, Skamania, Washington, and Yamhill Counties). Under this grant, Metro inventories and forecasts regional carbon pollution; and identifies measures that reduces this pollution based on factors such as potential carbon pollution, implementation readiness, and other co-benefits. In addition to aligning with the authority of agency partners within the region, the plans created under the grant are expected to prioritize measures that advance justice and workforce development. Planning grant funds support the technical analysis and engagement needed to identify the actions that best meet these criteria.

This work involves three deliverables:

- A Priority Action Plan, submitted in March 2024, that is focused on identifying high-impact carbon reduction measures that can readily be implemented by agency partners within the MSA during 2025-30.
- A Comprehensive Action Plan, due in December 2025, that accounts for all sectors in the region and recommends a broader and potentially longer-term set of carbon reduction measures.
- A status report, due late summer 2027, that provides an update on the reduction measures and identifies any changes to the measures or results of implementing these plans.

During FY 2024-25, the majority of work involved completing a carbon inventory, identifying carbon reduction measures, and analyzing the carbon reductions and other co-benefits of each action. During FY 2025-26, Metro will finalize the plan based on feedback from partner organizations across the Metro area, submit the plan to EPA, and begin collecting status updates on carbon reduction measures. This work will support agencies across the Metro region (and beyond) in identifying and funding strategies to reduce carbon pollution, which will in turn help to meet the regional goals and targets in the Regional Transportation Plan that aim to meet state requirements.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 261,630	STBG	\$ 221,894
Materials & Services ¹	\$ 44,851	STBG Match (Metro)	\$ 25,397
Indirect Costs	\$ 179,217	CPRG (EPA Grant)	\$ 238,407
TOTAL \$ 485,698		TOTAL \$ 485,698	

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

Regional Industrial Lands Access Study

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

Study Description

The purpose of this study would be to further work on data collection, transportation impacts, and land use and transportation policy issues around the growth of larger distribution centers and fulfillment centers in the region and near the region. This study was identified as part of the key findings and recommendations of the Regional Freight Delay and Commodities Movement Study, which looked at the need for improved access and mobility to and from regional industrial lands and intermodal facilities.

The scope of the 2024 Regional Freight Delay and Commodities Movement Study did not allow for studying the future location of large industrial sites and distribution centers and fulfillment centers that meet customer demand for e-commerce deliveries and other industrial products. The 2024 study did not address the potential localized and regional transportation impacts of the growth in fulfillment centers and large disruption centers. The Regional Industrial Lands Availability and Intermodal Facilities Access Study is needed to address these transportation issues, and further study the need for new regional freight policy.

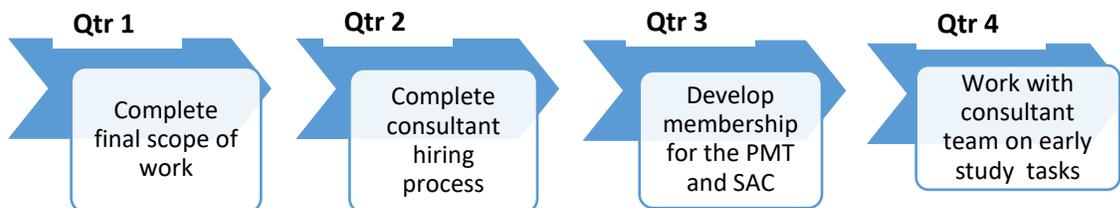
The Regional Industrial Lands Access Study will provide a transportation impacts analysis and other impacts from the introduction of recently built fulfillment centers and large disruption centers. The Regional Industrial Lands Access Study will inform the the next Urban Growth Report, and the 'Future Vision' work that Metro will be commencing in FY 2024-25; and is outlined in Chapter 8 of the 2023 Regional Transportation Plan.

In FY 2024-25, a draft scope of work for this study is under way. In FY 2025-26 the following activities are expected:

- Consultant hiring process will be completed.
- Formation of a Project Management Team (PMT) and a Stakeholder Advisory Committee (SAC) for the study
- Early study tasks in the work plan will be completed.

The study will address the 2023 RTP goals and policies.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Resources:

Materials & Services \$ 75,000
TOTAL \$ 75,000

Metro Direct \$ 75,000
TOTAL \$ 75,000

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.

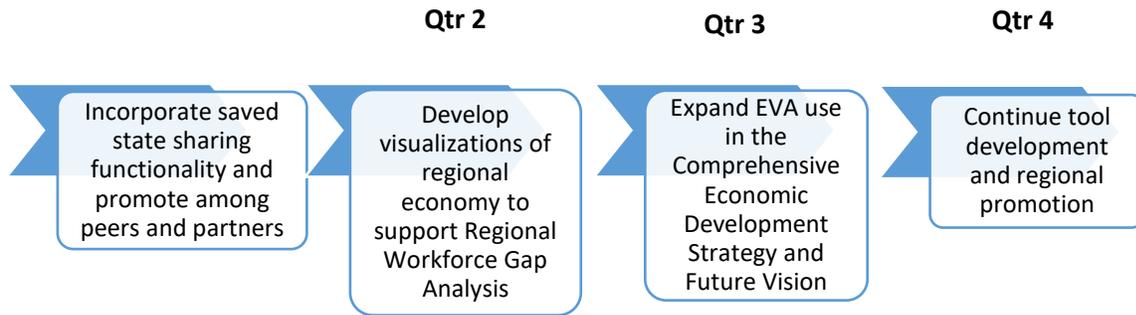
This is an ongoing program. In FY 2019-2020, the EVA tool provided new mapping and discoveries about our regional economic landscape, linked investments to local and regional economic conditions and outcomes and was actively used to inform policy and investment – it provides a foundation for decision-makers 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.

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 informed Metro's Urban Growth Report. The tool supports policy decisions on an ongoing basis and was improved in this role with new saved state sharing functionality in FY 2024-2025.

In FY 2025-26, the EVA will support the Regional Workforce Gap Analysis project to address current and future workforce development needs to support growing our regional economy and Oregon Metro's Future Vision project, a 50-year planning vision for the region. The Comprehensive Economic Development Strategy will also be updated in FY 2025-26 and the EVA will be actively used to visualize our regional economy and devise strategies to grow our traded sector and local-serving businesses.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 37,944
 Indirect Costs \$ 25,992

Resources:

STBG \$ 57,369
 STBG Match (Metro) \$ 6,566

TOTAL \$ 63,936

TOTAL \$ 63,936

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, and extreme weather events.

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 underway (2024-2026) to prioritize/tier the routes in the updated network. For more information on RETRs, please visit <https://rdpo.net/emergency-transportation-routes>.

In FY 2024-25, Metro and RDPO completed scoping activities, recruited a project workgroup, developed an RFP and hired a consultant team. The consultants researched best practices and assisted with project workgroup meetings and stakeholder workshops to develop a tiering methodology with subject matter experts as well as community-based organizations.

In FY 2025-26, the tiering methodology will be applied and refined; the final report will be developed and brought to regional decision-making bodies for endorsement.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding

Requirements:

Personnel Services \$ 95,552
 Indirect Costs \$ 65,453

Resources:

STBG \$ 88,872
 STBG Match (Metro) \$ 10,172
 RDPO Grant \$ 61,961

TOTAL \$ 161,005

TOTAL \$ 161,005



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

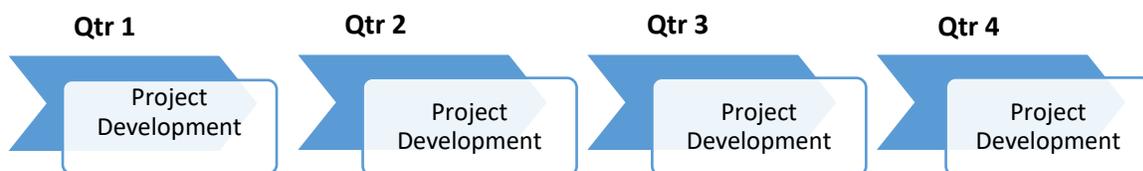
Metro’s Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region’s 2040 Growth Concept. Projects include supporting compact, transit-oriented 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 aids local jurisdictions with 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. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies.

In FY 2024-2025, Investment Areas staff have supported partner work on TV Highway, Better Bus, Columbia Connects, 82nd Ave, the Interstate Bridge Replacement Program, additional support for the Development Strategy for the Southwest Corridor, Sunrise Corridor visioning, and mobility and transit capacity improvements across the region.

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 our region.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 489,596

Resources:

STBG \$ 487,312

Materials & Services	\$ 31,920	STBG Match (Metro)	\$ 55,775
Indirect Costs	\$ 335,373	Metro Direct	\$ 165,233
		Montgomery Park (City of Portland IGA)	\$ 148,570
<hr/> TOTAL \$ 856,889		<hr/> TOTAL \$ 856,889	

Southwest Corridor Transit Project

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

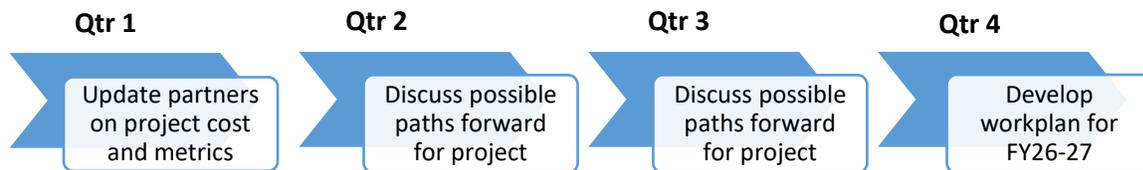
Description

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. The project advances 2023 RTP goals and policies.

Project partners include TriMet, ODOT, Metro, Washington County, Portland, Tigard, Tualatin and Durham, whose staff collaborated on project planning and design. Project planning and design (including the steering committee) were put on pause in late 2020 after the regional transportation funding measure did not pass. The project, as defined in 2020, has completed environmental review and has a Record of Decision from FTA issued in 2022. In FY 25-26 Metro and TriMet will continue to work with partners to identify 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 Coalitions (SWEC) to support the goals of the Development Strategy for the Southwest Corridor. This work seeks to implement community-identified priorities that ensure resident and business stability in the face of corridor investment. Metro will work to find opportunities to continue advancing this work.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 114,210	SWEDS (FTA Grant)	\$ 246,557
Materials & Services	\$ 226,000	SWEDS (FTA Grant)	\$ 61,639
Indirect Costs	\$ 78,234	Match (Metro)	
		Metro Direct	\$ 110,248
TOTAL	\$ 418,444	TOTAL	\$ 418,444

TV Highway Transit and Development Project

Staff Contact Kate Hawkins, kate.hawkins@oregonmetro.gov

Description

The Tualatin Valley (TV) Highway Transit and Development Project creates a collaborative process with the surrounding communities and relevant jurisdictions to advance a bus rapid transit project on the TV Highway corridor between Beaverton and Forest Grove. The project also brings together community to create a development Strategy that identifies actions to stabilize and support community when future transportation investments occur. It is a partnership between Metro and TriMet, ODOT, Washington County, Beaverton, Hillsboro, Cornelius and Forest Grove. Metro was recently selected to receive \$2 Million from the Reconnecting Communities grant program for additional community engagement and planning for workforce development and housing needs to support implementation of the EDS. Example community engagement strategies include:

- Providing inclusive community engagement and education that supports navigating transit and programs available to low-income individuals and community members with limited English proficiency.
- Developing new methods to engage community members and residents, especially hard-to-access community members who do not typically engage in planning meetings.
- Supporting community civic engagement and advocacy by involving them throughout the planning process, planning for community placemaking, programming and events.

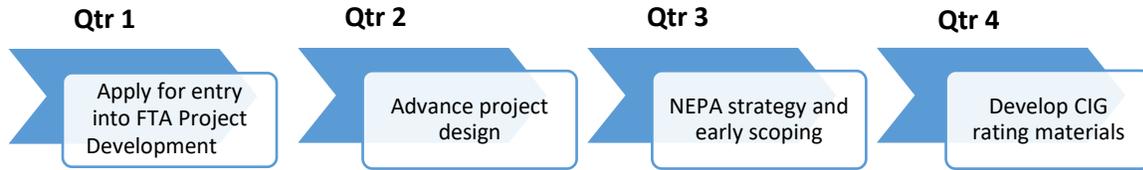
In FY 24-25, project partners developed a transit and safety concept for the corridor and reached agreement on a Locally Preferred Alternative (LPA). Metro supported the process of LPA approval and adoption into local plans, JPACT and Metro Council endorsement of the LPA, and then codifying the LPA into the 2023 Regional Transportation Plan via amendment. During FY 25-26, the project team will apply for entry into FTA CIG Small Starts Project Development, and success willing, begin early scoping in the NEPA process, advance design, and work on materials for the FTA funding process. Key milestones will include:

- Apply for entry into FTA CIG Small Starts Project Development phase
- Continue supporting EDS community partners with project implementation
- Determine NEPA strategy and begin process of early scoping
- Advance project design to approximately 30%
- Develop materials for FTA CIG Small Starts project rating to be submitted in subsequent year

This project advances the 2023 Regional Transportation Plan goals and policies. It also advances the 2023 High Capacity Transit Strategy, which identifies TV Highway as a priority corridor for transportation investments.

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources¹

Requirements:		Resources:	
Personnel Services	\$ 506,337	STBG	\$ 379,581
Materials & Services ²	\$ 600,000	STBG Match (Metro)	\$ 43,445
Indirect Costs	\$ 346,841	TV Highway (FTA Grant – Flex Transfer)	\$ 924,355
		TV Highway (FTA Grant – Flex Transfer) Match (Metro)	\$ 105,797
TOTAL	\$ 1,453,178	TOTAL	\$ 1,453,178

¹ This table will be updated to reflect the USDOT Reconnecting Communities Grant once the grant is executed.

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

82nd Avenue Transit Project

Staff Contact: Melissa Ashbaugh, melissa.ashbaugh@oregonmetro.gov

Description

Metro Regional Government, in partnership with the City of Portland, TriMet, Clackamas County, ODOT, Multnomah County, and the Port of Portland is leading a collaborative process to advance a bus rapid transit (BRT) project on the 82nd Avenue Corridor. The purpose of the project is to improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue. The project seeks to address the needs of people who live, work, learn, shop, and travel within the corridor both today and in the future through context-sensitive transit improvements in a constrained corridor. The 82nd Avenue Transit project advances the Regional Transportation (RTP) 2023 goals and policies. The project will be delivered in close coordination with the City of Portland's Building a Better 82nd work and will undergo a shared National Environmental Policy Act (NEPA) process.

In FY2024-25, the 82nd Avenue Transit Project:

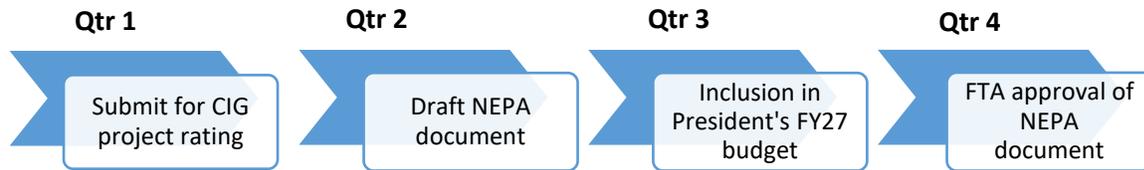
- Selected the Locally Preferred Alternative (LPA), which was endorsed by the Steering Committee, local jurisdictions, and Metro Council, and begin the process for adoption into the fiscally-constrained Regional Transportation Plan
- Entered FTA CIG Small Starts Project Development on July 23, 2024, and developed materials for a Small Starts project rating
- Determined NEPA strategy and began process of early scoping, including coordination with City of Portland's Building a Better 82nd project
- Supported community partners in creation of a community development strategy.

In FY2025-26 Metro will lead the environmental analysis required under NEPA and support the continued design, engagement, and FTA CIG Small Starts funding processes. Key work includes:

- Submitting for FTA CIG Small Starts Project Rating
- Developing materials for CIG Small Starts Grant Agreement
- Developing environmental analysis and NEPA documentation
- Supporting EDS community partners with project implementation. To support the implementation of the EDS, Metro was recently selected to receive \$2 Million from the U.S. DOT Reconnecting Communities grant program to provide additional community engagement and planning for workforce development and housing needs. The 82nd Avenue Coalition will develop and implement community-led solutions for meaningful engagement. This includes developing community leadership cohorts and funding for placemaking and community events that contribute to the engagement of harder-to-reach disadvantaged communities.

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources¹

Requirements:		Resources:	
Personnel Services	\$ 667,794	82nd Ave (FTA Grant – Flex Transfer)	\$ 2,656,281
Materials & Services ²	\$ 1,825,000	Metro Direct	\$ 293,952
Indirect Costs	\$ 457,439		
TOTAL	\$ 2,950,233	TOTAL	\$ 2,950,233

¹ This table will be updated to reflect the USDOT Reconnecting Communities Grant once the grant is executed.

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



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 that 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:

- DOT/Metro Annual Unified Planning Work Program funding agreement (*updated annually*)
- 4-Way Planning IGA with ODOT, TriMet and SMART (*extended through November 30, 2025*)
- SW Regional Transportation Council (RTC) MOU (*effective through June 30, 2027*)
- Oregon Department of Environmental Quality MOU (*effective through March 7, 2023*)

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 2025-26, Metro will work with our federal partners to implement actions required in our 2025 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 deliverables 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 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 303,461	PL	\$ 487,855
Materials & Services	\$ 49,600	PL Match (Metro)	\$ 27,919
Indirect Costs	\$ 207,871	PL Match (ODOT)	\$ 27,919
		Metro Direct	\$ 17,239
TOTAL \$ 560,932		TOTAL \$ 560,932	

Title VI Program

Staff Contact: Alfredo Haro, alfredo.haro@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 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 Title VI program works to continuously improve practices and processes to ensure that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color, national origin, sex, age or disability.

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; conducting focused engagement 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.

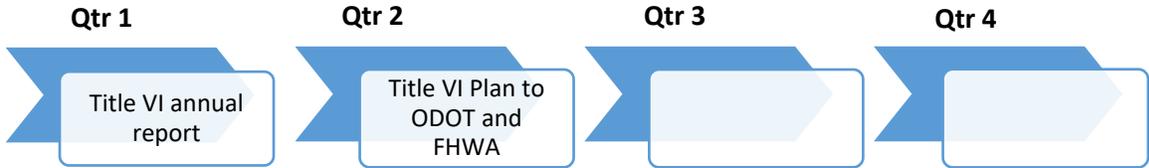
In FY2024-25, Metro:

- Updated its Title VI Program, including its Limited English Proficiency Plan, and submit to FTA
- Updated its Title VI Program and submitted to FTA
- Submitted its Title VI annual report to ODOT
- Participated in FHWA and FTA's TMA certification process
- Conducted focused engagement to plan for transit investments on 82nd Avenue and Tualatin Valley (TV) Highway.
- Started assessment of potential impacts of the 82nd Avenue Transit project on communities as part of the NEPA process.

In FY2025-26, Metro will:

- Submit its Title VI annual report to ODOT
- Submit its Title VI Plan to ODOT and FHWA
- Continue to conduct focused engagement to plan for transit investments on 82nd Avenue and TV Highway
- Continue assessment of potential impacts of the 82nd Avenue Transit project on communities as part of the NEPA process
- Assess potential impacts of the TV Highway Transit project on communities as part of the NEPA process

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Note: Title VI costs are allocated through Metro’s overhead rate, which is allocated across all projects.

Data Management and Visualization

Staff Contact: Madeline Steele, madeline.steele@oregonmetro.gov

Description

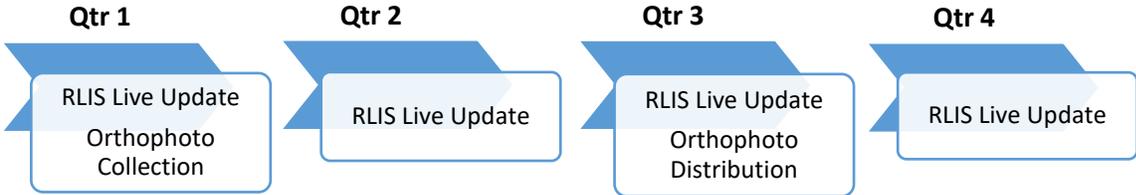
Metro's Data Resource Center (DRC) provides Metro and the region with technical services including data management, visualization, analysis, application development and systems administration. The DRC collaborates with Metro programs to support planning, modeling, forecasting, policymaking, resiliency 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 FY2024-25, The DRC continued supporting 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 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, 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. In addition, the Data Management and Visualization program continued to provide GIS and BI governance and developed new tools such as the "Quick Facts Viewer," which provides easy access to commonly requested demographic summaries for areas of interest like the MPA boundary. DRC staff also provided on-demand analytics support for MPO projects, and made enhancements to MetroMap, Metro's flagship mapping application, such as adding printing. The DRC also completed a rebuild of the RLIS API, which provides programmatic access to RLIS data and receives millions of hits per year. The old version of the API was dependent on obsolete technology and at risk of failure. This was also an active year for the Regional Photo Consortium: the 6-year Strategic Plan was renewed with stakeholder input, a leaf-off orthophoto flight was collected in March followed by a leaf-on flight in June, and the Consortium partnered with the USGS to collect lidar for the region.

In FY2025-26, the DRC will complete necessary server upgrades to support the entire geospatial technology platform. The Photo Consortium project manager will again coordinate collection and distribution of summer orthophotos, and the DRC will continue to support the MPO through RLIS. Strategic improvements will be made to RLIS based on the results of a formal project prioritization process completed in FY2024-25. In addition, the DRC will work towards making all of its public-facing content and applications fully accessible to ensure compliance with the DOJ's ruling on web accessibility prior to the April 2027 deadline. The DRC will also collaborate with the IT department in developing an agency-wide data governance and AI policy.

For additional information about the Data Resource Center's data management and visualization projects, email madeline.steele@oregonmetro.gov.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 1,277,711	STBG	\$ 1,011,893
Materials & Services ¹	\$ 402,999	STBG Match (Metro)	\$ 92,708
Indirect Costs	\$ 875,232	STBG Match (ODOT)	\$ 23,108
		Metro Direct	\$ 1,428,234
TOTAL \$ 2,555,942		TOTAL \$ 2,555,942	

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

Land Use Modeling Program

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

Description

The Land Use 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 (MSA) to Transportation Analysis Zone (TAZ) level, and across time horizons ranging from 20 to 50 years into the future. The Land Use Modeling Program also includes activities related to the continued development of the analytical tools and models that are applied to produce the abovementioned forecasts.

Previously this entry also included long-range economic and demographic modeling tasks. Metro now has a centralized department that conducts economic forecasting. These forecasts continue to inform transportation corridor studies, regional transportation plans, and land use planning alternatives. The work creates the key inputs (i.e., population, housing, jobs) for the analytical tools (e.g., travel demand model) that are used to carry out federal and state 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 do transportation planning and transportation project development. Local jurisdictions across the region rely on the forecast products to inform their comprehensive plan and transportation system plan updates. Because the modeling toolkit provides the analytical foundation for informing the region’s most significant decisions, ongoing annual support acts to leverage significant historical investments and to ensure that the analytical tools are always ready to fulfill the project needs of Metro’s partners. The analytical tools are also a key source of data and metrics used to evaluate the region’s progress toward meeting the Regional transportation Plan goals. This is an ongoing program.

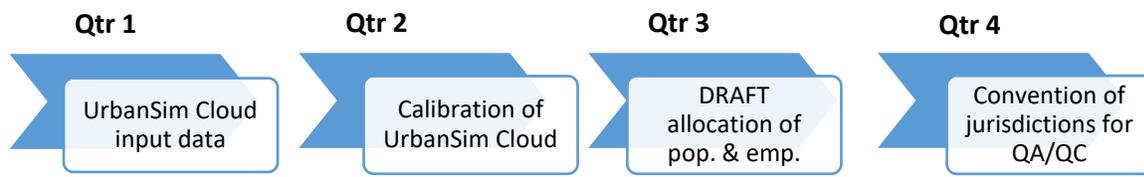
Work completed (July 2024 – June 2025):

- Revision of draft urban growth report, buildable land inventory, and construction demand and capacity forecasts in support of final sexennial urban growth management decision
- Initial implementation of UrbanSim cloud-based land use modeling platform, including:
 - Assembly, quality control, and importation of input data
 - Modification of defaults for employment categories, housing types, and demographics
 - Minimum necessary integration with transportation model(s)
- Calibration and validation of UrbanSim Cloud model over 2010 to 2020
- Sensitivity testing of UrbanSim Cloud model on select alternative scenarios
- Short-term application of UrbanSim Cloud model for update of decennial census to 2024 base year data and delivery to activity-based transportation model development team
- DRAFT long-term application of UrbanSim Cloud model to allocation of regional population and employment forecast adopted in council’s sexennial growth management decision, also known as the “distributed forecast”
- Outreach with cities & counties to reconcile distributed forecast with local knowledge

Work to be initiated/continued/completed (July 2025 – June 2026):

- Completion of reconciliation of distributed forecast with local jurisdictions
- Finalization of distributed forecast
- Review of UrbanSim Cloud model for possible feature additions and areas of improvement
- Collaboration with LCOG in Lane County, Oregon in attempt to rebuild their open-source UrbanSim Classic version and transfer the model to the Portland Metro area
- Incorporation of UrbanSim Classic features into UrbanSim Cloud model or vice versa
- Incorporation of Metro’s Developer Supply Preprocessor (DSP), a custom pro-forma construction supply model, into UrbanSim platform, if feasible
- Final selection of UrbanSim Classic or Cloud version
- Development of new UrbanSim features, add-ins, or post processors, which may include methods to analyze
 - Housing and transportation affordability,
 - Carbon pollution
 - Non-transportation public infrastructure investments

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 222,370	5303	\$ 338,904
Materials & Services ¹	\$ 156,000	5303 Match (Metro)	\$ 38,789
Indirect Costs	\$ 152,323	Metro Direct	\$ 153,000
TOTAL	\$ 530,693	TOTAL	\$ 530,693

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 (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 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 goals and federal and state requirements. This is an ongoing program.

Work completed (July 2024 – June 2025):

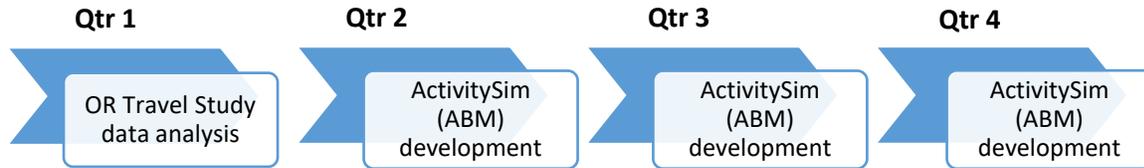
- Activity-based Travel Demand Model (i.e., ActivitySim) Development
 - Updated Population Synthesizer (i.e., PopulationSim)
 - Refined Micro-Analysis Zones (MAZ), Transportation Analysis Zones (TAZ), and networks
 - Completed initial calibration, reasonableness checks, and region-specific customization
- 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
- Regional Mobility Policy metric application update
- Oregon Travel Study survey completion

Work to be initiated/continued/completed (July 2025– June 2026):

- Completion of Oregon Travel Study survey data delivery, analysis, and implementation
- Activity-based Travel Demand Model (i.e., ActivitySim) development
 - Initial statewide estimation of ActivitySim model using Oregon Travel Study survey 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 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 612,681	5303	\$ 716,639
Materials & Services ¹	\$ 238,850	5303 Match (Metro)	\$ 82,023
Indirect Costs	\$ 419,686	Metro Direct	\$ 207,331
		Local Support (TriMet)	\$ 265,225
TOTAL	\$ 1,271,217	TOTAL	\$ 1,271,217

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

Technical Assistance Program

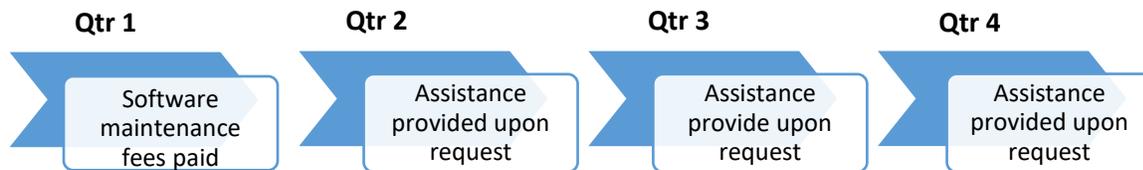
Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

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 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 117,986	STBG	\$ 214,281
Materials & Services	\$ 40,000	STBG Match (Metro)	\$ 24,525
Indirect Costs	\$ 80,820		
TOTAL	\$ 238,806	TOTAL	\$ 238,806



State-Led Transportation Planning of Regional Significance

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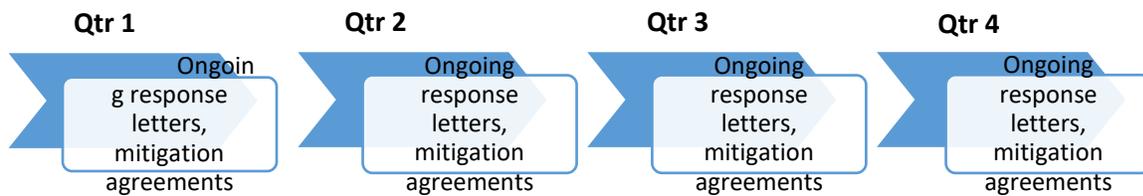
ODOT Development Review

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 2025-26 Cost and Funding Source

Requirements:		Resources:	
Personnel Services	\$ 573,750	Federal grant	\$ 514,826
Materials & Services	\$ 0	Local Match	\$ 58,924
TOTAL	\$ 573,750	TOTAL	\$ 573,750

ODOT – Transportation and Growth Management

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

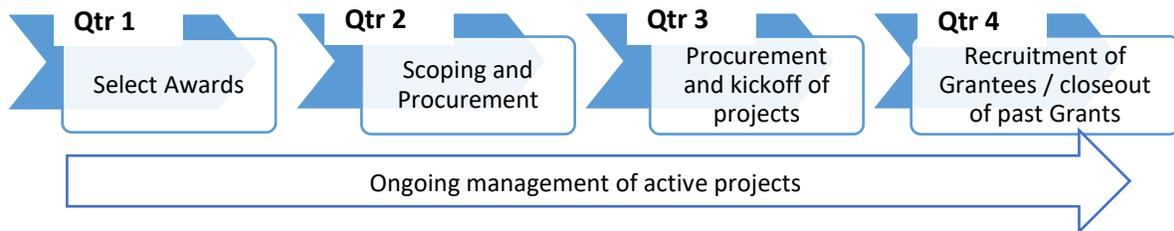
Description

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
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 2025-26 Cost and Funding Sources

Requirements: (Est.)		Resources:	
Personnel Services	\$ 100,000	Federal grant	\$ 852,435
Materials & Services	\$ 850,000	Local Match	\$ 97,565
TOTAL	\$ 950,000	TOTAL	\$ 950,000

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 2025-26 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

Region 1 Planning for Operations

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

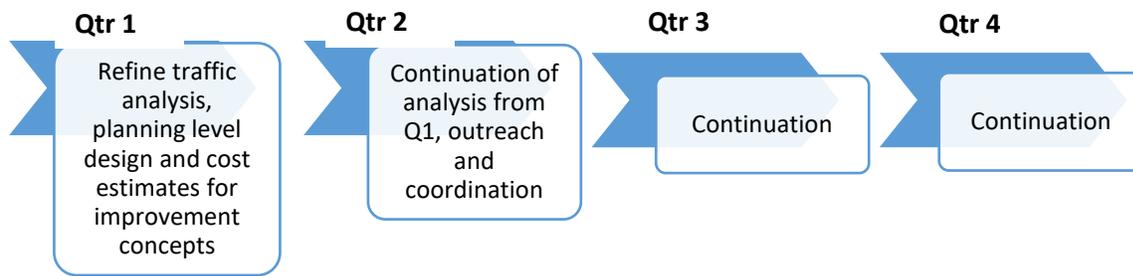
Description

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, consistent the 2023 RTP goals and policies. In FY 2025-26 work will focus on refining traffic analysis, planning level design and cost estimates for improvement concepts.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 40,000	Federal grant	\$ 89,730
Materials & Services	\$ 60,000	Local Match	\$ 10,270
TOTAL	\$ 100,000	TOTAL	\$ 100,000



Locally Led Transportation Planning of Regional Significance

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I-205 Multi-Use Path Gap Alternatives Analysis

Staff Contacts: Scott Hoelscher; scotthoe@clackamas.us

Description

The I-205 Multiuse Path (205 MUP) provides a near continuous off-street pedestrian and bicycle facility from Vancouver, Washington to Gladstone with the exception of a one-mile gap between Hwy. 212 and Hwy. 224 in Clackamas County. The *I-205 Multi-Use Path Gap Alternatives Analysis* project will develop a community-backed design solution for a preferred route within the one-mile gap in order to facilitate non-vehicle transportation and improve safety and accessibility. Currently, cyclists use substandard bike lanes on SE 82nd Dr. that frequently contain depressed storm grates, often leaving only 1-2' of smooth pavement, placing riders near high-speed vehicle and truck traffic. Most sidewalks lack ADA compliant curb ramps, and many have buckled and/or cracked, creating barriers to walking and wheelchair access. In addition, several areas lack appropriate access management controls, creating conflicts points for all modes. The project is needed to address these system deficiencies.

Clackamas County and the Oregon Department of Transportation (ODOT) will partner to assess up to four route alternatives and engage the local community throughout the planning process. The project will result in a preferred alignment through the 205 MUP “gap” and a design solution for the alignment, setting the stage for future construction funding. The project will fill a gap in the regional active transportation network and provide connections to the Springwater Corridor; Marine Drive MUP; Trolley Trail; Sunnyside Road cycle track and Sunrise Multiuse Path.

In the previous fiscal year, it is anticipated the *I-205 Multi-Use Path Gap Alternatives Analysis* will have:

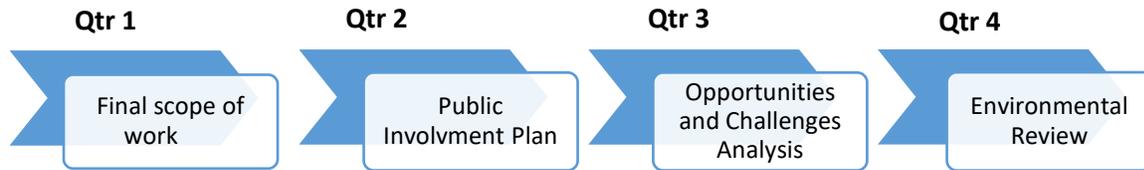
- Entered into an Intergovernmental Agreement (IGA) with ODOT to deliver the project.
- Developed a scope of work for the project.
- Contracted with a private consultant to assist in project delivery.

The project is consistent with the Regional Transportation Plan (RTP) goals, including supporting a healthy economy by providing transportation options to the Clackamas County industrial regional center; improved transportation connectivity and resiliency by providing a viable alternative to travel on Interstate 205.

The *I-205 Multi-Use Path Gap Alternatives Analysis* project complements and is within the Sunrise Corridor Community Visioning (Sunrise) project area. The Sunrise project is a joint Clackamas County, ODOT, Metro and Happy Valley planning effort to develop a shared vision for the future Sunrise Corridor. Sunrise will recommend actions for land use housing and

transportation. These multimodal improvements will connect and complement the I-205 MUP work.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ \$350,000	Federal grant	\$ \$450,000
Materials & Services	\$ 146,215	Local Match	\$ \$46,215
TOTAL	\$ 496,215	TOTAL	\$ 496,215

Clackamas County Consolidated Safe System Planning

Staff Contact: Rob Sadowsky, rsadowsky@clackamas.us

Description

Clackamas County is undertaking a two-year comprehensive planning project centered on integrating the Safe Systems approach to traffic safety and justice into its transportation planning and engineering work. The work is funded by the Oregon Department of Transportation and the Safe Streets and Roads for All Program of the USDOT.

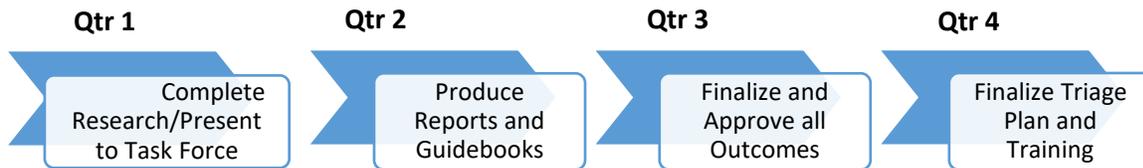
The project is broken down into six distinct outcomes or tasks:

1. Develop a Post-Crash Evaluation and Trauma Support Framework
2. Evaluate and Integrate Justice into Planning Processes
3. Perform a Safe Systems Approach Readiness Assessment
4. Maintain Crash and Data and Produce Regular Reports
5. Update the 2019 Transportation Safety Action Plan
6. Integrate the Safe Systems Approach into county policies and plans.

Work began in November 2024 and will be completed by December 31, 2026. Work anticipated to be completed in FY 2024-25 includes: a kick-off meeting for an external advisory task force, peer practice interviews and research, visioning and data collection and analysis. This project connects with the County’s Transportation System Plan and the Walk/Bike Plan.

Work to be completed in FY 2025-26 includes: complete all assessments and plans, publish guides for other communities, adopt plans and begin integrated safe systems into county plans and policies.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 139,750	Federal grant	\$ 139,750
Materials & Services	\$ 651,250	Local Match	\$ 651,250
TOTAL	\$ 791,000	TOTAL	\$ 791,000

City of Milwaukie – Safety Assessment of Harrison Street Corridor

Staff Contact: Jen Garbely, GarbelyJ@MilwaukieOregon.gov

Description

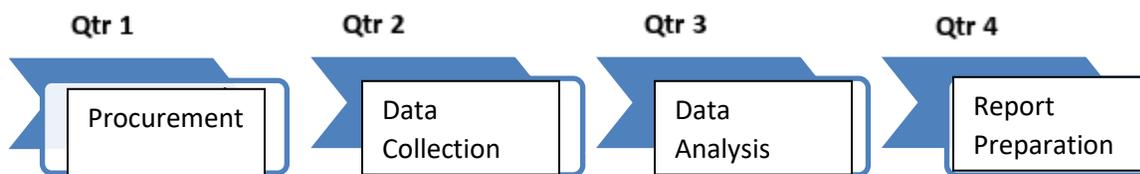
The goal of this project is to identify crash hotspots and contributing factors along the Harrison Street corridor. The study area includes Harrison Street from 42nd Avenue to McLoughlin Boulevard in Milwaukie Oregon, one of the most crash prone corridors in the City of Milwaukie. The study will evaluate countermeasures to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

In FY2024-25, the City of Milwaukie solicited for and procured engineering services through competitive bid process. The team kicked off the project in Spring of 2025. Survey efforts, traffic modeling, safety analysis and report preparation will be conducted during FY2025-26.

This project considers many facilities managed by agencies outside of Milwaukie such as ODOT (OR-224, and OR-99), railroad (Union Pacific Railroad and Portland & Western Railroad), and Trimet (Bus and Max services). In addition, the project will support transportation functionality for local police (City of Milwaukie) and fire (Clackamas Fire District #1) agencies.

This project will also support Metro’s 2023 RTP policy guidance by considering safety improvements for all users (Safety), bike and pedestrian access and connectivity (Mobility), and improving efficiency for freight and delivery services (Economy)

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 0	Federal grant	\$ 320,000
Materials & Services ¹	\$ 400,000	Local Match	\$ 80,000
TOTAL	\$ 400,000	TOTAL	\$ 400,000

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

TriMet Comprehensive Service Planning

Staff Contacts: Kate Lyman, lymank@trimet.org; Grant O’Connell, connelg@trimet.org; Alex Page, pagej@trimet.org

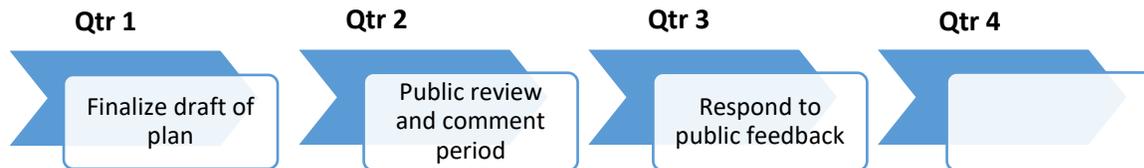
Description

In FY25-26, TriMet will complete its medium-term and long-term service planning efforts. In FY22, TriMet began a Comprehensive Service Analysis – Forward Together – a 9-month project to recommend 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 began implementation in spring 2023. They continued to be implemented in FY24-25 and will also be implemented in FY25-26. More information on this plan is available at trimet.org/forward.

During FY23-24, TriMet began development of a long-range strategic plan for service upgrades for both bus and MAX light rail beyond the Forward Together timeline, referred to as Forward Together 2.0. 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. This plan was drafted in FY24-25 and is expected to be complete in FY25-26, following a public outreach period.

This work will be coordinated with the FX system plan so that the region has a comprehensive, long-range bus network vision that includes local bus and FX. This work supports the 2023 RTP goals and policies.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 0	Federal grant	\$ 100,000
Materials & Services	\$ 100,000	Local Match	\$ 0
TOTAL	\$ 100,000	TOTAL	\$ 100,000

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, or other 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,

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 in early 2024. In FY 24-25, TriMet selected a consultant and began data collection and planning work. Completion and adoption of the PROP study is forecast for late 2025.

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.



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 29,400	State Transportation & Growth Management Grant	\$ 210,000
Materials & Services	\$ 210,000	Local Match	\$ 29,400
TOTAL	\$ 239,400	TOTAL	\$ 239,400

Frequent Express System Plan

Staff Contact: Dave Aulwes, aulwesd@trimet.org

Description

TriMet, in coordination with Metro, is developing a Frequent Express System Plan (FX Plan) to guide the development of a network of FX bus service connecting the region. FX is TriMet’s premier bus service, and is currently operated on one line, the FX2-Division. It features all-door boarding on high-capacity vehicles, transit signal priority that speeds buses through intersections, optimized station spacing, bus-only lanes, and other enhancements. The result for transit riders is faster, more reliable, safer and more comfortable service. In its first years of operation, this service has significantly increased transit ridership, demonstrating its potent capacity to advance the Portland region’s goals.

The FX Plan will contain Standards detailing what defines FX service; a System Map showing the preferred future network of FX service; and Project Prioritization outlining the recommended order of FX service implementation.

Work completed in FY 2024-25: In FY 2024-25, draft FX Standards were completed; corridors in the System Map were refined and analyzed for FX suitability, ridership and cost risk; and Project Prioritization was begun.

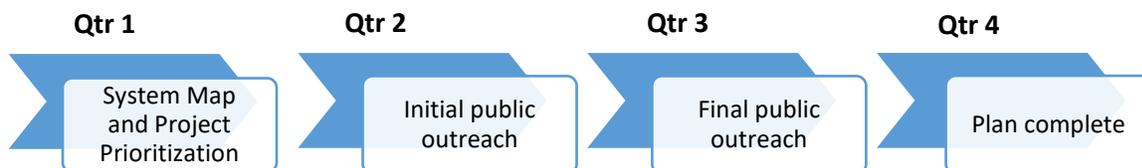
Anticipated work in FY 2025-26: In FY 2025-26, we anticipate finalizing the System Map and Project Prioritization, and opening public feedback on the FX Plan.

Relationship of the project to other agencies’ work: The FX service envisioned in the FX Plan will be delivered by TriMet in partnership with Metro, local road authorities, and where applicable, the Oregon Department of Transportation. This work will be presented to the public in coordination with the work described under project 37- Comprehensive System Planning, also referred to as “Forward Together 2.0.”

Relationship of the project to the 2023 RTP:

The transit service envisioned in the FX Plan supports RTP goals and policies.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 325,000
 Materials & Services¹ \$ 250,000

TOTAL \$ 575,000

Resources:

Federal grant \$ 0
 Local Match \$ 575,000

TOTAL \$ Total Amount

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

City of Portland - Reconnecting Albina Planning Project

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

Description

Reconnecting Albina (formerly known as 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 2024-25, the Reconnecting Communities project:

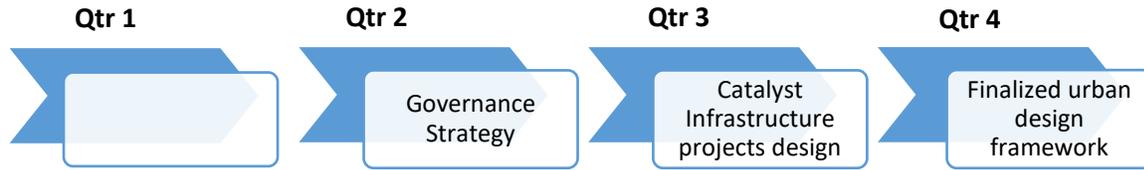
- Established a grant agreement between the City of Portland and FHWA
- Performed a scan of city policy to identify areas of consonance and conflict with the Albina Vision Community Investment Plan
- Completed an existing conditions for the project area
- Identified a menu of appropriate governance models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

In FY 2025-26, the project will refine a street framework plan, develop the resultant transportation projects, create scenarios for land use and development, and develop recommendations for city policy amendments in partnership with community.

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 more info about Albina Vision Community Investment Plan, visit <https://albinavision.org/our-work/>

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 375,000
 Materials & Services \$ 0

TOTAL \$ 375,000

Resources:

Federal grant \$ 300,000
 Local Match \$ 75,000

TOTAL \$ 375,000

City of Portland – Central Eastside Railroad Crossings Study

Staff Contact: Bryan Graveline, Bryan.Graveline@portlandoregon.gov

Description

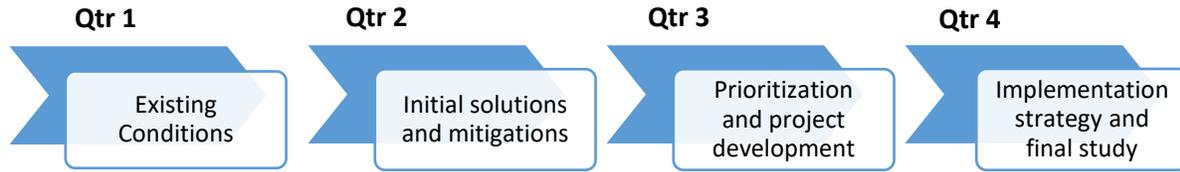
The Central Eastside Railroad Crossings Study will examine 15 at-grade railroad crossings in the Central Eastside district of Portland to investigate whether and how these crossings could be closed, improved, supplemented with grade-separated crossings, and/or replaced with grade separated crossings. 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 FX2 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 2025-2026. 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 advances 2023 RTP goals and policies.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 150,000

Materials & Services¹ \$ 500,000

TOTAL \$ 650,000

Resources:

Federal Railroad \$ 500,000

Crossing Elimination
Program

Local Match \$ 150,000

TOTAL \$ 650,000

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



Appendices

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METRO

	Requirements	Resources ¹													
		PL	PL Set Aside ²	PL Match (Metro/ODOT) 10.27%	5303	5303 Match (Metro) 10.27%	STBG	STBG Match (Metro/ODOT) 10.27%	Federal Grants (Direct and Pass-Through: FTA, FHWA, ODOT, EPA and others)	Federal Grants (Direct and Pass-Through: FTA, FHWA, ODOT, EPA and others) Match (Metro) Match % Varies ³	Metro Direct Contribution	Local Support	Total		
METRO-LED REGIONWIDE PLANNING															
1 Transportation Planning	3,084,881	251,283		28,760	235,299	26,931	608,041	69,593				1,864,973			3,084,881
2 Carbon Reduction Program	950,503						619,598	70,515				260,000			950,503
3 Metropolitan Transportation Improvement Program	1,791,441	1,599,385		183,057			15,076	924							1,791,441
4 Air Quality Program	17,239						15,469	1,770							17,239
5 Regional Transit Program	33,014						29,624	3,391							33,014
6 Regional Freight Program	99,039						60,857	6,965				31,217			99,039
7 Complete Streets Program	136,240		90,428				41,108	4,705							136,240
8 Regional Travel Options/Safe Routes to School Program	6,638,118								6,368,487		223,630	46,000			6,638,118
9 Transportation System Management & Operations - Regional Mobility Program	682,923						454,177	51,983	158,610		18,154				682,923
10 Better Bus Program	5,029,557											5,029,557			5,029,557
11 Community Connector Transit Study	475,291						197,411	22,595				255,286			475,291
12 Regional Rail Futures Study	423,360											173,360	250,000		423,360
13 Safe Streets for All	1,196,397								1,062,048		134,349				1,196,397
14 EPA Carbon Reduction Grant	485,698						221,894	25,397	238,407						485,698
15 Regional Industrial Lands Access Study	75,000											75,000			75,000
16 Economic Value Atlas	63,936						57,369	6,566							63,936
17 Regional Emergency Transportation Routes	161,005						88,872	10,172	61,961						161,005
Metro-led Regionwide Planning Total:	21,343,642	1,850,667	90,428	211,817	235,299	26,931	2,402,485	274,975	7,889,513		376,133	7,735,393	250,000		21,343,642
METRO-LED CORRIDOR / AREA PLANNING															
1 Investment Areas (Corridor Refinement and Project Development)	856,889						487,312	55,775				165,233	148,570		856,889
2 Southwest Corridor Transit Project	418,444								246,557		61,639	110,248			418,444
3 TV Highway Transit and Development Project	1,453,178						379,581	43,445	924,355		105,797				1,453,178
4 82nd Ave Transit Project	2,950,233								2,656,281			293,952			2,950,233
Metro-led Corridor / Area Planning Total:	5,678,744	-	-	-	-	-	866,893	99,220	3,827,193		167,436	569,432	148,570		5,678,744
METRO ADMINISTRATION & SUPPORT															
1 MPO Management and Services	560,932	487,855		55,837								17,239			560,932
2 Data Management and Visualization	2,555,942						1,011,893	115,816				1,428,234			2,555,942
3 Land Use Modeling Program	530,693				338,904	38,789						153,000			530,693
4 Travel Model Program	1,271,217				716,639	82,023						207,331	265,225		1,271,217
5 Technical Assistance Program	238,806						214,281	24,525							238,806
Metro Administration & Support Total:	5,157,591	487,855	-	55,837	1,055,543	120,812	1,226,173	140,341	-	-	-	1,805,804	265,225		5,157,591
GRAND TOTAL	32,179,977	2,338,523	90,428	267,654	1,290,843	147,743	4,495,551	514,536	11,716,706		543,569	10,110,630	663,795		32,179,977

As of 3/13/25

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

²The 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.

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 and Innovative Mobility portions of the grant's scope which have no match requirement).

Portland Transportation Demand Management: FTA Grant: 10.27% (which is provided by Metro's grantee)

Safe Streets for All Demonstration/Safe Routes to School: NHTSA Grant: 20% (which is provided by Metro's partners)

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 Carbon Reduction Grant: No match requirement

Regional Emergency Transportation Routes: City of Portland Grant under DHS: No match requirement

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% some of which is provided by a Metro partner

TV Highway Transit and Development Project: FTA Grant: 10.27%

82nd Ave Transit Project: FTA Grant: 10.27% (which is provided by Metro's grantee)

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Placeholder for Findings and Recommendations for Metro's February 2025 Quadrennial Review

Metro completed its quadrennial review in February 2025, we expect to have findings and recommendations from USDOT prior to final action on the 2025-26 UPWP, a summary of those findings will be included in this appendix.

Southwest Washington Regional Transportation Council

Unified Planning Work Program

for

State Fiscal Year 2026

July 1, 2025, to June 30, 2026

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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Tiêu đề VI Thông báo không phân biệt đối xử

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 RTC theo số 564-397-6067 (TTY 711) hoặc email TitleVI@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 báo về Đạo luật Người khuyết tật Hoa Kỳ (ADA)

RTC sẽ đảm bảo rằng không có cá nhân khuyết tật đủ tiêu chuẩn nào, chỉ vì tình trạng khuyết tật của mình, sẽ bị loại khỏi việc tham gia, bị từ chối các lợi ích hoặc bị phân biệt đối xử trong bất kỳ chương trình, dịch vụ hoặc hoạt động nào của RTC như được cung cấp theo Mục 504 của Đạo luật Phục hồi chức năng năm 1973 và Đạo luật Người khuyết tật Hoa Kỳ năm 1990 (ADA).

Những cá nhân yêu cầu chỗ ở hợp lý có thể yêu cầu tài liệu bằng văn bản miễn phí, ở các định dạng thay thế, thông dịch viên ngôn ngữ ký hiệu, chỗ ở dành cho người khuyết tật hoặc chỗ ở hợp lý khác bằng cách liên hệ với RTC theo số 564-397-6067 (TTY 711) hoặc gửi email tới info@rtc.wa.gov, báo trước hai ngày.

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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).

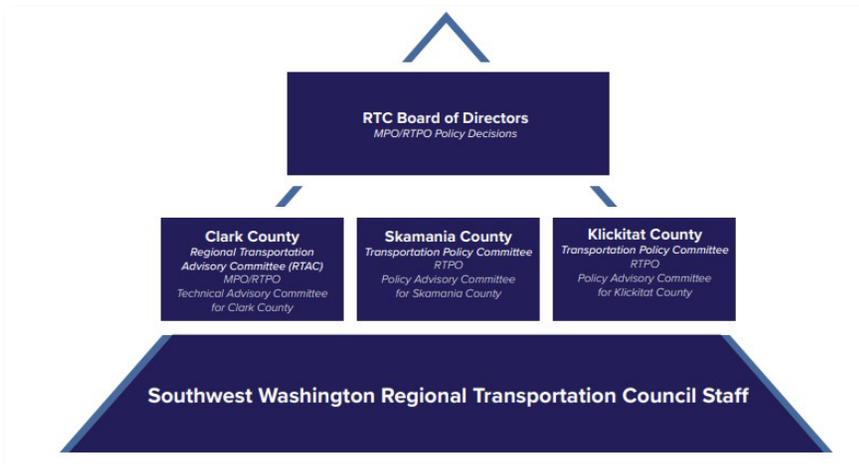


Figure 3. Southwest Washington Regional Transportation Council

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 an annual reporting of fatality and serious injury collisions within the RTC region. The report is 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 that 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.

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. RTC will be developing and adopting a Regional Complete Streets Policy in 2025.

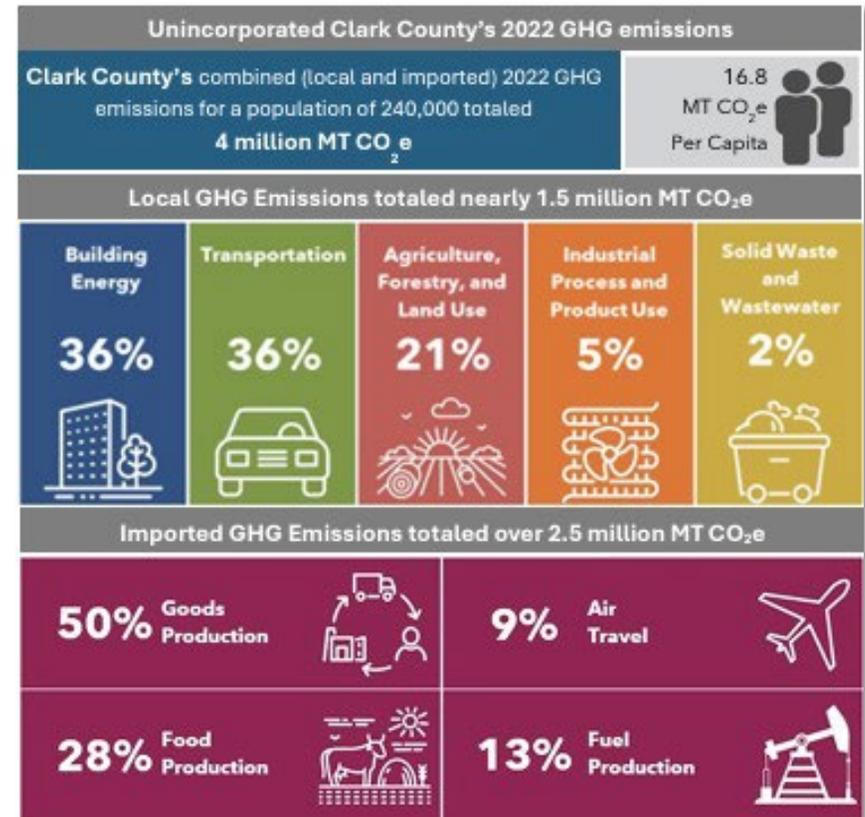
CLIMATE CHANGE

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 in order to avoid worsening environmental health disparities. The GHG sub-element must include goals and policies to reduce emissions and VMT. Clark County and the jurisdictions within will develop GHG 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 2026 (SFY 2026) UPWP runs from July 1, 2025, through June 30, 2026. 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 RTP's Appendix A](#)) 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 accessibility and mobility of people and freight;
- 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;
- 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; and
- 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.

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](#))
- Make public documents accessible
 - Post governing documents online
- Make planning processes more inclusive to members of historically underrepresented groups.
 - Conduct environmental justice assessment of regional transportation plans and regional transportation improvement programs

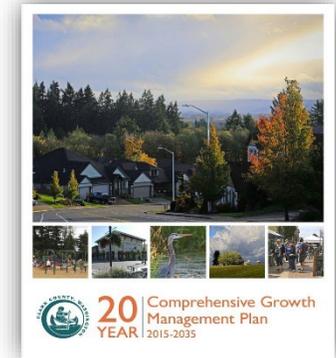
Planning Collaboration

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

- Comprehensive Growth Management Plan Updates
 - RTC's role as the RTPO for the region includes the following responsibilities:
 - Establish guidelines and principles for development/evaluation of the transportation elements of comprehensive plans and ensure

that state, regional and local transportation system goals are met.

- Certify that the transportation elements of comprehensive plans are consistent with the RTP and specified GMA and RCW transportation planning requirements.
- Certify that Countywide Planning Policies (CPPs) are consistent with the Regional Transportation Plan.
- Document regional Multimodal Level of Service (MMLoS) standards for facilities in the designated regional transportation system.

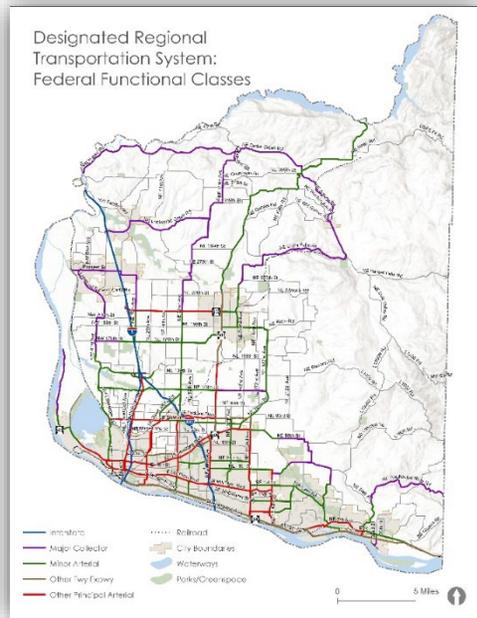


- Multimodal Planning and Data Division Planning Activities:
 - Statewide Multimodal Transportation Plan
 - Update vehicle miles of travel reduction, land use/housing, and multimodal level of service planning efforts
- Active Transportation Division Planning Activities:
 - Complete Streets
 - Cycle highways
 - Sandy Williams Connecting Communities program
 - Active transportation plans
 - Active transportation data collection
 - Resiliency and emergency response planning

- Public Transportation Division Planning Activities:
 - Statewide Public Transportation Plan
- Rail, Freight, and Ports Division Planning Activities:
 - Incorporate truck parking needs into Regional Transportation Plans
 - State Rail Plan and State Freight Plan

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 RTPO 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 annually by June 13, with FHWA and FTA approval by June 30 thus allowing the UPWP to take effect on July 1, 2025.

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 2026 Work Elements

SFY 2026 UPWP Work Elements Deliverables

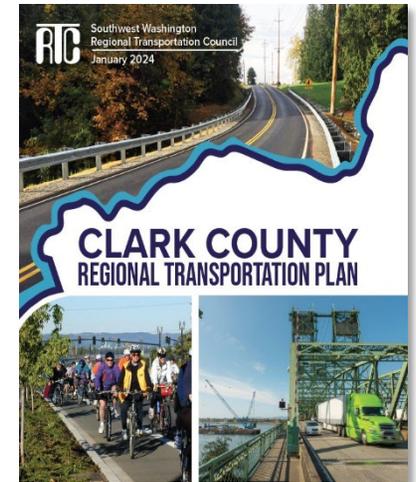
	Due
Transportation Improvement Program	October 2025
Regional Signal Timing Plans	December 2025
Performance Measures Dashboard	April 2026
Congestion Management Program - Update	May 2026
Regional Active Transportation Plan	June 2026
Regional Resiliency Plan	June 2026
Safety Action Plan (SS4A) – Skamania and Klickitat Counties	June 2026
Regional Transportation Plan - Amendment	September 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 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 Process Guidebook](#). RTP amendments can be requested by member agencies and jurisdictions to maintain consistency between state, regional, and local plans.

An amendment to the RTP will occur in 2026 in order to incorporate projects and policies developed as part of the Comprehensive Growth Management Plan Updates in 2025.

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 2026 Funding: RTP

Revenues		Expenses	
Federal CPG	\$420,040	RTC	\$841,075
Federal STBG	\$306,805		
State RTPO	\$34,095		
Local Funds	\$80,135		
	\$841,075		\$841,075

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

SFY 2026 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. (December 2025)
- Transportation Performance Measures Dashboard - RTC will develop a transportation performance measures dashboard to track metrics identified on the 2024 RTP. This dashboard will implement related RTP goals and objectives. The dashboard will have a presence online (on RTC’s webpage) and on the RTP. (April 2026)
- Regional Resiliency Plan – RTC will develop a plan to establish a baseline for RTC to assess, prepare, and respond to long-term risks to transportation infrastructure from natural and human-caused stressors. The plan will inform the 2029 RTP. (June 2026)
- 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)

- Transit – The RTP includes recommendations and guidance provided by the long range transportation plan. RTC attends C-TRAN board meetings. (Monthly)
- 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. The plan must be updated every four years.
- RTC will begin to work to develop a 2026 update to the Coordinated Public Transit-Human Service Transportation for Clark, Skamania, and Klickitat Counties (Spring 2026)
- RTC will continue to be involved in the Accessible Transportation Coalition Initiative (ATCI) which brings together stakeholders with interest in and representative of communities with special transportation needs. (Monthly)





- Freight Transportation – RTC will continue to work with local partners on opportunities to compete for freight grant funds. (Ongoing)
- RTC will also coordinate with WSDOT to inform of freight needs in the region and with the Freight Mobility Strategic Investment Board. (Ongoing)
- Regional Freight Coordination: Strengthen collaboration between Clark County, cities, WSDOT, Metro, and private-sector freight stakeholders. Develop action strategies to be included the next Clark County Regional Transportation Plan update. (2026)
- Identify and address freight truck parking issues. (Fall 2026)
- Develop Phase 2 of the Freight Mobility Study (2027)
- 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. RTC will collaborate with Metro in the identification of opportunity to integrate

- active transportation in emergency response and disaster relief plans. (Winter 2026)
- Safety – RTC will work with local agencies to implement Complete Streets/Safe Streets Approach to ensure streets are designed for all users. Staff will develop an annual 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. (Monthly)
- 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)
- Columbia Connects – RTC will continue to collaborate with Metro and CREDC to further develop recommended projects and strategies. (As needed)
- 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. (Monthly)
- Emerging Transportation Technologies – RTC will continue to research emerging technologies and their use to serve

transportation mobility and access 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 to meet Washington State targets. (As needed)
- Corridor Planning – RTC will coordinate with WSDOT in corridor planning and Transportation System Management and Operations implementation. (As needed)
- 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)
- 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 region. The MPO 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 RTPO TIP includes projects to be carried out in the next six years. 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 MPO TIP is developed 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. The RTPO TIP is developed in cooperation with local agencies from Skamania and Klickitat counties.



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 region.

SFY 2026 Funding: TIP

Revenues	Expenses		
Federal CPG	\$240,025	RTC	\$382,815
Federal STBG	\$90,925		
State RTPO	\$19,140		
Local Funds	\$32,725		
	\$382,815		\$382,815

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

SFY 2026 Tasks and Products: TIP

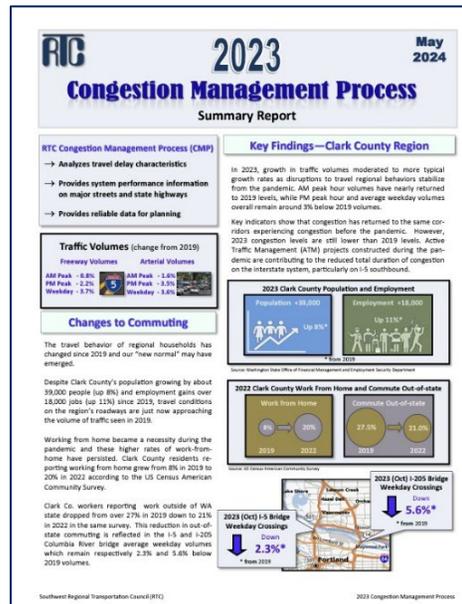
- Review and update the Transportation Programming Guidebook: TIP Policies and Procedures. (Winter 2026)
- Development of the RTC’s 2026-2029 Transportation Improvement Program will be coordinated with planning partners, and the public will be given an opportunity to comment on TIP process and projects. (Fall 2025)
- Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs. (Ongoing)
- TIP amendments as necessary. (Monthly)

- 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. (As needed)
- Reports on tracking of TIP project implementation and obligation of funding of TIP-programmed projects. (Monthly)
- 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. (Monthly)
- Ensure TIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the STIP. (Monthly)
- Provide input to the STIP update. (November 2025)
- 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.



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 2026 Funding: CMP

Revenues		Expenses	
Federal CPG	\$34,290	RTC	\$54,865
Federal STBG	\$34,090	Consultant*	\$25,000
State RTPO	\$2,395		
Local Funds	\$9,090		
	\$79,865		\$79,865

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

SFY 2026 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. (Yearly)

- 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 2025)
- 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 2025)
- 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. (As needed)
- Plan for regional freight and commercial needs, including data collection and reporting. (Ongoing)

D. ACTIVE TRANSPORTATION

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.



Active Transportation is an important component of RTC's SFY 2026 transportation Planning portfolio. RTC staff will be integrating the Regional Complete Street Policy and the Regional Designated Transportation System Atlas into the Regional Active Transportation Plan, Phase 2. The goal is to develop a plan to guide us in the implementation of a safe, accessible, and cohesive regional active transportation network that provides access to the communities within Clark County and their local active transportation networks. The regional active transportation network will provide individuals with a choice of transportation options when moving from origin to destination, and will enhance a safe and convenient access for all users and foster healthy lifestyles and vibrant communities.

SFY 2026 Tasks and Products: Active Transportation

- During SFY2026 RTC will be working on the development of a Regional Active Transportation Plan. (December 2025)
- Integrate the regional designated system atlas into the Regional Active Transportation Plan. (August 2025)
- Integrate the Regional Complete Streets Policy into the 2026 Regional Active Transportation Plan. (August 2025)
- Integrate safety and accessibility in the development of the 2026 RTP amendment and 2029 RTP update.
- 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. (Monthly)
- RTC will continue to work with federal, state and local partners to plan for active transportation needs to support transportation options, community quality and health. (Monthly)
- 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. (Monthly)
- RTC will work with local partners to collect data, review policies and suggest projects to improve nonmotorized transportation modes in the region. (As needed)

SFY 2026 Funding: Active Transportation

Revenues	Expenses		
Federal CPG	\$50,790	RTC	\$63,333
Federal STBG	\$9,549		
State RTPO	\$2,995		
	\$63,333		\$63,333

Relationship to Other Work Elements: Active Transportation

The Active Transportation work program sets the foundation for transportation options in Clark County. This is accomplished throughout all the different programs and deliverables that RTC staff is involved when engaged in active transportation activities. The Active Transportation Plan one of the main components of this work element will be integrated into the Regional Transportation Plan. The Active Transportation program requires coordination with local jurisdictions and implementing agencies in the Clark County region.



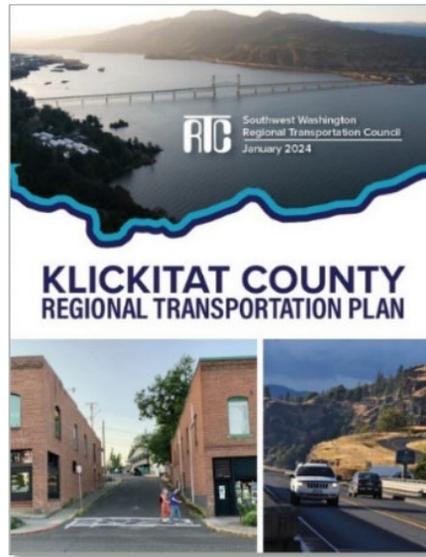
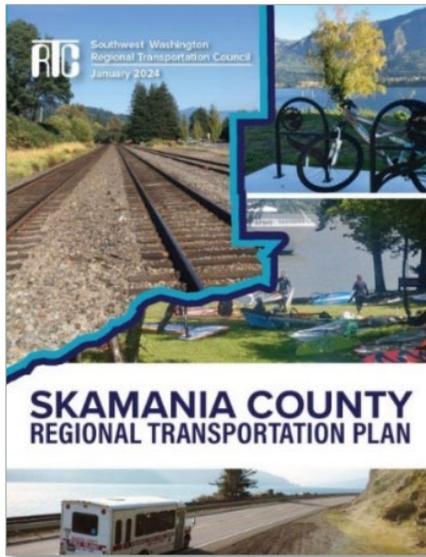
SFY 2026 Tasks and Products: VAST

- 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 2025 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)
- Update 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. (September 2026)
- Implement the TSMO Plan (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 the Portland State University's (PSU) 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)



F. SKAMANIA AND KLICKITAT COUNTIES 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 Regional Transportation Plans were adopted in February 2024.



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 2026 Funding: RTPO

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

SFY 2026 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. (As needed)
- Ensure that Regional Transportation Plans are reviewed regularly. (Yearly)
- Development of the 2026-2029 Regional Transportation Improvement Program. (Fall 2025)
- Provide technical support needed for the Hood River-White Salmon Bridge Replacement Project. (Monthly)
- 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. (Bi-Monthly)

G. 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.

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 2026 Funding: IBR

Revenues		Expenses	
WSDOT Funds	\$100,000	RTC	\$100,000
	\$100,000		\$100,000

RTC and WSDOT entered into a Special Transportation Planning Study Agreement (GCB 3482) in April 2021. The Agreement was amended in December 2022 to extend the Agreement through June 2025, with a total reimbursement budget of up to \$620,000. RTC assumes an extension of \$100k through June 2026.



SFY 2026 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 and Community 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. (Monthly)
- **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 in the transit analysis by providing input into transit design and impacts. This will include assisting in the analysis of modeling results.
 - 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.

H. REGIONAL SIGNAL TIMING PLANS

The Infrastructure Investment and Jobs Act (IIJA) 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.

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.

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 2026 Funding: Signal Timing Plans

Revenues	Expenses		
Federal CRP	\$275,000	Consultant	\$225,000
		RTC	\$50,000
	\$275,000		\$275,000

Federal Program Funds matched using Toll Credits.

SFY 2026 Tasks and Products: Signal Timing Plans

- Coordinate all project tasks with the consultant and the VAST Steering Committee. *(Monthly)*
- Work with consultant to develop internal and an external communication plans throughout the project. *(Ongoing)*
- Work with consultants to develop signal timing plans and before/after reports. *(December 2025)*



I. SAFE STREETS AND ROADS FOR ALL – KLICKITAT AND SKAMANIA COUNTIES

Safe Streets and Roads for All (SS4A) is a federal discretionary grant program established under the Infrastructure Investment and Jobs Act (IIJA) 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.

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 2026 Funding: SS4A Klickitat and Skamania

Revenues		Expenses	
Federal SS4A	\$225,000	Consultant	\$175,000
Local Funds	\$35,120	RTC	\$85,120
	\$260,120		\$260,120

Federal Program Funds matched by local funds

FY 2026 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. (June 2026)
- RTC will work collaboratively with local agencies to develop a regionwide approach for improving safety for all transportation system users. (Spring-Fall 2026)



J. REGIONAL ACTIVE TRANSPORTATION PLAN – CLARK COUNTY

RTC will work with local agencies to develop a regional active transportation plan to establish a framework to better understand active transportation in the MPO 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 sidewalks, bicycle facilities, or trails.
- Implement Level of Traffic Stress guidelines for active transportation
- Ensure consistency and system connectivity across jurisdictional boundaries.

Relationship to Other Work Elements: Regional Active Transportation Plan

Development of the Regional Active Transportation Plan will support the RTP and TIP.

SFY 2026 Funding: Regional Active Transportation Plan

Revenues		Expenses	
Federal STBG	\$100,000	Consultant	\$75,000
		RTC	\$25,000
	\$100,000		\$100,000

Federal Program Funds matched using Toll Credits

FY 2026 Tasks and Products: Regional Active Transportation Plan

- Develop a guiding document to establish regional principles and best practices for active transportation.
 - Identify designated regional active transportation network
 - Integrate local agencies active transportation networks (December 2025)
 - Develop strategic actions and recommendations (June 2026)



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.



SFY 2026 Funding: Regional Transportation Data and Technical Services

Revenues		Expenses	
Federal CPG	\$411,465	RTC	\$744,590
Federal STBG	\$243,370		
State RTPO	\$31,100		
Local Funds	\$58,655		
	<hr/>		<hr/>
	\$744,590		\$744,590

Federal Program Funds matched by State RTPO and/or local 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 2026 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

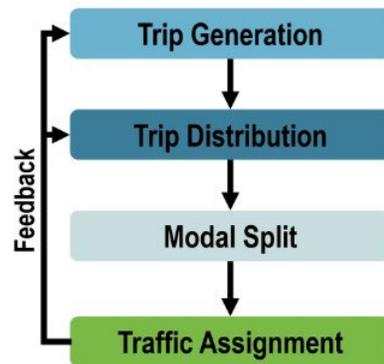
and information, and work trip analysis. Trip analysis and travel time calculations are used to address environmental justice issues. (Ongoing)

- 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. (December 2025)
- Continue to coordinate with Clark County jurisdictions on the creation, updating, and implementation of GIS data layers (i.e. zoning, land use, service district boundaries, and geophysical and environmental elements) in the RTP planning process. (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. (As needed)

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 2026 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. (As needed)
- 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 sub element 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 2026 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 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.

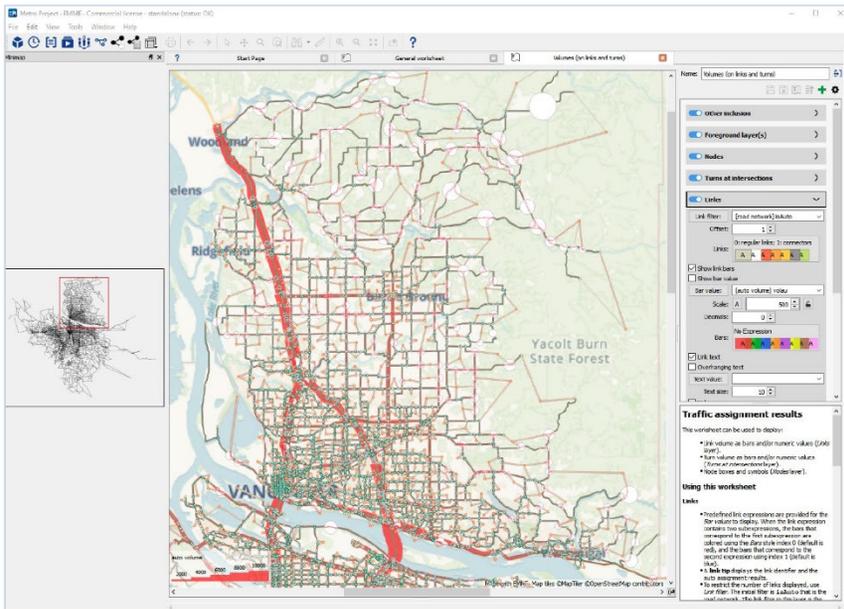


SFY 2026 Tasks and Products: Transportation Technical Services

- 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)

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.



Relationship to Other Work Elements: Transportation Data Study and Data Acquisition

The MPO process is designed to improve transportation policymaking and investment decisions across the MPO 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.

B. 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. Data vendors can now provide



FY 2026 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.
- Cambridge Systematics' LOCUS is a web-based tool that provides behaviorally based multimodal origin and destination flows. This tool is valuable for understanding how people move within the region.
- Training will be provided on licensed tools and products to ensure partners can get the most out of these products. (As needed or requested).

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.



SFY 2026 Funding: Transportation Program Coordination and Management

Revenues		Expenses	
Federal CPG	\$308,600	RTC	\$504,205
Federal STBG	\$116,905		
State RTPO	\$33,810		
Local Funds	\$44,885		
	\$504,205		\$504,205

Federal Program Funds matched by State RTPO and/or local 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 2026 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. (Monthly)
- 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. (Monthly)
- 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. (Quarterly)
- Coordinate and support efforts for transportation entities, agencies, and jurisdictions. In SFY 2026, 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. (Monthly)

- Consult with, communicate with, and outreach to tribes with interests in the three-county region regarding transportation issues. (Ongoing)
- Year 2026 Budget and Indirect Cost Proposal. (Fall 2025)
- Develop the Annual Performance and Expenditure Report. (Fall 2025)
- Work with planning partners in the development of SFY2027 UPWP
- RTC staff will participate in training opportunities, including transportation webinars and workshops. (As needed)

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 2026 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 (Monthly)
- 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)

A3. Public Participation

The tasks under this sub element 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 2026 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 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. (Monthly)
- Support Identity Clark County's efforts to raise awareness and solicit feedback from the public on transportation issues. 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 sub element, 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 2026 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. (As needed)
- 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.(Yearly)
- Adopt the SFY 2026 UPWP; prepare an annual report on the FY 2025 UPWP; and, if needed, provide amendments to the SFY 2026 UPWP. Monthly UPWP progress reports with elements and subtasks described will be submitted to WSDOT together with monthly invoices. (As needed)
- RTC will periodically conduct an ADA self-evaluation to identify access barriers and method and timeline to remove any identified barriers. (As needed)
- Incorporate recommendations from the 2025 Certification Review into 2026 Metropolitan Transportation Plan Amendment. (June 2026)
- Incorporate recommendations from the 2025 Certification Review into Public Participation Plan (Fall 2026)
- Establish internal/external Title VI review process per the 2025 Certification Review (Fall 2026)
- Per 2025 Certification Review RTC to include language access statement on its webpage and ensure all public facing documents are accessible. (Fall 2026)

Appendix A. Financial Tables

Consultant Assistance on RTC's SFY 2026 Work Elements

During SFY 2026 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 2026 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 2026 only.

	Work Element	Total RTC Budget for Work Element	Consultant Assistance (estimate)	Consultant Assistance - Notes	Consultant(s) Identified or Project Status
I.C.	Congestion Management Process	\$79,865	\$25,000	estimated base amount per year	Quality Counts
I.E.	Vancouver Area Smart Trek	\$246,720	\$137,000	for 1 year	TBD
I.H.	Regional Signal Timing Plans	\$275,000	\$225,000	Multi-year Contract	DKS Associates
II.	Safe Streets and Roads for All (Klickitat and Skamania Counties)	\$260,120	\$175,000	Multi-year Contract	DKS Associates
I.J.	Regional Active Transportation Plan	\$100,000	\$75,000	for 1 year	TBD
II.B.	Transportation Data Study and Data Acquisition	\$87,500	\$87,500	Multi-year Contract	Cambridge Systematics/TomTom
I A-B, I-D, 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 2026 Summary of Expenditures by Funding Source

SFY 2026 UPWP - SUMMARY OF PROGRAMS and EXPENDITURE ESTIMATES BY FUNDING SOURCE									
Work Element and Agreement #	SFY 2026 Federal CPG	Federal FHWA STBG	Federal SS4A (FHWA)	Federal Carbon Reduction Program (CRP)	State RTPO	State WSDOT IBR	Local Match	RTC TOTAL Estimated Expenditures	
I REGIONAL TRANSPORTATION PLANNING PROGRAM									
A	Regional Transportation Plan (New GCB)	\$420,040	\$306,805			\$34,095		\$80,135	\$841,075
B	Transportation Improvement Program (New GCB)	\$240,025	\$90,925			\$19,140		\$32,725	\$382,815
C	Congestion Management Process (New GCB)	\$34,290	\$34,090			\$2,395		\$9,090	\$79,865
D	Active Transportation- 2.5% Set-Aside (New GCB)	\$50,790	\$9,549			\$2,995		\$0	\$63,333
E	Vancouver Area Smart Trek Program ((New GCB)	\$68,575	\$141,600			\$4,785		\$31,760	\$246,720
F	Skamania and Klickitat RTPO (New GCB)					\$50,000		\$0	\$50,000
G	Interstate Bridge Replacement Project (GCB 3482)						\$100,000	\$0	\$100,000
H	Regional Signal Timing Plans (GCB 3851)				\$275,000			\$0	\$275,000
I	Safe Streets and Roads for All (SS4A - Skamania and Klickitat) (FHWA 693JJ32440278)			\$225,000				\$35,120	\$260,120
J	Regional Active Transportation Plan (New GCB)		\$100,000					\$0	\$100,000
Subtotal		\$813,720	\$582,969	\$225,000	\$275,000	\$113,410	\$100,000	\$188,829	\$2,398,933
II DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES									
A	Regional Data, Travel Forecasting & Technical Services (New GCB)	\$411,465	\$155,870			\$31,100		\$58,655	\$657,090
B	Transportation Data Study and Data Acquisition (GCB 3760)		\$87,500					\$0	\$87,500
Subtotal		\$411,465	\$243,370			\$31,100	\$0	\$58,655	\$744,590
III TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT									
A	Transportation Program Coordination & Management (New GCB)	\$308,600	\$116,905			\$33,810		\$44,885	\$504,205
Subtotal		\$308,600	\$116,905			\$33,810		\$44,885	\$504,205
TOTALS		\$1,533,785	\$943,248	\$225,000	\$275,000	\$178,320	\$100,000	\$292,370	\$3,647,728

Notes:

- Minimum local match for federal CPG and STBG funds is provided from state RTPO and local funds except where otherwise noted.
- Work elements ID, IH and IIB show use of 100% federal funds; toll credits are used as the match.
- Transportation planning assistance to RTC on UPWP work elements may be provided by on-call consultant(s).

SFY 2026 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 2026 Expenditures	New Grant Revenue for SFY 2026	Estimated Carry-Forward from SFY 2025	Total Grant Revenue Available	Est. Carry Forward to SFY 2027
FHWA CPG SFY 2026	\$813,720	\$411,465	\$308,600	\$1,533,785	\$1,031,520	\$1,000,000	\$2,031,520	\$497,735
Local Match 13.5%	\$141,110	\$76,100	\$57,075	\$274,285				
FHWA STBG Planning	\$582,974	\$155,870	\$116,905	\$855,753	\$942,500	\$0	\$942,500	\$86,747
Local Match 13.5%	\$107,807	\$28,825	\$21,620	\$158,251				
FHWA CRP (I-G)	\$275,000			\$275,000	\$0	\$275,000	\$275,000	\$0
Local Match: Toll Credits	\$0			\$0				
FHWA SS4A - S/K (I-I)	\$260,120			\$260,120	\$0	\$260,120	\$260,120	\$0
Local Match 13.5%	\$35,120			\$35,120				
FHWA STBG Planning (I-J)	\$100,000			\$100,000	\$100,000	\$0	\$100,000	\$0
Local Match: Toll Credits	\$0			\$0				
FHWA STBG Planning (II-B)		\$87,500		\$87,500	\$0	\$87,500	\$87,500	\$0
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 2026 Expenditures	Estimated New Revenue for SFY 2026	Carry-Forward from SFY 2025	Total Revenue Available	Est. Carry Forward to SFY 2027
RTPO	\$113,090	\$31,100	\$33,810	\$178,000	\$178,000		\$178,000	\$0
WSDOT IBR	\$100,000	\$0	\$0	\$100,000	\$100,000		\$100,000	\$0

SFY 2026 UPWP Funding Agreements

Agreements expected between RTC and other parties are depicted on this table by work element.

Existing Agreements for SFY 2026

Agreement #	Work Element(s)
GCB 3482	I-G: IBR Project
GCB 3851	I-H: Regional Signal Timing Plans
FHWA 693JJ32440278	I-I: SS4A (Klickitat and Skamania)
GCB 3760	II-B: Transportation Data Study and Data Acquisition

New GCB for SFY 2026

Agreement #	Work Element(s)
GCB XXXX	I-A: Regional Transportation
	I-B: Transportation Improvement Program
	I-C: Congestion Management Process
	I-D: Active Transportation
	I-E: Vancouver Area Smart Trek Program
	I-F: Skamania and Klickitat RTPO
	II-A: Regional Data, Travel Forecasting & Technical Services
III-A: Transportation Program Coordination & Management	
CBG XXXX	I-J: Regional Active Transportation Plan

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:

SAFETY ACTION PLAN IMPLEMENTATION – CLARK COUNTY

Safe Streets and Roads for All is a federal discretionary grant program established under the Infrastructure Investment and Jobs Act (IIJA) to prevent roadway deaths and serious injuries. Safety Action Plans were developed for the Clark County region. The next step is for RTC to prepare an application for a SS4A implementation grant and to implement top priorities identified on the Safety Action Plan.

- Cost Estimate: \$5,000,000 (scope dependent).

STRATEGIC REGIONAL PLANNING: CLARK COUNTY FREIGHT PLAN UPDATE

The purpose of to update is to integrate the efforts of the Freight [Freight Mobility Study Update](#) and set the foundation for the update of the 2009 Regional Freight Plan for Clark County region.

- Cost Estimate: \$150,000 (scope dependent).

REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGY

Develop a comprehensive TDM strategy to optimize existing and future transportation corridor network performance and multimodal systems. Study strategies would be evaluated and paired with corridor operations strategies and capital investment plans to promote corridor specific management strategies.

- Cost Estimate: \$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: \$75,000 (scope dependent).

REGIONAL SMART MOBILITY PLAN

Research the impacts of emerging technologies in the region and develop action strategies to advance transportation innovation to inform the 2029 RTP.

- Cost estimate: \$75,000 (scope dependent).

RESEARCH PARTNERSHIP

Partner with the University Transportation Research and Education Center to study specific topics or provide data analysis of regional interest.

- Cost estimate: \$25,000 (scope dependent)

TRANSPORTATION CORRIDOR VISIONING STUDY, PHASE II

The purpose of this study is 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)

C-TRAN FISHER'S LANDING TRANSIT CENTER TOD MASTER PLAN UPDATE

Fisher's Landing Transit Center Transit-Oriented Development Master Plan Update - The study will update and refresh the FLTC TOD Master Plan to current market conditions and prepare the project to proceed into development phases.

- Cost Estimate: \$150,000 (scope dependent)

C-TRAN ACCESSIBLE WAYFINDING DESIGN STUDY

The study will engage community stakeholders and incorporate best practices to design and implement Braille, raised lettering, and other assistive wayfinding techniques to improve accessibility of bus stops and stations for blind and low-vision users.

- Cost Estimate: \$200,000 (scope dependent)

CITY OF CAMAS DOWNTOWN SUBAREA PLAN

Develop subarea plan 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 I-5 SOUTH CONNECTION STUDY

Stage 2 of a planning study and alternatives analysis of a potential new connection south of Ridgefield between I-5 and Hillhurst Road. Stage 2 involves a Tier I environmental study and identification of a preferred alternative.

The I-5 South Connection project will improve regional mobility and accommodate existing and planned population and employment growth in the project area.

- Cost Estimate: \$310,000 (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.

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 - Annual update to C-TRAN's 6-year mid-term planning document, identifying upcoming capital projects and service improvements
- Service Performance and Design Standards - Analysis and update of C-TRAN's existing standards for service design and performance management of Fixed-Route, Micro transit, and Paratransit. The study will Update and identify new metrics and best practices for how C-TRAN designs and changes new services, measures effectiveness of existing services, and analyzes Title VI and environmental justice impacts.
- Bus Stop Guidelines Update - Analyses, engagement, and update to C-TRAN Bus Stop Design Guidelines, last updated in 2007. The study will identify and incorporate best practice transit station, stop, and amenity design into a standardized format.
- Fisher's Landing Transit Center Transit-Oriented Development Master Plan Update - The study will update and refresh the TOD Master Plan to current market conditions and prepare the project to proceed into development phases.
- Accessible Wayfinding Design Study - The study will engage community stakeholders and incorporate best practices to design and implement Braille, raised lettering, and other assistive wayfinding techniques to improve accessibility of bus stops and stations for blind and low-vision users.

LA CENTER

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.

RIDGEFIELD

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements
- Ridgefield I-5 South Connection Study - Stage 2 of a planning study and alternatives analysis of a potential new connection south of Ridgefield between I-5 and Hillhurst Road. Stage 2 involves a Tier I environmental study and identification of a preferred alternative. S 35th Avenue extension project Environmental Impact Statement and Preliminary Engineering – Based on build alternatives approved by Council to carry into an EIS, conduct environmental analysis and preliminary engineering to connect S 35th Avenue between Pioneer Street and S. 10th Way vicinity in the Gee Creek Plateau.
- Hillhurst Safety Corridor: study of measures to improve pedestrian and bicyclist safety along the Hillhurst Corridor between Pioneer Street and the south City Limits at NW 229th Street. Identify a program of projects and funding strategies.

VANCOUVER

- Comprehensive Plan Update - Update of the 20-year vision for the community and the plan's corresponding elements. Include any needed refinements to the Transportation

Element (the City of Vancouver 2024-2044 Transportation System Plan) to align with Comprehensive Plan updates.

- NE 86th/ 87th Safety and Mobility Project. Evaluate corridors for potential complete streets investments and improvement in alignment with planned pavement work between Fourth Plain Blvd and Mill Plain Blvd.
- NE 72nd Avenue Safety and Mobility. Evaluate corridors for potential complete streets investments and improvement in alignment with planned pavement work between NE 78th Street and NE 40th Street.
- NE 97th/ 98th Safety and Mobility. Evaluate corridors for potential complete streets investments and improvement in alignment with planned pavement work between Mill Plain and Burton Road.
- Citywide Electrification Strategy. Study the ownership models and feasibility of building out a public charging network. Develop a 3-year Planning Strategy for advancing electric charging for public use in Vancouver.

WASHOUGAL

- Comprehensive Plan update, including the Transportation Capital Facilities Plan, the Transportation Element, and the plan's corresponding elements.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

- Cascadia: High-Speed Rail and I-5 Program – Develop master plan for high speed rail in Washington and for the I-5 Corridor.
- Updates to the Statewide Public Transportation Plan, Statewide Multimodal Transportation Plan, State Rail Plan, and State Freight Plan.

Appendix D. Metro's 2025-2026 Unified Planning Work Program

As the Metropolitan Planning Organization for the Oregon portion of the Portland-Vancouver Metropolitan Area , Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The UPWP is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30).

Metro's UPWP includes:

- planning priorities for the region
- projects of regional significance: description, objectives, previous work, methodology, products expected, responsible entities, costs, funding sources and schedules
- transportation planning, programs, projects, research and modeling: participating entities, tasks and products for the coming year along with costs, funding sources and schedules.

Metro's 2025-2026 Unified Planning Work Program can be found [here](#).

EXHIBIT B TO RESOLUTION NO.25-5466

2025 Metro Self-Certification

1. Metropolitan Planning Organization Designation

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

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

2. Geographic Scope

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

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

The current MPA boundary was updated and approved by the Governor of Oregon in July 2015 following the 2010 census and release of the new urbanized area definitions by the Census Bureau. The MPA boundary is currently under review in response to the 2020 Census and will be adjusted based upon a final determination by the Governor to extend into Marion County along the Interstate-5/Highway 99E Corridor to the communities of Aurora and Hubbard. Metro has coordinated this expansion with the Oregon Department of Transportation (ODOT) and the affected local jurisdictions, and made a final recommendation to the Governor on the new boundary as part of adopting the 2023 Regional Transportation Plan (RTP) in November 2023. The Governor's determination is expected in 2025.

3. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

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

Joint Policy Advisory Committee on Transportation

JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). Together, JPACT and the Metro Council serve as the MPO board for the region in a partnership that requires joint action on all MPO decisions.

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

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

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing and coordinating all issues of bi-state significance for transportation and land use.

Metro Policy Advisory Committee

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

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

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

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

4. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

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

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

b. Regional Transportation Plan (RTP)

The RTP must be prepared and updated every 5 years and cover a minimum 20-year planning horizon from the date of adoption. The RTP is the primary tool for implementing federal, state and regional policy and identifies transportation projects that are eligible for federal funding.

Scope of the planning process

The metropolitan planning process shall provide for consideration of projects and strategies that will:

- a. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- b. increase the safety of the transportation system for motorized and non-motorized users;
- c. increase the security of the transportation system for motorized and non-motorized users;
- d. increase the accessibility and mobility of people and for freight;
- e. protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- f. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- g. promote efficient system management and operation; and
- h. emphasize the preservation of the existing transportation system.

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

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

Elements of the RTP

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A description of the performance measures and performance targets used in assessing the performance of the transportation system and how their development was coordinated with state and public transportation providers
- A system performance report and subsequent updates evaluating the condition and

- performance of the transportation system with respect to the performance targets
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
 - A financial plan that demonstrates how the adopted transportation plan can be implemented; indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and recommends any additional financing strategies for needed projects and programs.
 - Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
 - Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
 - Proposed transportation and transit enhancement activities

c. Metropolitan Transportation Improvement Program

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

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

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

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrates how the TIP can be implemented.
- Descriptions of each project in the TIP.
- Programming of funds in year of expenditure dollars.
- Documentation of how the TIP meets other federal requirements such as addressing the federal planning factors and making progress toward adopted transportation system performance targets.
- The MTIP also includes publication of the annual list of obligated projects. The most recent publication was provided in December 2023. All prior year obligation reports are available on the Metro website.

d. Congestion Management Process (CMP)

The 2007 SAFETEA-LU federal transportation legislation updated requirement for a Congestion Management Process (CMP) for metropolitan planning organizations (MPOs) in Transportation Management Areas (TMAs – urban areas with a population exceeding 200,000), placing a greater emphasis on management and operations and enhancing the linkage between the CMP and the long-range regional transportation plan (RTP) through an objective-driven, performance-based approach. MAP-21 and FAST Act retained the CMP requirement while enhancing requirements for congestion and reliability monitoring and reporting. The most recent federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), retained the CMP requirement set forth in MAP-21.

A CMP is a systematic approach for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The region’s CMP will continue to advance the goals of the 2023 RTP and strengthen the connection between the RTP and the Metropolitan Transportation Improvement Program (MTIP).

A goal of the CMP is to provide for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. As part of federal transportation performance and congestion management monitoring and reporting, Metro continues to address federal MAP-21 and IIJA transportation performance monitoring and management requirements that were adopted as part of the 2023 Regional Transportation Plan (RTP). The performance targets are for federal monitoring and reporting purposes and are coordinated with the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART) and C-TRAN. The regional targets support the region’s Congestion Management Process, the 2023 policy guidance on safety, congestion and air quality, and complements other performance measures and targets contained in Chapter 2 of the 2023 RTP.

The table below summarizes key elements of Metro’s CMP. For more detail, please refer to 2023 RTP Appendix L- Federal Performance-Based Planning and Congestion Management Processes.

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

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

Regional Congestion Management Process	Associated RTP/MTIP Activities
Define geographic area and network of interest	RTP (Appendix L – Figures 3 and 4)
Establish multimodal performance measures	RTP Performance Measures and Targets (Chapter 2), RTP Federal Performance Measures and Targets (Appendix L)
Collect data and monitor system performance	RTP Existing Conditions (Chapter 4), ODOT Traffic Performance Report (2020), ¹ Mobility Corridor Atlas (2015), Metro and ODOT Federal Performance Monitoring Reports (Baseline, 2-year and 4-year reports)
Analyze congestion problems and needs	RTP Existing Conditions (Chapter 4), ODOT Traffic Performance Report (2020), RTC CMP Monitoring Report (2022), RTP Performance Evaluation (Chapter 7)
Identify and evaluate effectiveness of strategies	RTP (Chapter 6), RTP (Chapter 7), RTP (Appendix F – Environmental Analysis and Potential Mitigation Strategies), RTP (Appendix J – Climate Smart Strategy Implementation and Monitoring), RTP (Chapter 8 refinement planning), area studies, local transportation system plans, ODOT facility plans
Implement selected strategies and manage transportation system	MTIP, Metro, local jurisdictions, ODOT, TriMet, SMART, TransPort, Regional Transportation Functional Plan, RTP (Chapter 8)
Monitor strategy effectiveness²	Scheduled RTP updates, CMAQ Performance Plan, RTP (Appendix J – Climate Smart Strategy Implementation and Monitoring), RTC CMP Monitoring Report (2022), Metro and ODOT Federal Performance Monitoring Reports (Baseline, 2-year and 4-year reports)

e. Air Quality

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

¹ ODOT, “Portland Region 2020 Traffic Performance Report.” (December 2021). Available on-line at <https://www.oregon.gov/odot/Projects/Project%20Documents/TPR-2020.pdf>

² USDOT, “Guidebook on the Congestion Management Process in Metropolitan Transportation Planning.” Pg. 1-1 (April 2011). Available on-line at https://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/cmpguidebk.pdf

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

Most immediately relevant of the TCMs is the requirement to annually monitor the region's motor vehicle miles traveled (VMT) per capita and if the rate increases significantly, implement spending and planning requirements. Specifically, if the rate increases by 5% in a year, planning requirements are instigated to investigate the cause and propose remedies to reduce the VMT per capita rate. If the rate increases again in the second year by 5% or more, mandatory spending increases on programs that help reduce VMT would be instituted, potentially redirecting funds from other projects.

Metro also has an agreement with the Oregon Department of Environmental Quality to cooperate on monitoring and analyzing emissions for all of the federal criteria pollutants and for other emissions known to impact human health as a part of the transportation planning and programming process. To do so, Metro keeps its transportation emissions model current to federal guidelines.

5. Planning Factors

Current federal requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, the following factors defined in federal legislation:

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

Factor	System Planning (RTP)
1. Support Economic Vitality	<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.

Factor	System Planning (RTP)
	<ul style="list-style-type: none"> • Coordinate with ODOT on implementation of their Transportation Plan Goal 5 of Safety and Security. • Looking to incorporate recommendations from the current Metro area Emergency Transportation Routes technical study and any follow-up studies into funding programs. • TriMet has updated its approach and investments in public safety and security utilizing recommendations from its Transit Public Safety Advisory Committee to address racial justice issues. • System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.
4. Increase Accessibility	<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.

Factor	System Planning (RTP)
	<ul style="list-style-type: none"> • Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region’s most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.
5. Protect Environment and Quality of Life (continued)	<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.

Factor	System Planning (RTP)
	<ul style="list-style-type: none"> Projects funded through the MTIP must be consistent with regional street design policy for stormwater management in the 2023 RTP and the 2019 Livable Streets guidelines that implement the policy. HCT projects funded through the MTIP must be designed to be consistent with regional street design policy for stormwater management in the 2023 RTP and the 2019 Livable Streets guidelines.
10. Enhanced Travel and Tourism	<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 – Metro’s most recent Title VI Plan was submitted to ODOT and FHWA in December 2022. An update is expected to be filed by Oct. 1, 2025. The plan is now being implemented through updates to Metro’s RTP and MTIP, and through corridor planning and other agency activities in the region. It includes both a non-discrimination policy and complaint procedure. In September 2024, Metro submitted its updated Limited English Proficiency Plan and updated Title VI Program to FTA. The most recent Title VI Annual Compliance Report for ODOT, covering a 12-month period from July 1, 2023 through June 30, 2024 was accepted by ODOT on September 3, 2024. The next annual report will be due Oct. 1, 2025, covering July 1, 2024 to June 30, 2025.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro’s EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes.

Title VI and Environmental Justice in action – The information from and practices for engaging underserved communities were applied to the 2023 Regional Transportation Plan (RTP) update and the 2024-27 Metropolitan Transportation Improvement Program (MTIP), particularly in the civil rights assessment, which sought to better assess the benefits and burdens of regional, programmatic investments for these communities. Using the information from the RFFA process and engaging advocates helped define and determine thresholds for analysis of effects on communities of color, with limited English proficiency and with low-income as well as communities of older and younger adults.

Metro's Diversity, Equity and Inclusion program works to increase access to resources, economic opportunities and decision-making processes for underserved groups. The program works to provide support and tools to Metro staff, Metro Council and community partners to create an equitable region for all. Metro's strategic plan to advance racial equity, diversity and inclusion was adopted by the Metro Council in June 2016 and serves as a policy document that guides DEI efforts across the agency. In 2023, the Planning, Development and Research department hired an Equity Manager to advance the implementation of the agency and department plans to advance racial equity, diversity and inclusion in the department.

Metro's DEI efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention. These efforts aim to go beyond current regulations and guidance for engaging and considering the needs of and effects on communities of color, with limited English proficiency and with low incomes, but work in coordination with Metro's Title VI and Environmental Justice civil rights program. In 2024, Metro's Planning, Development and Research Department added a full-time DEI program manager to expand and coordinate our department efforts on this essential work.

8. Disadvantaged Business Enterprise

The Metro Disadvantaged Business Enterprise (DBE) effort seeks to achieve the following:

- Ensure nondiscrimination in the award and administration of assisted contracts;
- Create a level playing field on which DBEs can compete fairly for assisted contracts;
- Ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- Help remove barriers to the participation of DBEs in assisted contracts; and
- Assist the development of firms that can compete successfully in the marketplace outside the DBE program.

Policy Statement

Metro is committed to the participation of Disadvantaged Business Enterprise (DBEs) in Metro contracting opportunities in accordance with 49 Code of Federal Regulations (CFR) Part 26, Effective March 4, 1999.

It is the policy of Metro to practice nondiscrimination on the basis of race, color, sex, and/or national origin in the award and administration of Metro assisted contracts. The intention of Metro is to create a level playing field on which DBEs can compete fairly for contracts and subcontracts relating to Metro planning and professional service activities.

The Metro Council is responsible for establishing the DBE policy for Metro. The Executive Officer is responsible to ensure adherence to this policy. The Deputy Chief Financial Officer and the DBE Outreach Coordinator are responsible for the development, implementation and monitoring of the DBE program for contracts in accordance with the Metro nondiscrimination policy. It is the expectation of the Executive Officer that all Metro personnel shall adhere to the spirit, as well as the provisions and procedures, of the DBE program.

This policy will be circulated to all Metro personnel and to members of the community that perform or are interested in performing work on Metro contracts. The complete DBE Program for contracts goals and the overall annual DBE goals analysis are available for review at the:

Metro
Contracts Division
600 NE Grand Avenue
Portland, Oregon 97232
bidsandproposals@oregonmetro.gov

9. Americans with Disabilities Act

Metro, committed to fostering an environment of inclusion, extends this commitment to its workforce and members of the public stepping into its facilities and accessing its services. It is essential to establish the structures and systems for continually assessing and monitoring Metro's programs, services, and facilities to improve accessibility and advance inclusion at Metro. Disability inclusion and acknowledgment of disability as a part of intersectional justice work is also a part of Metro's broader strategic plan and continued commitment to advancing racial equity, diversity, and inclusion.

Metro is working to make existing processes and procedures more inclusive and strives to exceed the minimum accessibility standards set forth by the Americans with Disabilities Act³ (ADA). Metro has policies and vendor contracts to provide program modifications to accommodate the needs of individuals with disabilities and does not charge additional fees to people requesting program modifications due to their disability.

The ADA Self-Evaluation and Transition Plan (SETP) of the Metropolitan Planning Organization's services, policies, and practices identifies barriers and describes the methods to remove the barriers, along with specified timelines to continue compliance with Section 504 of the Rehabilitation Act⁴ of 1973 and Title II of the ADA of 1990, and other applicable laws. The 2023 SETP establishes a three-year schedule to improve its services, policies, and practices through the calendar year 2026 and to complete architectural barrier removal activities by the end of 2025.

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

- Work with leadership to convene, inform, and engage staff on organizational processes that impact accessibility.
- Conduct self-evaluation and transition plan activities.
- Build organizational understanding and implement accessibility best practices in policy, programs (community engagement, customer service, and communications), and capital planning.
- Create opportunities for staff to build capacity and understanding of Title II policies to ensure compliance with ADA, including training.
- Coordinate and monitor Metro's compliance with state and federal laws, regulations, and guidelines prohibiting discrimination against persons with disabilities.
- Investigate and manage complaints alleging discrimination.

Monitoring and reporting activities include tracking the previous year's activities and efforts annually, including accomplishments and program changes, organizational structure or personnel changes, and accessibility-related goals and objectives for the coming year.

³ 28 CFR part 35

⁴ 42 USC 126

10. Lobbying

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

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.25-5466, FOR THE PURPOSE OF
ADOPTING THE FISCAL YEAR 2025-26 UNIFIED PLANNING WORK PROGRAM AND
CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE
WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: March 28, 2025
john.mermin@oregonmetro.gov

Prepared by: John Mermin,

Department: Planning
Meeting Date: April 17, 2025

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 2025-2026 UPWP at the April 17 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 2023 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. 25-5466 adopting a UPWP for the Fiscal Year 2025-26 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, 2025 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

The Draft UPWP was sent out to Federal and State reviewers (and TPAC) on January 28. The required Federal and State consultation was held on March 4. Edits were made to reflect input from the consultation and TPAC, including edits to align terminology in the document with recent Federal executive orders. At its April 4 meeting, TPAC recommended adoption of the UPWP.

Staff will ask for adoption at the April 17 JPACT and Council meetings. Staff will transmit the adopted UPWP to Federal & State partners as soon as possible following adoption on April 17. 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. 25-5466

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 on February 4, 2025. Metro expects to receive findings and recommendations from USDOT prior to adoption of the UPWP. A summary of the USDOT findings and recommendations will be included in the appendix.

ATTACHMENTS

None

- Is legislation required for Council action? **Yes** No
- If yes, is draft legislation attached? **Yes** No

4.3 Consideration of the March 20, 2025 JPACT Minutes
Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, April 17, 2025



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

March 20th, 2025

MEMBERS PRESENT

Shannon Singleton
Nafisa Fai
Paul Savas
Keith Wilson
Travis Stovall
Jef Dalin
Joe Buck
Rian Windsheimer
Sam Desue
Ali Mirzakhali
Carley Francis
Juan Carlos Gonzalez
Ashton Simpson
Christine Lewis

AFFILIATION

Multnomah County
Washington County
Clackamas County
City of Portland
Cities of Multnomah County
Cities of Washington County
Cities of Clackamas County
Oregon Department of Transportation
TriMet
Oregon Department of Environmental Quality
Washington State Department of Transportation
Metro Council
Metro Council
Metro Council

MEMBERS EXCUSED

Curtis Robinhold
Anne McEnerny-Ogle
Leann Caver

AFFILIATION

Port of Portland
City of Vancouver
C-Tran

ALTERNATES PRESENT

Angelita Morillo
Heidi Lueb
Brett Sherman
Chris Ford
Emerald Bogue
Devin Reck
Katherine Kelly
Scott Patterson

AFFILIATION

City of Portland
Cities of Washington County
Cities of Clackamas County
Oregon Department of Transportation
Port of Portland
Washington State Department of Transportation
City of Vancouver
C-Tran

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Juan Carlos Gonzalez (he/him) called the meeting to order at 7:30 a.m. Chair Gonzalez called the roll and declared a quorum.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

Metro staff Ramona Perrault read aloud the instructions for providing public testimony.

Happy Valley Councilor Brett Sherman testified in favor of the Sunrise Corridor project being funded through RFFA 1A.

Hillsboro Mayor Beach Pace testified in favor of full funding for TV Highway through RFFA 1A.

John Washington testified in favor of Rose Quarter project.

Bryson Davis testified.

Chris Smith testified against the Rose Quarter project.

Sprinavasa Turner testified in favor of the Rose Quarter project.

Jill Rundle testified in support of allocating RFFA funds to the Sunrise Corridor project.

Kelly James testified regarding concern about safety on Powell Blvd.

Gladstone Mayor Michael Milch testified in favor of the Sunrise Corridor project being funded through RFFA 1A and protecting Step 2.

Winta Yohannes testified in support of the I-5 Rose Quarter project.

3. UPDATES FROM THE CHAIR

Metro staff Catherine Ciarlo provided an update on fatal traffic accidents in the region since the last JPACT meeting. Ally Holmqvist gave the Transit Minute report. JPACT Chair Gonzalez did not provide the Chair Updates during the meeting to save time for discussion.

4. CONSENT AGENDA

Chair Gonzalez stated that there were two items on the Consent Agenda: 1. Resolution No. 25-5473 For the Purpose of Adding a New ODOT Public Transportation Awarded Project into the 2024-27 MTIP for TriMet Supporting Elderly and 2. Disabled Persons Transit Needs and Consideration of the February 20, 2025 JPACT Minutes.

MOTION: Mayor Travis Stovall moved to approve the consent agenda, seconded by Sam Desue.

ACTION: The consent agenda was unanimously approved.

5. ACTION ITEMS

5.1 Resolution No. 25-5463 For the Purpose of Amending Three Related I-5 Rose Quarter Projects to the 2024-27 MTIP to Add \$250 Million Dollars of Approved Funding to the Projects

Chair Gonzalez introduced the item.

Metro staff Jean Senachal-Biggs provided a brief presentation.
Commissioner Nafisa Fai moved to approve the resolution and Rian Windsheimer seconded the motion.

Metro Councilor Ashton Simpson introduced his amendment and made a motion to pass the resolution; Mayor Keith Wilson seconded the motion.

ODEQ Ali Mirzakhilili asked whether the resolution wording would be an “and” or an “or” if the funding is not made available.

Windsheimer said ODOT supports the amendment, as it reflects their intent.

Mayor Wilson appreciated this amendment and asked to tweak the language.

Chair Gonzalez asked for advice from the Metro Attorney.

Metro Attorney Michelle Bellia proposed a process of a new amendment to change the language of the original amendment under consideration.

Clackamas County Commissioner Paul Savas moved to amend the amendment to “and/or” and “action” to “approval”, C-Tran Deputy Chief Operating Officer Scott Patterson seconded the motion.

Windsheimer explained his preference for “action” over “approval”.

Mayor Wilson withdrew his concern.

Savas changed his amendment back to “action”, with “and/or”, Lake Oswego Mayor Joe Buck seconded the motion. All in favor.

Chair Gonzalez returned to Simpson’s amendment as amended. All in favor.

Chair Gonzalez returned to the main motion.

Buck wanted clarity around construction that would be covered by the MTIP Amendment.

ODOT staff replied that it is for phase 1A construction.

Savas noted these are federal dollars and not restricted by state constitutional limits and added that this project will reduce diversion and make streets safer.

5.2 RFFA Step 1A: Scenario Packages Recommendation for Public Comment

Chair Gonzalez introduced the item and referred to the email sent on March 19th, as well as the memo responding to Mayor Buck.

Metro staff Grace Cho gave a presentation.

Chair Gonzalez called for a motion – TriMet Executive Director Sam Desue moved; Commissioner Fai seconded the motion.

Savas shared his own concern that tapping Step 2 would cause a Gladstone project to go from above the line to below the line. He shared that bonding should go toward projects across the region, not just a few big projects, and made a case for the importance of the Sunrise Corridor.

Chair Gonzalez asked staff for clarification.

Metro staff explained that the overall financial picture being discussed is subject to change; it is an estimate. Staff explained there are different ways to address the need for the additional dollars and shared possible options.

Savas expressed that this is convoluted and expressed support for what is in the packet.

Cho noted the Step 2 info in the packet and that the technical information is only one piece of the decision-making.

Chair Gonzalez noted the proposal is a reflection of the many partners around the table.

Metro Councilor Christine Lewis stated there has been a lot of work done and a need to be transparent; Step 1A is a commitment to funding that could be bonding, however it may not be the only or best tool. Councilor Lewis supported the package in the memo and protecting Step 2. Councilor Lewis advocated for a constituent who wanted to speak on the item at the meeting.

Chair Gonzalez announced he would allow testimony before a decision.

Commissioner Fai asked for clarity about the math and fully funding all the projects if the bond is expanded.

Ciarlo answered the math question and corrected the memo; it should have listed \$88.5 and includes the commitments for extra funds from partners. Ciarlo also explained why the proposed amount was raised.

Chair Gonzalez expounded on that proposal.

Ciarlo thanked partners for stepping up with additional funding.

Mayor Buck reiterated previous comments that he supports full funding for the “big three”. TPAC did not make a recommendation and asked for more information about Burnside Bridge and

Montgomery projects that hasn't been provided. Buck inquired about what happens if those projects don't materialize following a bond. Buck noted there are three projects with no doubt about their viability, while the other two have bigger question marks.

Multnomah County Commissioner Shannon Singleton wanted to stress that Burnside Bridge is not unique as it will require federal dollars like the other projects, and the bridge serves the entire region as an earthquake-ready bridge.

Cho answered Mayor Buck's questions. She proposed laying out a schedule for each project in IGAs as well as conditions laid out as part of the RFFA resolution for the timing of bonding.

Senechal-Biggs added that the project profiles and their funding stacks will be online next week.

Ciarlo explained how these projects meet the bonding criteria and the risk for each; if there are projects not living up to their proposals, Metro would reconsider bonding that money.

Windsheimer asked about off ramps and requested stating those clearly before final adoption. Windsheimer noted that RFFA dollars might go down in the future and ODOT money would come from Great Streets and safety projects, but this depends on costs coming down through TriMet's work on the project. He expressed that ODOT is committed to the project.

Cornelius Mayor Jef Dalin urged everyone to recognize that leveraging these funds depends on federal funds; once it is put out for public comment, it becomes real. Mayor Dalin emphasized being careful about explaining it and transparent about the risk of the financing stack. Mayor Dalin expressed appreciation for the Chair working toward regional equity.

Mayor Wilson advised interlinking different transit systems to each other so we can work on speed and consistency. Mayor Wilson emphasized the need to increase transit ridership and pursue federal funding for the Montgomery project.

Councilor Lewis stated her top priority is Sunrise and next is Montgomery. Councilor Lewis added that the streetcar unlocks thousands of opportunities for more housing and expressed that the Montgomery project fulfills a commitment to the governor to incentivize more housing.

Singleton offered to walk folks through the Burnside Bridge project: a third of the funds come from local sources and this project is ready to move forward, however, it is taking the most significant cut and is currently as low as it can go.

Savas recommended expediting the ones that are ready to go since costs are rising.

Chair Gonzalez allowed public comment due to confusion about the agenda item.

Marchelle Paholsky, Member of the Sunrise Corridor Leadership Cohort, testified in favor of the Sunrise Corridor project.

6. INFORMATION/DISCUSSION ITEMS

6.1 Introduction to the Forthcoming Federal Surface Transportation Reauthorization Bill

Chair Gonzalez postponed Beth Osbourne's presentation and introduced Metro staff Betsy Emery to present on the reauthorization of the Transportation Surface Act and JPACT trip

7. MEMBER UPDATES

Windsheimer shared that if there are obligated funds through the Connecting Community Funds, as with the Rose Quarter freeway cap, those projects can move toward construction.

8. ADJOURN

Chair Gonzalez adjourned the meeting at 9:30 a.m.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Ramona Perrault".

Ramona Perrault,
Committee Legislative Advisor, Metro

5.1 28-30 Regional Flexible Fund Allocation Step 1A.1 and Step 2
Public Testimony Opportunity
Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, April 17, 2025

JPACT Worksheet

Agenda Item Title: 28-30 Regional Flexible Fund Allocation Step 1A.1 and Step 2 Public Testimony Opportunity

Presenters: N/A (no presentation planned)

Contact for this worksheet/presentation: Grace Cho (grace.cho@oregonmetro.gov)

Purpose/Objective

To allow for members of the public the opportunity give testimony before the members of JPACT ahead of a recommendation to approve and adopt the 28-30 Regional Flexible Fund Allocation package in July 2025.

Outcome

To gather input from member of the public on the projects identified in the Step 1A.1 bond and the local transportation projects competing in the Step 2 allocation processes.

What has changed since JPACT last considered this issue/item?

Since this item was last at JPACT, Metro staff opened a public comment period on Wednesday March 26th, 2025. The public comment period is scheduled to close on Wednesday April 30th, 2025. Public comments are being accepted through two separate online surveys as well as comments received via email, mail, phone, and at an upcoming testimony opportunity. Members of the public are encouraged to provide comment on transit-focused Step 1A.1 bond and the local transportation projects competing for Step 2 flexible funds.

What packet material do you plan to include?

None.

The online public comment on the 28-30 Regional Flexible Fund Allocation can be found at: <https://www.oregonmetro.gov/public-projects/2028-30-regional-flexible-funding-allocation>

There are There are a variety of opportunities for comment:

- **Take surveys** for both the transit-focused Step 1A.1 bond and the local transportation projects competing for Step 2 flexible funds
 - [Step 1.A1 bond survey](#)
 - Step 2 survey in [English](#) and [Spanish](#)
- **Email** transportation@oregonmetro.gov
- **Mail** to Transportation Planning, 600 NE Grand Ave., Portland, OR, 97232
- **Call** 503-797-1757 or TDD 503-797-1850
- **Provide public testimony** in the presence of decision-makers at the Joint Policy Advisory Committee on Transportation [meeting on Thursday, April 17](#).

To sign up for public testimony at the April 17th JPACT meeting in advance, please email the Legislative Coordinator at legislative.coordinator@oregonmetro.gov.

**5.2 Federal Surface Transportation Reauthorization:
Regional Priorities Draft Discussion**
Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, April 17, 2025

JPACT Worksheet

Agenda Item Title: Federal Surface Transportation Reauthorization Bill – Initial Regional Priorities

Presenters: Betsy Emery, Federal Affairs Advisor (Metro)

Contact for this worksheet/presentation: Betsy Emery (971-429-1888)

Purpose/Objective

The Bipartisan Infrastructure Law (BIL), also known as the Infrastructure and Investment in Jobs Act (IIJA) expires on September 30, 2026. Congress has already started the process of crafting the next “surface transportation reauthorization” bill to replace the BIL upon its expiration. This legislative work is led by two Congressional committees: the House Transportation and Infrastructure Committee, which Rep. Hoyle serves on, and the Senate Environment and Public Works Committee, which Sen. Merkley serves on.

During this JPACT agenda item, staff will provide a high-level overview of what a surface transportation reauthorization bill is and a summary of the conversations that are already underway in D.C. Most of the agenda item will be focused on presenting JPACT members with an initial set of regional priorities for feedback and discussion. This draft set of priorities has been informed by JPACT’s adopted priorities for the 2025 state transportation package, goals defined in the 2023 Regional Transportation Plan, and discussions among jurisdictional partner staff.

Outcome

JPACT members will learn about the federal surface transportation reauthorization bill and provide feedback on the draft set of regional priorities.

What has changed since JPACT last considered this issue/item?

This will be the first time JPACT is having a dedicated conversation about the surface transportation reauthorization bill because this item was bumped from the March 2025 agenda to accommodate robust discussion and public comment.

There is a change in the original proposed timeline for JPACT’s adoption of a set of regional priorities. The House Transportation and Infrastructure Committee has unexpectedly opened their portal for organizations to submit proposals for their consideration when drafting the bill text. They are working on an aggressive deadline of April 30th. To accommodate this accelerated Congressional timeline, staff will present the draft set of priorities at the April 2025 and incorporate that feedback into a refined version of priorities to submit to the House Committee. This submission will be clearly marked as draft with the caveat that they are being considered for adoption during the May 2025 meeting.

Upon JPACT’s adoption, we will share the final version of the priorities with the House Transportation and Infrastructure Committee. We will have additional opportunities to engage on these priorities when the Senate Environment and Public Works Committee opens their portal for submitting requests. The Senate Committee hasn’t provided a timeline yet. The priorities will also inform JPACT’s advocacy during the trip to D.C. (September 8-10).

What packet material do you plan to include?

The following materials are included in the packet:

- a draft initial set of regional priorities for the surface transportation reauthorization bill

- an updated draft timeline of the work plan reflecting this announcement from the House Transportation and Infrastructure Committee

JPACT Priorities for the 2026 Surface Transportation Reauthorization

➤ **Preserve current funding levels for competitive funding programs.**

The IIJA established a variety of new competitive funding programs that have had outsize benefit on the Portland Metro region. We are especially advocating to preserve funding for the new MEGA/INFRA/RURAL; Bridge Investment Program; Safe Streets and Roads for All grants. The prior authorization significantly increased funding levels for existing competitive grant programs, expanding their ability to advance locally important transportation goals. We would like to see the increased appropriations for the BRIC and FTA Bus and Bus Facilities programs preserved.

➤ **Preserve current funding levels for formula funding programs.**

The IIJA included sizeable funding level increases in multiple formula programs that JPACT would like to see maintained. The Highway Safety Improvement Program, Carbon Reduction Program, FTA Urbanized and Non-Urbanized Area Programs, Congestion Mitigation and Air Quality Program. In addition to maintaining the increased funding level for the Surface Transportation Block Grant, JPACT also wants to maintain suballocation requirements to local jurisdictions and MPOs as a means of supporting local decision-making, advancing locally important infrastructure, and streamlining deployment of federal dollars.

➤ **Support transportation financing mechanisms that ensure long-term stability and solvency of the Highway Trust Fund.**

Many of the agencies responsible for building, managing, and maintaining transportation and transit systems are facing funding cliffs due to very limited revenue sources. Systems that were already financial constraints are under more pressure due to inflation and supply chain challenges. These financial constraints are exacerbated by lack of adequate funding at the federal level to support. The federal gas tax has remained a flat 18.4 cents per gallon since 1993. The vehicle market shift to electric vehicles (EVs) is reducing the amount of revenue this tax generates. JPACT supports Congressional efforts to address the lack of adequate, sustainable, long-term revenue for transportation infrastructure by increasing the gas tax or indexing it to inflation, requiring EVs to pay into the Highway Trust Fund, or establishing a national road user charge pilot program.

➤ **Maintain a minimum annual authorization of \$4.6B for the FTA Capital Investment Grant program.**

The outyear funding of the FTA Capital Investment Grant program that has been committed in existing Full Funding Grant Agreements (“FFGAs”) and proposed FFGAs requires a significant sustained investment. FTA will not be able to meet their existing FFGA commitments if the program doesn’t maintain level funding. Preserving this funding level is critical given that four regionally significant projects in the Portland Metro area are currently in the FTA CIG project development phase and targeting this program for implementation.

➤ **Maintain funding and policy focus on safety for all road users, especially along arterials and critical corridors.**

The Safe Streets and Roads for All program established under the prior bill has funded the creation of multiple transportation safety action plans and construction projects to improve safety, especially for pedestrian and cyclists, across the Portland Metro region. The prior authorization promulgated Complete Streets, Vision Zero principles, and a Safe Systems Approach to project development to prioritize investments that reduce fatal and serious injuries.

➤ **Make advanced appropriations for competitive programs through multiple federal fiscal years.**

Advanced appropriations provide certainty about the continued availability of federal funding sources for projects as they prepare financing plans. This is especially important for large, complex projects that take years to move through planning and project development. Compel agencies to continue the practice of maintaining comprehensive calendars for their Notice of Funding Opportunities (NOFOs) so applicants can plan, prepare more competitive applications, and position their projects for financial success.

➤ **Streamline permitting and federal requirements to make it more efficient to deliver high-impact investments with minimal impact.**

There are many examples of small-scale transportation projects that have very high impact in improving safety outcomes. Under some scenarios, seemingly simple projects like installing curb ramps, sheltered bus stops, traffic signals, and pedestrian crossings can have onerous federal requirements that delay implementation, increase cost, or make the project less viable to deliver. It should be easier to fund and deploy these types of small-scale, high-impact projects.

➤ **Invest in integrated multimodal systems that are well coordinated.**

Our region supports investments in multimodal infrastructure that is well integrated with different modes and scales of transportation, such as micro-transit, shuttle services, and active transportation options.

➤ **Increase flexibility of federal funding so it can be used for maintenance to address the backlog of needed repairs.**

Many locally owned roads, bridges, and transit infrastructure have large maintenance and repair needs, but funding shortfalls and inflexible program requirements make it hard to address maintenance backlogs. Increasing flexibility for federal funding to invest in capital maintenance, repairs, and resiliency retrofits on locally owned infrastructure to promote long-term safety and reliability.

Timeline for Preparing Regional Surface Reauthorization Priorities

DRAFT – Subject to change

Last Updated: 4/9/2025

Month	Original Plan	Updated Timeline (reflecting House T+I Committee announcement)
March	<p><i>JPACT mtg</i> (3/20 - in person)</p> <ul style="list-style-type: none"> • Beth Osborne (T4A) presentation about the purpose of the bill, opportunities/challenges it provides • Discussion about reauthorization strategy, initial priorities <p><u>Staff Working Group (SWG)</u></p> <ul style="list-style-type: none"> • Start drafting list of high-level priorities for JPACT consideration during May meeting 	<p><i>JPACT mtg</i> (3/20 - in person)</p> <ul style="list-style-type: none"> • Item bumped to accommodate other agenda items. <p><u>SWG</u></p> <ul style="list-style-type: none"> • Draft list of high-level priorities
April	<p><u>SWG</u></p> <ul style="list-style-type: none"> • Continue preparing draft list of high-level priorities 	<p><i>JPACT mtg</i> (4/17 – online)</p> <ul style="list-style-type: none"> • Present initial draft list of priorities for discussion and feedback. <p><u>SWG</u></p> <ul style="list-style-type: none"> • Refine draft list of priorities based on discussions with program staff, agency leadership, and JPACT members <p><u>Staff</u></p> <ul style="list-style-type: none"> • Submit initial list of priorities to House Transportation and Infrastructure (T+I) Committee (4/30 deadline)
May	<p><i>JPACT mtg</i> (5/15 – in person)</p> <ul style="list-style-type: none"> • Present initial draft list of priorities for discussion and feedback <p><u>SWG</u></p> <ul style="list-style-type: none"> • Update draft priorities based on JPACT discussion 	<p><i>JPACT mtg</i> (5/15 - in person)</p> <ul style="list-style-type: none"> • Staff present updated version of regional priorities for JPACT to consider adoption <p><u>Staff</u></p> <ul style="list-style-type: none"> • Submit provide adopted version of priorities with House T+I Committee, Congressional delegation
June	<p><i>JPACT mtg</i> (6/19 - online)</p>	

Timeline for Preparing Regional Surface Reauthorization Priorities

DRAFT – Subject to change

Last Updated: 4/9/2025

	<ul style="list-style-type: none"> • Present refined list of priorities for discussion and feedback <p><u>SWG</u></p> <ul style="list-style-type: none"> • Finalize draft priorities based on JPACT discussion 	
July	<p><u>JPACT mtg</u> (7/17 - in person)</p> <ul style="list-style-type: none"> • Adopt regional priorities • JPACT trip update 	
August	<p><i>*No JPACT mtg*</i></p>	
September	<p><u>JPACT D.C. Trip</u> (Sept. 8 – 11)</p>	<p><u>JPACT</u></p> <ul style="list-style-type: none"> • Advocate for reauthorization priorities during D.C. trip (Sept. 8 – 11)

Note: The Senate Environment and Public Works Committee is expected to open a portal to submit priorities for surface transportation reauthorization consideration, but they haven't announced a timeframe. Adopting priorities in May will give staff the ability to have conversations about these priorities with congressional offices and submit priorities to the Senate committee once their portal opens.

5.3 Tualatin Valley Highway LPA Update
Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, April 17, 2025

JPACT Worksheet

Agenda Item Title: Tualatin Valley Highway LPA Update

Presenters: Jess Zdeb, Principal Regional Planner, Metro

Contact for this worksheet/presentation: Jess Zdeb

Purpose/Objective

The purpose of this item is to provide an update to JPACT about the TV Highway transit project. Later this year, JPACT will consider the locally preferred alternative (LPA) for this project for endorsement and subsequently for amendment in the Regional Transportation Plan.

Outcome

JPACT members are updated about the last several years of process to develop an LPA for the TV Highway transit project, including key project benefits, public engagement process and findings, LPA elements and project funding strategy. Staff are provided any feedback about additional information JPACT would require prior to the endorsement vote.

What has changed since JPACT last considered this issue/item?

This item has not been before JPACT since April 2022. Since that time, the Metro and TriMet project team have worked with partners to explore numerous facets of and options for bringing high-capacity transit to TV Highway. The work has been guided by a project Steering Committee consisting of elected officials, agency leaders, and community-based organization representatives, and supported through coordination at the staff level across the five corridor jurisdictions, Metro, TriMet and ODOT.

The work of the last three years has included the following milestones:

- **Spring 2022:** Steering Committee adoption of five goals for the project
 - o Improve the travel experience (safety, time, reliability) for transit riders, in particular communities of color and low-income communities
 - o Advance local goals related to land use, transportation, equity, and climate
 - o Supported by the community, in particular transit riders and communities of color
 - o Feasible to fund, construct and operate
 - o Able to move into the next phase, Project Development
- **Spring-Summer 2022:** Development of a Round 1 design for bus rapid transit (BRT) in the corridor with a cost estimate of ~\$550M.
- **Fall 2022-Spring 2023:** Exploration of possible phasing options for the Round 1 design, including various iterations of splitting the existing Line 57 route to deliver the entire corridor in two or more phases.

- **Spring 2023:** Steering Committee direction to revisit and revise project design to identify an end-to-end BRT project from Beaverton to Forest Grove that is more feasible from a funding perspective.
- **Summer 2023-Summer 2024:** Development of two Round 2 designs: a) a project that is eligible for the FTA's Small Starts Capital Investment Grant (CIG) program, and b) a lower-cost project that does not meet eligibility thresholds for CIG funding. Work resulted in a \$300M CIG-eligible project (needing \$150M local match), and a \$150M non-federal project.
- **Winter 2023:** Steering Committee approval of draft station locations for public engagement.
- **Summer 2024:** Steering Committee direction to pursue the CIG-eligible project.
- **Fall 2024:** Public engagement regarding station locations and
- **Winter 2024-25:** Development of project funding strategy.
- **February 2025:** Steering Committee approval of Locally Preferred Alternative (LPA) and high-level funding strategy.

The project LPA identifies mode, alignment and general station locations and is represented by the following text and map. Note that general station locations in downtown Cornelius are yet to be determined and will be finalized during Project Development.

What packet material do you plan to include?

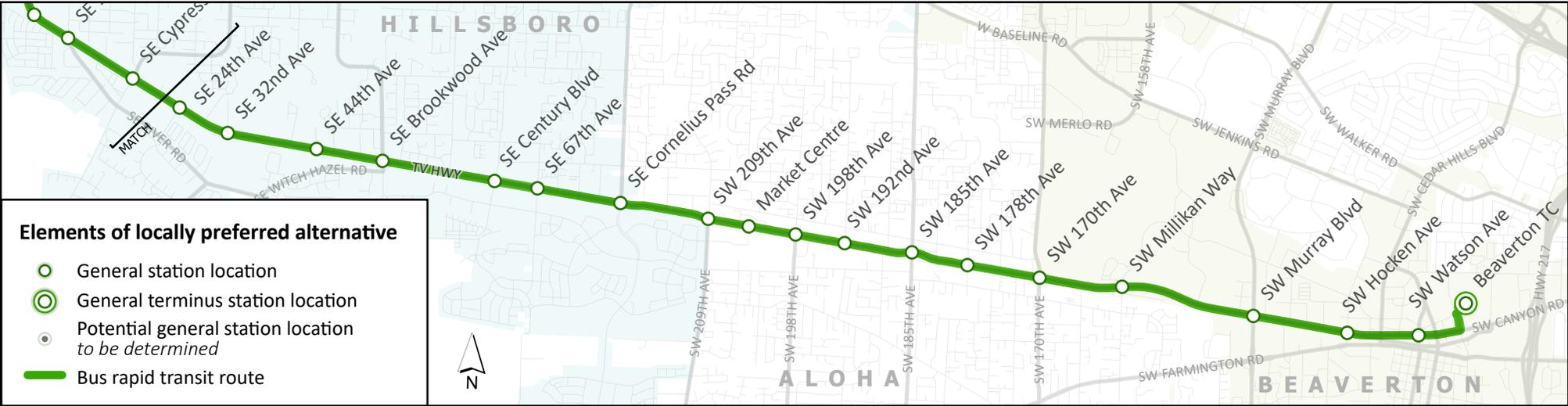
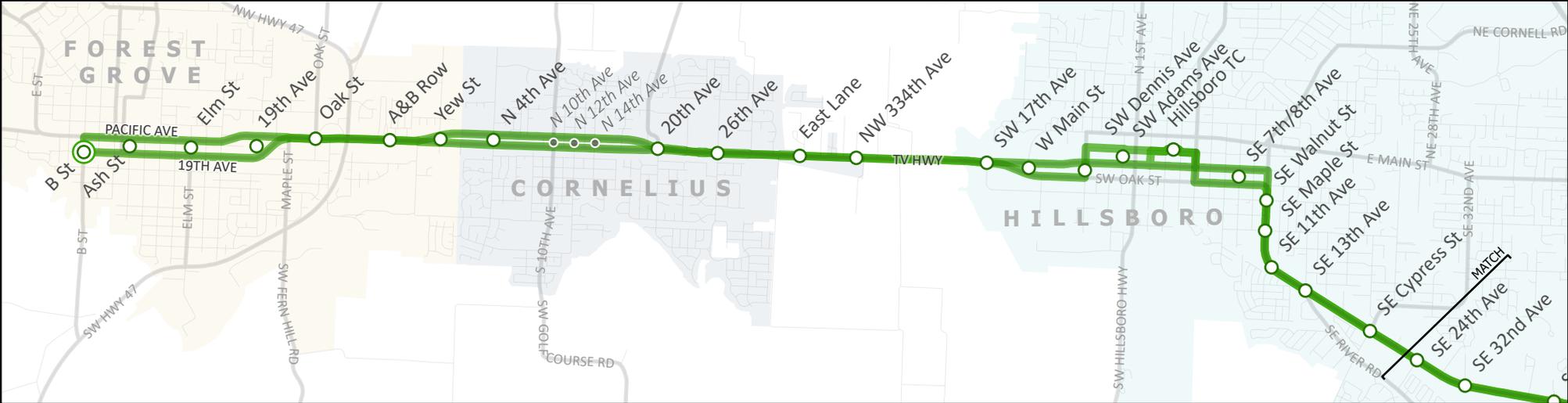
Project LPA paragraph and map

Tualatin Valley Highway Transit Project Steering Committee Locally Preferred Alternative

The recommended Locally Preferred Alternative for high-capacity transit in the Tualatin Valley Highway corridor is bus rapid transit with stations at the general locations indicated on the attached map, operating between Beaverton Transit Center and 19th Avenue and B Street in Forest Grove. The route will generally follow the same alignment as TriMet's current Line 57 route.

TV Highway transit project

Recommended Locally Preferred Alternative



Materials following this page were distributed at the meeting.

People killed in traffic crashes in Clackamas, Multnomah and Washington counties

March 1 through April 2, 2025

Unidentified, age 40, driving, S Kropf Rd/S Gibson Rd, Clackamas County, 3/28/25

Unidentified, age 32, in a vehicle, Pacific Hwy W (SW Pacific Hwy)/SW Bell Rd, Washington County, 3/27/25

Unidentified, age 29, driving, SE 72nd Ave/SE Alberta Ave, Clackamas County, 3/22/25

Unidentified, driving, W Frontage Rd (N Union Ct)/Pacific Hwy E (N Martin Luther King Jr Blvd), Portland, Multnomah, 3/13/25

Unidentified, driving, Clackamas-Boring Hwy/SE Meier Ln, Clackamas County, 3/11/25

Unidentified, age 67, driving, Cornelius Pass Hwy/NW Kaiser Rd, Multnomah County, 3/11/25

Unidentified, age 39, motorcycling, NW Susbauer Rd/NW Wren Rd, Washington County, 3/9/25

Unidentified, age 86, walking, Mt Hood Hwy (SE Powell Blvd)/SE 67th Ave, Portland, Multnomah, 3/9/25

Unidentified, age 69, walking, NE Cornell Rd/NE 106th Ave, Hillsboro, Washington, 3/6/25

Unidentified, age 45, passenger, Mt Hood Hwy/E Buggy Trail Ln, Clackamas County, 3/3/25

Unidentified, passenger, NE 201st Ave/NE Broadway Ct, Gresham, Multnomah, 3/1/25



Source: ODOT Initial Fatal Crash Information Viewer, 4/2/25



Continually committing to systemic change to prevent future traffic deaths

Safe Streets: Redesign our most dangerous streets represented by the High Injury Corridors

Safe Speeds: Slow down travel speeds, using a variety of tools to do so

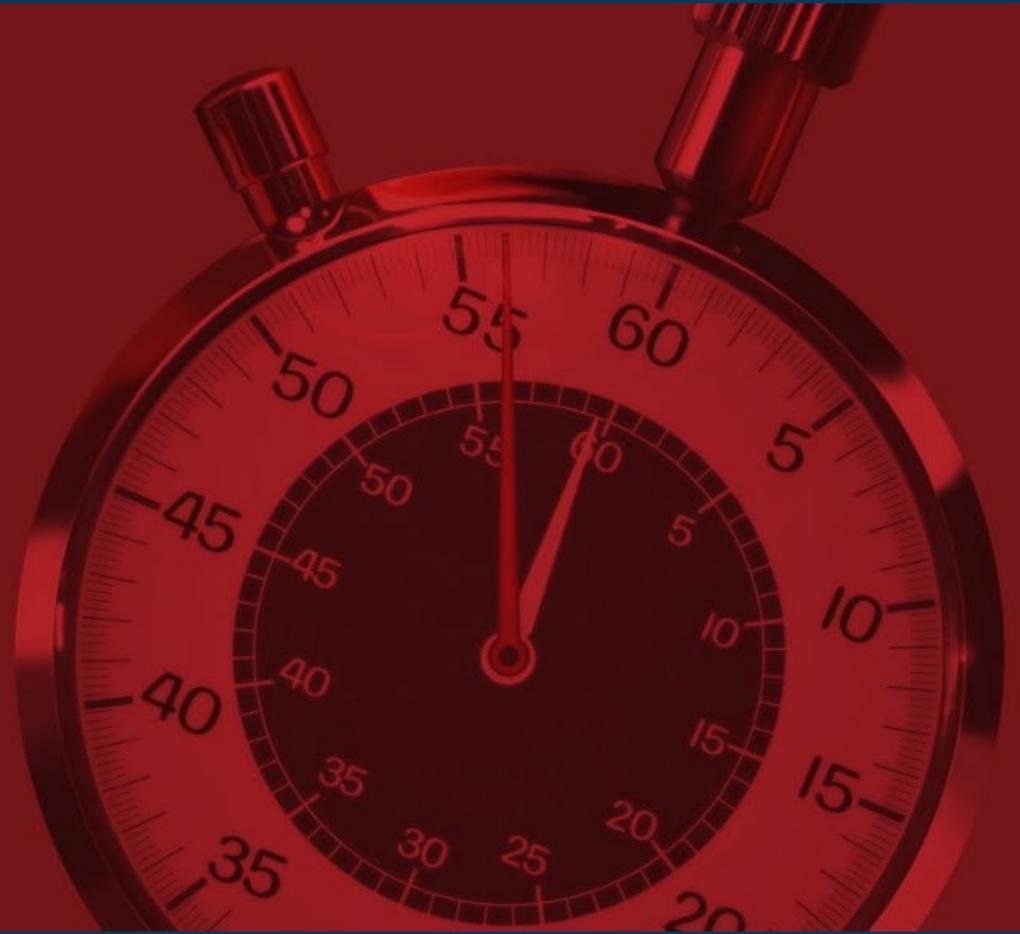
Safe People: Create a culture of shared responsibility through education, direct engagement, and safety campaigns

As well as **Safe Vehicle** size and technology and **Post-Crash Care** and response.



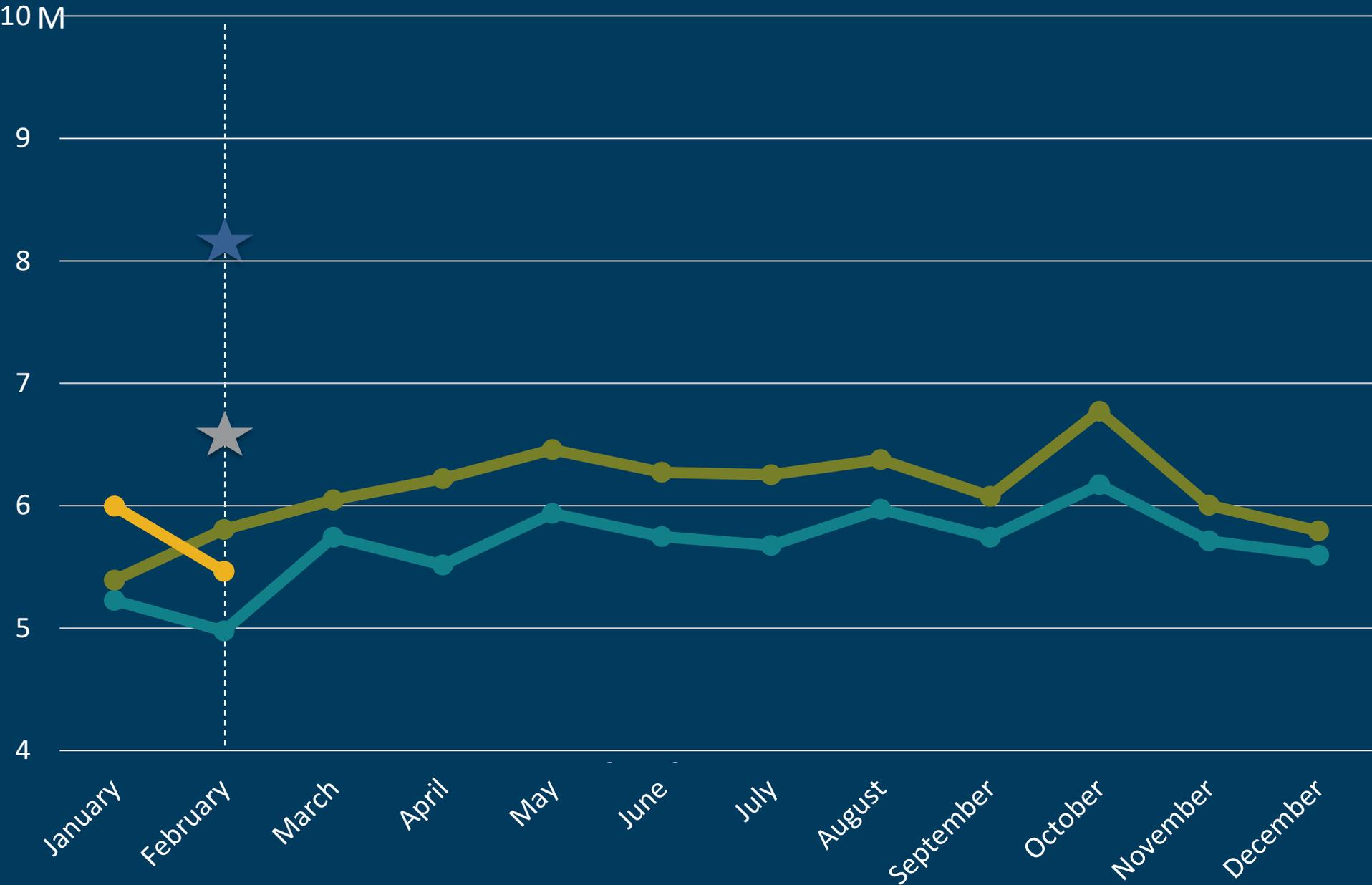
Today in the transit minute...

60
SECONDS



Monthly Transit Ridership (February)

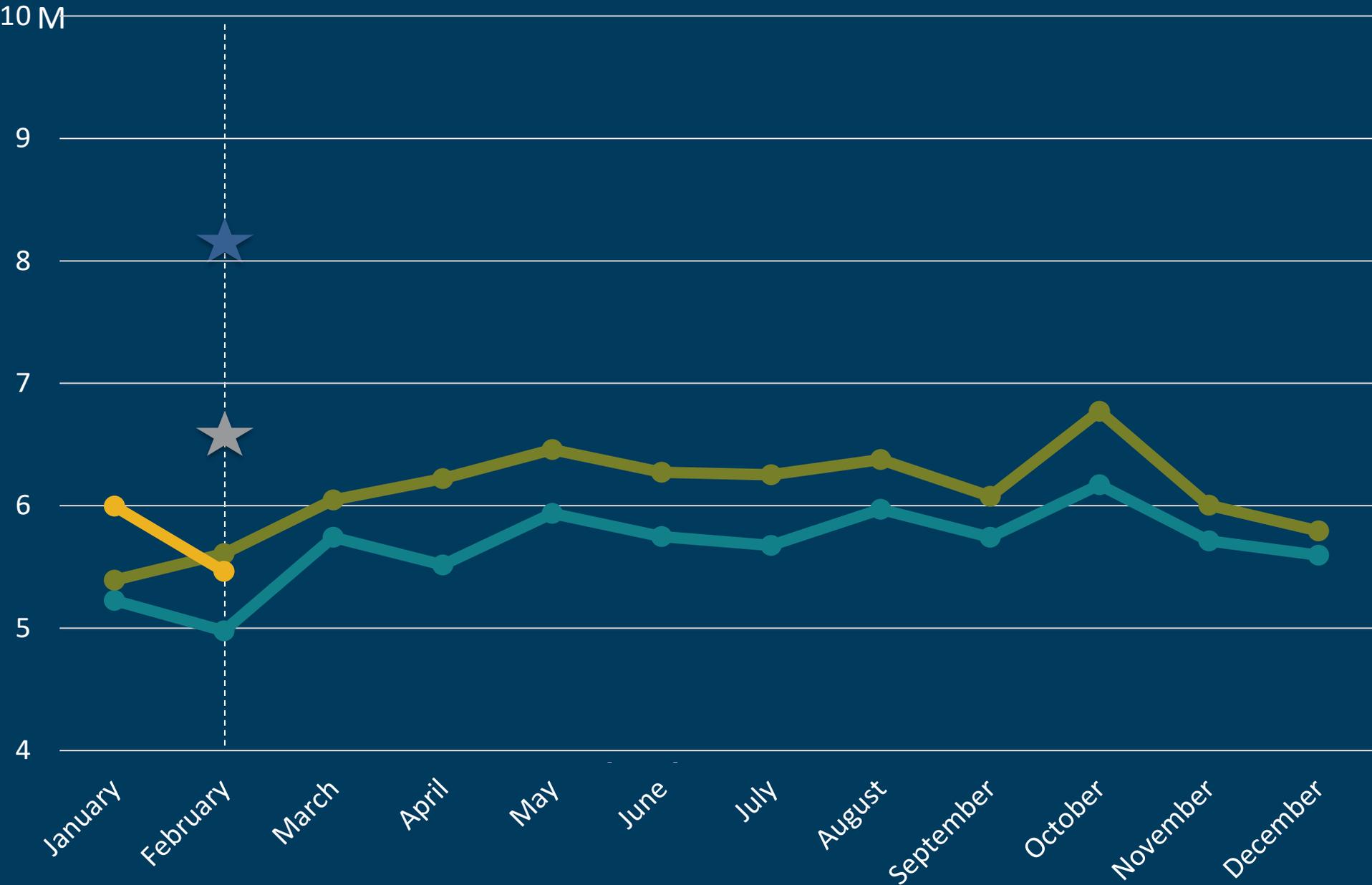
2023 2024 2025



Includes TriMet, SMART, C-TRAN, Portland Streetcar, Ride Connection, Clackamas and Multnomah County.

Monthly Transit Ridership (February)

2023 2024 2025

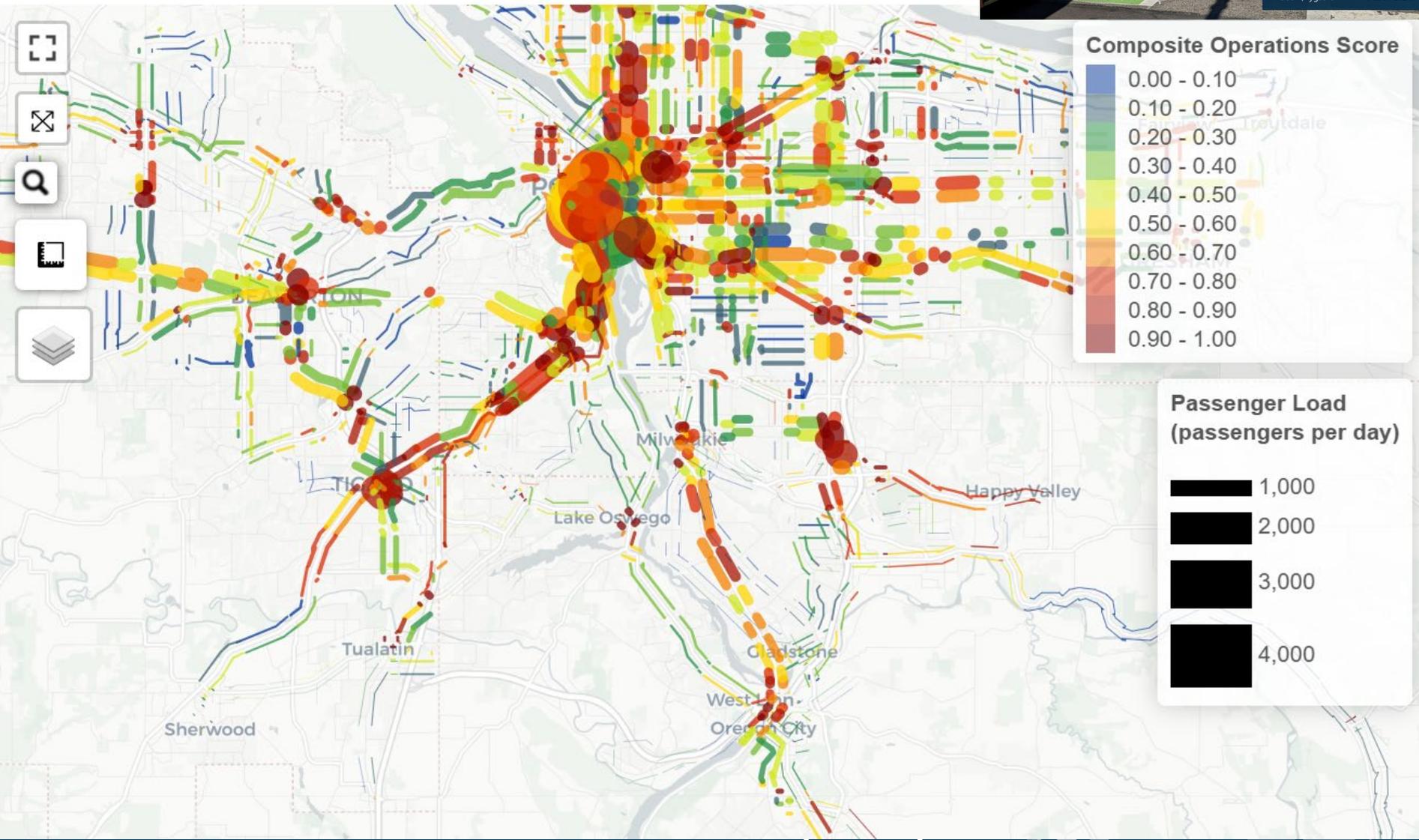


Includes TriMet, SMART, C-TRAN, Portland Streetcar, Ride Connection, Clackamas and Multnomah County.

March Transit News Highlight



**Better Bus
Transit Priority
Toolkit**
Nelson\Nygaard March 2024



2028-30 Regional Flexible Funds Allocation (RFFA): Public Comment Hearing

JPACT

April 17, 2025



Public Comments on Regional Flexible Fund Bond & Step 2

Public comment period is open March 26 - April 30.

Member of the public are providing comments through:

- An online open house and survey for Step 1A.1 (bond).
- An interactive map and survey for Step 2
- Email, mail, phone
- Public testimony at JPACT on April 17 (today)

How public comment will be used

Public comment reports to TPAC, JPACT and the Metro Council in May.

- Step 2 report: May 16th
- Bond report: May 30th

JPACT and Metro Council decisions on Bond and Step 2 Projects in July

Questions? Comments

Contact: Grace Cho

grace.cho@oregonmetro.gov

oregonmetro.gov/rffa



Metro

Arts and events

Garbage and recycling

Land and transportation

Oregon Zoo

Parks and nature

oregonmetro.gov



Metro

Surface Transportation Reauthorization Bill

Regional Priorities

Betsy Emery | Federal Affairs Advisor

Joint Policy Advisory Committee on Transportation

April 17, 2025



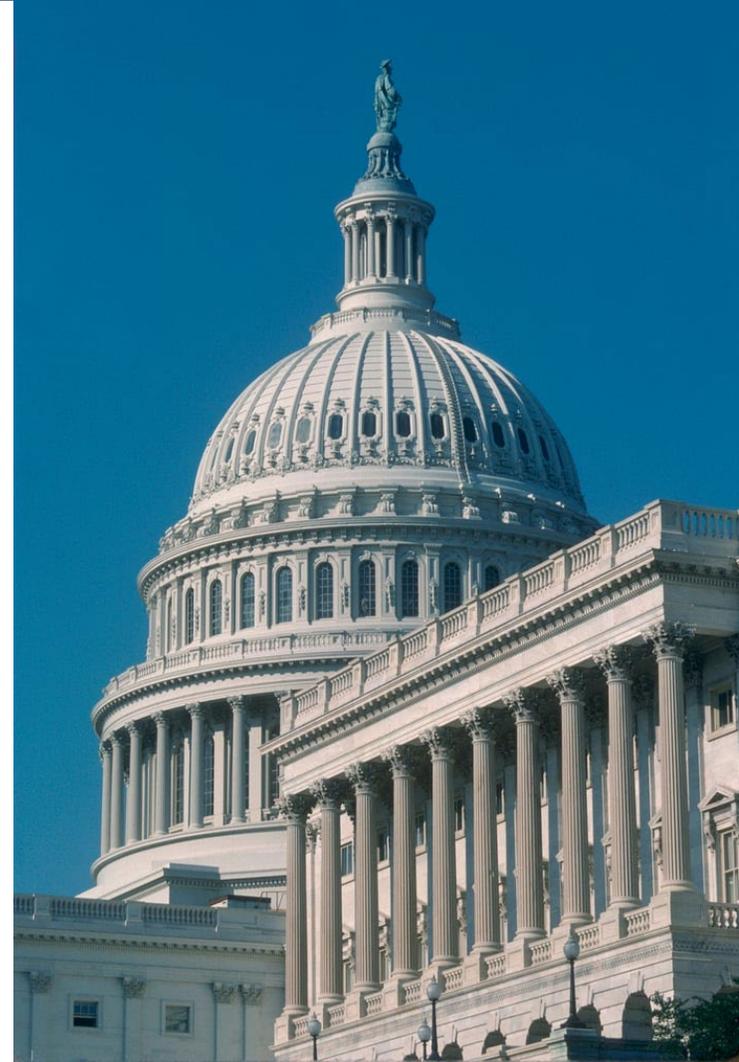
Surface Transportation Reauthorization 101

- Sets all policies, priorities, and funding levels for all forms of surface transportation
- Renewed every 4-6 years
- Bipartisan Infrastructure Law (2021) expires September 30, 2026
 - Discussions already underway
 - Short-term extensions are common



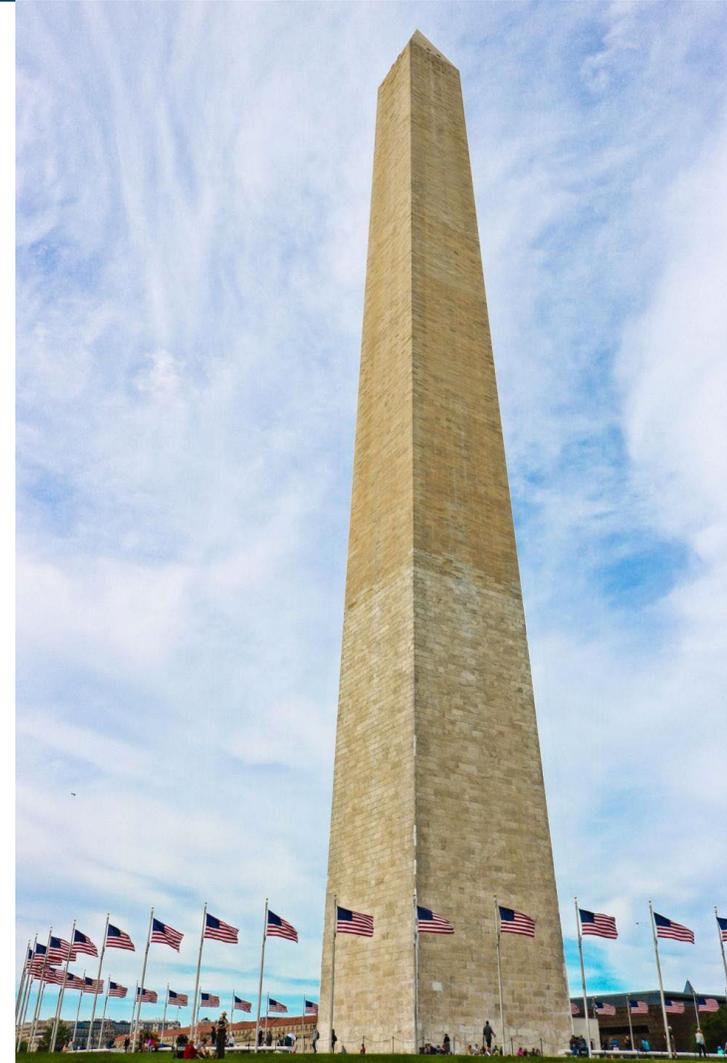
Oregon's Congressional Involvement

- Negotiations are driven by:
 - House Transportation and Infrastructure
 - Senate Environment and Public Works
- Sen. Merkley and Rep. Hoyle are directly involved
 - For BIL, we had Blumenauer, DeFazio, and Merkley in negotiations



Emerging Congressional Priorities

- Ensure a safe and reliable transportation network
- Make it easier to get money out the door
- Prioritize traditional road infrastructure
- Consolidate federal transportation grants
- Increase state formula funding and flexibility
- Regulatory and permitting reform
- Increase revenue into the Highway Trust Fund



National Partner Priorities

- **Transportation for America:** prioritize safety over speed, emphasize maintenance, build multi-modal infrastructure
- **Association of MPOs:** Increase planning funds, reduce match requirements, shift discretionary to formula for some programs
- **American Public Transit Association:** Enact EV fee to support mass transit, efficiencies in distributing FTA funding

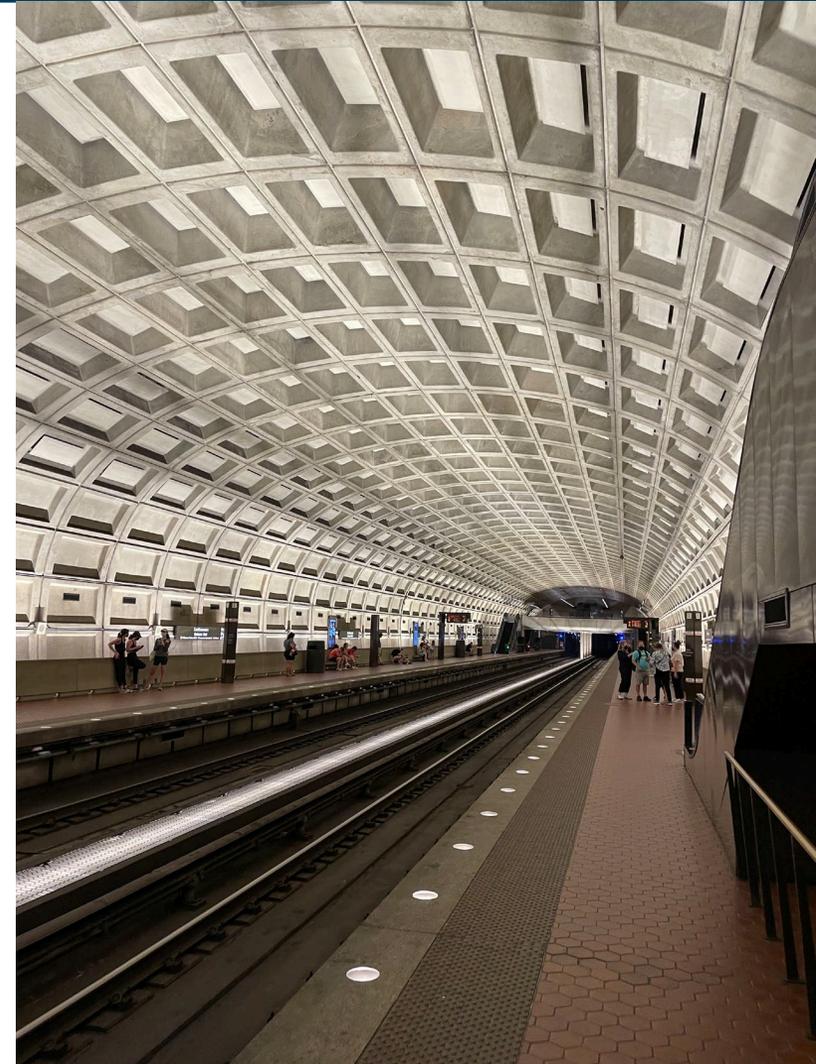


JPACT's Draft Priorities for Surface Reauthorization

- Preserve current funding levels for grant and formula programs
- Make advanced appropriations for multiple fiscal years
- Ensure long-term solvency of the Highway Trust Fund
- Emphasize safety for all road users, especially along arterials
- Streamline permitting for small-scale, high-impact safety projects
- Invest in integrated multimodal systems
- Increase flexibility so funding can support maintenance

Next Steps

- Staff will update priorities to reflect JPACT's discussion
- April 31: House Transportation and Infrastructure Committee portal closes
- May 22: JPACT considers adopting priorities
- September 8 – 10: JPACT trip to D.C.
- Ongoing conversations with Congressional staff about these priorities



Questions to Consider

- What are your reactions to the current draft of JPACT's priorities for surface transportation reauthorization?
- Are you comfortable having a refined version of this draft submitted to the portal as draft priorities?



oregonmetro.gov



Georgia Langer

From: Aaron <info@nomorefreewayspx.com>
Sent: Sunday, April 6, 2025 12:36 PM
To: Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang
Cc: i5rosequarter@odot.oregon.gov
Subject: [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

From: Aaron
Email: zoopiedoop@gmail.com
Neighborhood/City: Woodstock

Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?

This freeway expansion is phenomenally expensive with a price tag of over \$1B per lane mile created. It will impose further impacts in the form of both air toxins and greenhouse gases. Any operational benefits will quickly be erased due to induced demand. ODOT's design for this project, which has been concealed throughout the environmental review process, is to build a roadway that is between 160 feet and 240 feet wide, easily enough to hold ten-lanes of traffic, just by re-striping. The project's Environmental Assessment doesn't analyze or disclose the reasonably foreseeable effects of this traffic on safety and air pollution.

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This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.com>) - to contact the constituent who sent you this message, please use the address provided above. No More Freeways has been organizing to oppose the Rose Quarter Freeway Expansion since 2017. NMF's official testimony submitted to TPAC, JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available [here](#).

Georgia Langer

From: April Atwood <hissrattlesnap@gmail.com>
Sent: Tuesday, April 8, 2025 8:07 PM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19- mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

Increasing easy and safe access to transit in this region must be a priority, so I strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Sincerely, April Atwood

Georgia Langer

From: Jenny Dimsho <jennydimsho@gmail.com>
Sent: Tuesday, April 8, 2025 12:38 PM
To: Legislative Coordinator
Subject: [External sender]Let's make sure the Burnside Bridge is ready when we need it most.

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

JPACT Committee Members:

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances the resilience of a critical transportation corridor. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project vital for supporting community safety, response, and economic recovery following a major earthquake.

As someone who crosses the river daily for my commute, I understand firsthand the importance of reliable transportation. Every day, I rely on the Burnside Bridge to get to and from work, and I often worry about my ability to get home safely in the event of an earthquake. If a major earthquake were to strike, I need to be able to quickly and safely access my family to ensure their well-being. An Earthquake Ready Burnside Bridge is a critical route for me, as it connects me to my family and to essential services. The thought of being unable to reach them because of a damaged or inaccessible bridge is a significant concern.

The new bridge will provide safer, modern multimodal transportation facilities, serving all modes and communities accessing the downtown core, particularly adjacent neighborhoods located in equity focus areas. This includes building ADA-compliant sidewalks to adjacent social service providers, as well as safer, better-protected pedestrian and bicycle facilities on the bridge. The project also includes permanent bicycle/pedestrian street improvements adjacent to the bridge and prepares the bridge for future transportation developments.

This multifaceted infrastructure project addresses many urgent community needs, including the safety and resiliency of the bridge, as well as upgrades to support the region's plans for high-capacity transit. Making the Burnside Bridge seismically resilient will improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

The project will support regional economic development through both short- and long-term job creation, providing over 6,200 job years of employment, including opportunities for apprentices, women, and people of color. A safe and resilient bridge will better support the reliable movement of goods and services in and across Portland and the region.

Increasing easy and safe access to transportation in this region must be a priority. We strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package and encourage decision-makers to substantially fund the transit elements included in the project proposal. These improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Thank you,

Jennifer Dimsho

North Portland Resident (14 years)

Georgia Langer

From: Trans System Accounts
Sent: Monday, April 14, 2025 1:00 PM
To: Summer Blackhorse; Georgia Langer
Subject: FW: [External sender]Support for the Sunrise Gateway Corridor funding

Hi Summer and Georgia!

This comment came into our general transportation in-box.

Thanks,
Jess

Jessica Martin

Administrative Supervisor
Planning and Development

Metro | oregonmetro.gov
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1918

From: Michael Eddy <mikeeddy1@gmail.com>
Sent: Monday, April 14, 2025 12:57 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Support for the Sunrise Gateway Corridor funding

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

JPACT and Metro Transportation,

I am submitting this in support of the Sunrise Corridor Gateway project, as it increases multimodal transportation options, helps create more jobs in the area, and protects and enhances the existing neighborhoods in the region.

As a former long-time resident of Clackamas County (just above the corridor), I saw firsthand how the area grew, yet struggled to improve as financial inputs were always constrained. It was always disappointing that there were

no easy access points to the Clackamas River, very few parks and greenspaces and serious congestion. I am heartened to think that this funding may be the jumping off point to some great improvements for the region.

I hope that this is just the first investment to improve the region.

Thank you for your consideration.

Mike Eddy

Georgia Langer

From: Frank Faillace <frank.faillace@gmail.com>
Sent: Thursday, April 10, 2025 10:23 PM
To: Legislative Coordinator
Subject: [External sender]RFFA Funding Request for Earthquake Ready Burnside Bridge Project
JPACT Committee Members:

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

April 10, 2025

JPACT Committee Members:

We have **five businesses along lower West Burnside... Dante's** on 3rd and Burnside for 25 years... **Star Theater** on 6th just off Burnside for 14 years... **Burnside Suites** on 4th and Burnside... The building at **503 West Burnside...** and the **Kit Kat Club** for 12 years just off Burnside in Ankeny Alley... Your current plan is to close the Burnside bridge for **five years**. That is a death sentence for every already-desperate business on lower West Burnside that have already been punished by 5 years of covid and awful city/county policies for downtown. **Unless you get a better plan to keep the bridge partially open while rebuilding (like every other bridge project the last 30 years) or some major economic help to businesses affected, we are 100% AGAINST your plan.**

Sincerely,

Frank Faillace

Dante's / Star Theater / Kit Kat Club / X Lounge / Burnside Suites / 503 W Burnside Building / Rialto / Jockey Club / Jack London Revue

Georgia Langer

From: CHARLES ROSSMAN <cwrossman@comcast.net>
Sent: Wednesday, April 9, 2025 9:51 AM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

April 9, 2025

Subject: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

Dear JPACT Committee Members,

I support Multnomah County's RFFA funding request for the Earthquake Ready Burnside Bridge Project, and also hope you'll add your support. This project will create a seismically resilient, modern bridge that enhances multimodal safety, supports high bus ridership, and serves as a critical lifeline post-earthquake for community safety, response, and economic recovery.

Key benefits include:

- ADA-compliant sidewalks, improved pedestrian/bicycle facilities, and preserved bus-only lanes.
- Transit upgrades for TriMet Lines 12, 19, and 20, which carry 15% of regional bus ridership.
- Preparedness for future bus rapid transit and streetcar expansion.
- Enhanced reliability of the 19-mile Burnside St. emergency lifeline route.
- Economic development through 6,200 job years of employment, including opportunities for apprentices, women, and people of color.

We urge decision-makers to prioritize and fund the transit elements of this project to ensure safer, more reliable, and accessible transportation for generations to come.

Sincerely,
Charles Rossman

Georgia Langer

From: Alenna Sebben <alennamariesandy@gmail.com>
Sent: Friday, April 11, 2025 10:39 AM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

JPACT Committee Members:

As a resident of Portland who lives and works on opposite sides of the Willamette River, I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project.

The most important thing about this project (though certainly not the only) is that a rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, allowing effective connectivity at critical times. This is essential to the City in order to have continual accessibility for immediate, emergency response, linking both sides of the river, and allowing for critical transportation during an earthquake – a major earthquake or even a moderate one where other bridges cannot be relied upon. It is critical to execute this plan, ensuring increased resilience if and when disaster strikes.

Other reasons to support this project include a multi-faceted bridge supporting multiple modes of transport that feel safe and effective and link neighborhoods, thoughtfully serving communities who will be accessing downtown or even simply need to pass through downtown in a variety of ways. Since this project will include building ADA-compliant sidewalks, better-protected pedestrian and bicycle facilities on the bridge, a retained bus-only lane, permanent bicycle/pedestrian street improvements adjacent to the bridge and preparations for a future streetcar line, this project is netting multiple safety and connectivity features for people of all types and all modes of transport.

It will also support the region's plans for high capacity transit. The Burnside Bridge is used by three TriMet bus lines - Line 12, 19, and 20 - and carries nearly 15% of the total bus ridership in the region. That's a lot of riders! The Line 20 has the second-highest bus ridership in the *entire region*. In order to support our region for the future, the new and seismically-resilient bridge will be well-prepared for future bus rapid transit development (and potential streetcar expansion).

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region. And of course, a project this size will come with economic opportunity for denizens of our lovely city and surrounds - regional economic development through short and long-term job creation for the many facets of building and maintaining this infrastructure.

I strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. Help fund safety, reliability, accessibility and connectivity in this critical area.

Sincerely,

Alenna Sebben

v.2025 January 22

Burnside Earthquake Ready Fixed Span Bridge

“It’s never too late to NOT build the wrong project!”

Why is the proposed Burnside EQRB an expensive operating bascule bridge when the Tilikum Crossing Bridge, a short distance upstream, is a fixed span bridge that limits the river’s vertical navigational clearances?

There is no longer any commercial or recreational need for higher navigational clearance between the Burnside and Tilikum bridges. The once-a-year visiting navy ships are the only maritime craft in this reach of the river that need higher clearances than the Tilikum Bridge provides; the taller Navy ships already moor between the Burnside and Steel bridges, with the smaller ships mooring upstream of the Burnside bridge.

A fixed span bridge would be considerably less expensive to construct and would result in substantial long-term savings in operational and maintenance costs. The cost savings would result from only having one bridge foundation in the water, from eliminating the bascule machinery and supporting structures, from eliminating the operational personnel and the maintenance of the bascule machinery. A fixed span bridge would also provide much wider navigation clearance under the bridge than the current EQRB provides.

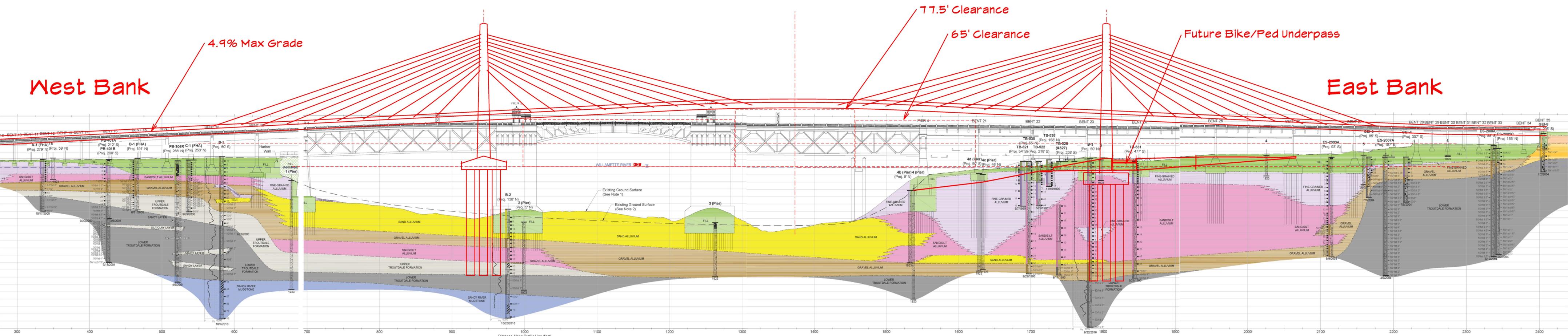
Very importantly, a fixed span would allow the bridge to carry beneath its deck earthquake resistant water lines to supply Western Portland with water after a Cascadia earthquake event. This would be much less expensive and less technically challenging than the water line currently proposed to be tunneled under the river. A pair of water lines designed into and hanging below the deck would provide for operational and safety redundancy.

The attached diagram shows a Tilikum-like bridge structure superimposed on the existing Burnside Bridge geologic cross section and shows the matching navigational clearances. A new fixed span bridge certainly need not copy the Tilikum Bridge, but there might be some aesthetic symmetry to a similar, sister-bridge, type of span, perhaps with the inverted “Y” bridge spires currently proposed in the cable-stayed portion of the bridge.

Additionally, the current EQRB fails to connect the Eastside neighborhoods to the eastside river esplanade; a simpler, less expensive bridge must, given the scale of this public investment, include this vital on-grade connection to serve the current and future residents and visitors in the Eastside communities, especially as it grows in population and density.

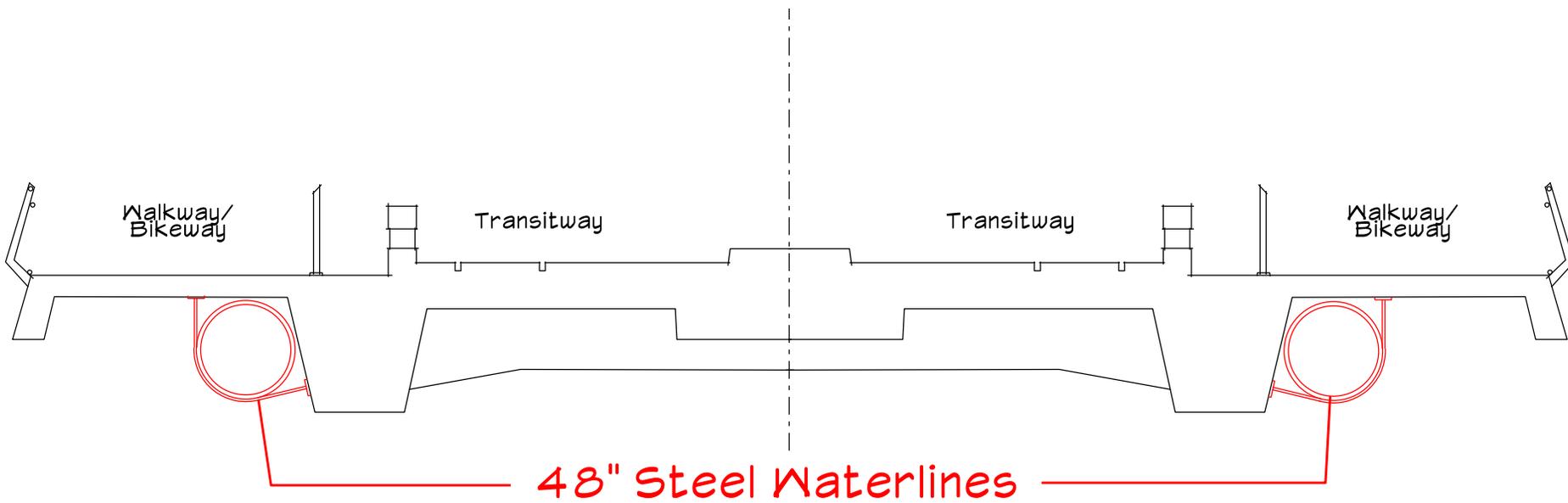
A fixed span bridge need not require the interruption of the Eastside Esplanade and its floating segments, except for the briefest periods of time, especially if the floating esplanade is fitted with a temporary construction safety roof right under the bridge.

Multnomah County has hired a first-class bridge design team including one of the premier bridge design firms in the world; let them go back and design a beautiful, affordable fixed-span bridge that meets our transportation needs, along with our earthquake-resilient water supply needs and community connectivity needs!

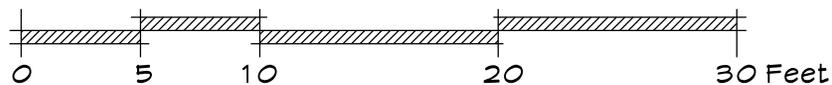


Two Tower Fixed Span Burnside EQRB Alternative

2024 December 24



Tilikum Bridge Waterline Crossing Outer Alternate



2022 December 10

Georgia Langer

From: kmshanley@comcast.net
Sent: Friday, April 11, 2025 1:59 PM
To: Legislative Coordinator
Cc: Megan Neill; district1@multco.us; mult.chair@multco.us
Subject: [External sender]EQRB: Burnside Bridge Replacement Testimony
Attachments: Burnside Earthquake Ready Fixed Span Bridge 25 01 22.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Joint Policy Advisory Committee Members,

This letter of testimony is in strong support of funding the Earthquake Ready Burnside Bridge replacement project, but with two clear caveats: please INSIST that the bridge be designed as a fixed-span bridge (rather than as an operating bascule type drawbridge) and that the design INCLUDE one or two water transmission pipelines to provide Portland west of the Willamette River with its only dedicated source of water that would be available after the Cascadia earthquake.

This is vital and absolutely important public service because all the other water line crossings of the river are projected to fail during the earthquake.

A bit of background: Multnomah County hired an engineering firm to prepare a Navigation Study for the EQRB. In the end the report recommended a drawbridge type of structure, even though the engineers could not identify any river navigation that needed a span higher than the Tilikum Crossing bridge just a short distance upstream from the Burnside Bridge. The County just needs to submit an amendment to the Coast Guard bridge permit, which will need to be extended in any case, noting that matching the clearance of the Tilikum Crossing structure is all that is needed for river navigation purposes. <https://www.ecfr.gov/current/title-33/chapter-I/subchapter-J/part-115>

A fixed-span bridge would be far less expensive than a drawbridge, and would result in far smaller annual operating expenses for the County. In this day and age of limited infrastructure funding there is no reason to be building an un-necessary drawbridge! And suspending a pipeline right below the bridge deck would be far, far less expensive than boring a dedicated waterline tunnel under the river, as the Portland Water Bureau has earlier proposed to do.

I am attaching a one-page summary of this recommendation along with two diagrams illustrating the point.

Respectfully yours,

Kevin Shanley

*Kevin Shanley, FASLA
836 S Curry St., #1700
Portland, OR 97239
541-650-2628*

April 15, 2025

Subject: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

JPACT Committee Members:

As a Multnomah County citizen, homeowner and CDAG member, I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

The new bridge will provide safer, modern multimodal transportation facilities, serving all modes and communities accessing the downtown core, especially adjacent neighborhoods which are located in equity focus areas. This includes building ADA-compliant sidewalks to adjacent transit stops and social service providers, safer and better-protected pedestrian and bicycle facilities on the bridge, preserving the existing bus-only lane, providing permanent bicycle/pedestrian street improvements adjacent to the bridge and preparing the bridge for a future streetcar line. This multifaceted infrastructure project addresses many urgent community needs including the safety and resiliency of the bridge, and upgrades to support the region's plans for high capacity transit.

The Burnside Bridge is used by three TriMet bus lines - Line 12, 19, and 20 - and carries nearly 15% of the total bus ridership in the region. The Line 20 has the second-highest bus ridership in the entire region. The transit improvements that this regional funding would support would allow our communities' to have safer, and more accessible access to these services, and would put necessary infrastructure in place to reduce delays. In order to support our region for generations to come, the new, seismically-resilient bridge will be well-prepared for future bus rapid transit development, as well as potential streetcar expansion.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

The project will support regional economic development through short and long-term job creation by providing over 6,200 job years of employment, including for apprentices, women, and people of color. A safe and resilient bridge will better support the reliable movement of goods and services in and across Portland and the region.

Increasing easy and safe access to transit in this region must be a priority, so we strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Sincerely,

Jackie Tate

6169 NE Milton Street
Portland, OR 97213

1317 NW 24th Ave., Portland, Oregon 97210

April 16, 2025

Testimony: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

To: JPACT Committee Members:

By way of introduction, I am an architect and urban designer who has worked in Portland for over 40 years. I was the founding chair of the Willamette Light Brigade, which is gradually lighting our river bridges; I co-founded the Portland Winter Festival which held its tenth event this year with over a quarter of a million Downtown attendees; and I have been engaged on EQRB as an advisor from the outset.

Burnside will be the only major arterial capable of crossing the Willamette after a major earthquake. Burnside Street has few overhead structures through the city, so can be restored quickly to full service. After 'the big one', Burnside will become the most important transportation corridor in the region.

I visited Christchurch, New Zealand six years after their earthquake. The remains of as many unreinforced masonry buildings as Portland had, six years later, been cleared and the lots seeded with grass or brought back to commercial use using modified freight containers.

The first days and weeks following a major subduction event, medical and other emergencies will rely entirely on the Burnside Bridge. It will be essential to Metro and other local services. Please support funding to this critical infrastructure.

Sincerely,

Paddy Tillett RIBA, FRTPI, FAICP, FAIA (*emeritus*)



April 15, 2025

Chair Juan Carlos Gonzalez
Metro Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Comments on Metro's 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation

Dear Chair Gonzalez and JPACT members:

Thank you for the opportunity to provide feedback on the proposed 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation. We appreciate the support that JPACT has shown the TV Highway Transit and Safety Project by including it in the draft bonding scenario. We understand and appreciate JPACT's position to distribute RFFA bond funds around the region to the five proposed projects. All the projects are important and worthy of consideration.

As you know, the TV Highway Transit and Safety Project is at a critical juncture in compiling the local funding package to enable the project to move forward with the federal Capital Investment Grant process. Every local dollar counts for this multijurisdictional project. **While we appreciate the initial JPACT proposal of \$28 million in RFFA Step 1A.1 bond funds, we must take this opportunity to request that JPACT reconsider and allocate the full requested amount of \$30 million to the TV Highway Transit and Safety Project.**

These funds are a critical piece of the local, regional, state and federal funding strategy for this high-capacity transit project that will serve multiple westside communities. TriMet, Metro, Washington County and the cities of Beaverton, Hillsboro, Cornelius and Forest Grove are all committing funds to this project. The more certainty we can collectively provide for this project by committing this regional funding, the higher its chances of successful implementation.

We know that together we can make the TV Highway Transit and Safety Project a reality to

provide more frequent and efficient transit service and provide safe access to transit for our communities. Thank you for your consideration of our comments.

Sincerely,



Chair Kathryn Harrington

Cc: Board of County Commissioners
Stephen Roberts, Director of Land Use & Transportation

Georgia Langer

From: Ed Wortman <ed.wortman@comcast.net>
Sent: Wednesday, April 16, 2025 2:21 PM
To: Legislative Coordinator
Subject: [External sender]RFFA Funding Request for Burnside Bridge

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

JPACT Committee Members:

The Portland metropolitan region has many transit-oriented funding needs but none greater than the need for a new earthquake-resistant Burnside Bridge. Once the expected subduction earthquake happens, there will be NO transit routes available across the Willamette River in or near downtown Portland, the region's core — no bus lines, no light rail, no trolley lines, no pedestrian or bicycle routes — unless the proposed new Burnside Bridge is available.

My wife and I are now moving from our 30-year home in Southwest Portland to an apartment in the Northeast sector of the city. One reason for our move is the fear of being trapped on the west side of the Willamette after the big earthquake with only limited access to necessities such as drinking water, electricity, gas, food, medical services, etc. The 200,000 or so SW Portland residents and workers won't be the only folks in this predicament. The 600,000 residents of Washington County will be in the same situation.

THE LACK OF A DEPENDABLE WAY TO CROSS THE WILLAMETTE IN PORTLAND AFTER A MAJOR EARTHQUAKE IS TRULY A REGIONAL ISSUE, NOT JUST A MULTNOMAH COUNTY CONCERN. THE NEED FOR A NEW BURNSIDE BRIDGE IS CRITICAL SINCE NEARLY A QUARTER OF THE STATE'S POPULATION AND A MAJOR PART OF THE STATE'S ECONOMIC ENGINE WILL BE IMPACTED IF THE BRIDGE IS NOT BUILT BEFORE THE BIG QUAKE HITS.

Providing funding for the Earthquake Ready Burnside Bridge project through the RFFA program will benefit everyone in the Metro region in two related ways:

1. Help ensure that the 19-mile Burnside Street emergency lifeline route will still be functioning from end-to-end after a major earthquake.
2. Help Multnomah County produce a new bridge that will offer much-improved facilities for TriMet bus riders, pedestrians and bicyclists (as well as for possible future MAX or Portland Streetcar riders).

Sincerely,
Edward (Ed) Wortman

Georgia Langer

From: Sharon Wood Wortman <bridgestories@icloud.com>
Sent: Tuesday, April 15, 2025 10:24 PM
To: Legislative Coordinator
Subject: [External sender]Earthquake Ready Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom It May Concern:

As the author of *The Portland Bridge Book*, first published in 1989 by the Oregon Historical Society Press, I have been writing and teaching about the big river bridges located across the lower Willamette River for more than three decades.

Most recently (since 2017), I have been a volunteer member of a series of citizen committees dedicated to getting at least one big river bridge designed and built to remain standing after the subduction zone earthquake that we all know is coming — not if, but when.

I urge Metro to approve the Regional Flexible Funds' bond measure that would assist in the realization of that bridge, i.e., a new and earthquake ready Burnside Bridge — the city's lone designated Lifeline Corridor bridge — and in the full amount of \$25 million as requested by Multnomah County.

I have seen the drawings for the proposed life-saving Burnside Bridge. My question is how can lives be saved if the forces of short-sightedness prevail at this critical design juncture?

Sincerely,
Sharon Wood Wortman
3270 SW Fairmount Blvd.
Portland, OR 97239

Testimony to Metro JPACT on April 17, 2025 in Support of Full Funding for the 82nd Avenue Transit Project

Good morning, Chair Gonzalez and JPACT members.

My name is Thomas Ngo. I'm a community member serving on both TriMet's 82nd Avenue Community Advisory Committee and PBOT's Building a Better 82nd Avenue Community Advisory Group. I live just a block from 82nd Avenue in Montavilla and regularly experience its challenges firsthand.

Projects being considered for funding through the Regional Flexible Funding Allocation are essential projects toward our shared goals. I'm here today to urge you to fully fund one project in particular: the 82nd Avenue Transit Project. TriMet submitted this project under the Capital Investment Grant priority because it leverages federal grants and is a shovel-ready project.

But this isn't just about capital investment. 82nd Avenue Transit directly advances the core goals of Metro's 2023 Regional Transportation Plan—equity, safety, mobility, climate, and the economy. The RTP calls for investments that reduce transportation disparities, eliminate serious crashes, and improve access and reliability for everyone in the region.

I grew up near 82nd Avenue, which serves some of Portland's most diverse and historically underserved communities. It's also one of Portland's most dangerous streets. More than a dozen vulnerable road users have been killed on 82nd Avenue in the past ten years. The RTP identifies 82nd Avenue as being in the top tier of serious injury corridors, it's part of Portland Vision Zero's High Crash Network, and it has six of the top 30 high crash intersections from Fremont to Flavel.

Through my work on PBOT's Building a Better 82nd Avenue Community Advisory Group, it's clear that PBOT's work is just a starting point to address these safety issues. 82nd Avenue Transit doesn't just mean better transit service — it's an investment that will make 82nd Avenue safer for the thousands of transit riders and pedestrians who use it every day.

Line 72 carries more people than the MAX Orange and Yellow lines. But as a rider of TriMet's Line 72, I regularly encounter delayed buses and frustrating bus stacking, where overcrowded buses skip stops and leave passengers waiting on narrow sidewalks. Evening trips on Line 72 can take 21 minutes longer than morning trips — a delay that hits working families hardest.

The 82nd Avenue Transit project stretches from NE Portland to Clackamas Town Center, a corridor that is home to 4% of the region's population and 6% of its jobs. The dedicated transit lanes and station upgrades won't just significantly enhance service reliability and rider

experience, it's a regional investment in both equity and economic opportunity. I urge you to fully fund the 82nd Avenue Transit Project request through the RFFA Step 1A bond — it will be a critical investment that directly advances the region's Regional Flexible Funding priorities.

Thank you for your consideration and leadership.



Washington County

Community Participation Organization #7 (CPO 7)

Sunset West/Rock Creek/Bethany
Box 173, 4804 Bethany Blvd, Suite I-2
Portland, OR 97229

April 15, 2025

METRO
600 NW Grand Avenue
Portland, OR 97232
Attn: Joint Policy Advisory Committee on Transportation

RE: Support for Bridge Crossing of Highway 26 by the Westside Trail

Dear JPACT members,

CPO 7 represents Washington County communities including Bethany, Rock Creek, Oak Hills and neighborhoods south to Baseline Road. Although a portion of our members live in the City of Hillsboro, the City of Beaverton or outside the UGB, the majority of our membership lives in the urban unincorporated area between Hillsboro and Beaverton.

Our CPO community is divided by Highway 26. The only Highway 26 crossings available to us are the incredibly busy and bike and pedestrian unfriendly freeway exits on Murray Blvd, Cornell Road/Bethany Blvd, NW 185th Avenue, and Cornelius Pass Road. These crossings are more than a mile apart, and they are unsafe for all but the bravest pedestrians and bicyclists.

Construction of the Regional Westside Trail crossing at Highway 26 would provide an extension of the Westside Trail, significantly increasing accessibility and use of this regional trail. The Highway 26 crossing would also provide pedestrians and cyclists a safe way to cross Highway 26 mid-point between Cornell Road and Murray Blvd. This crossing would provide pedestrians and cyclists improved access to schools, recreation and shopping and would also encourage walking and biking to work at businesses located on NW Science Park Drive, in the Greenbrier Industrial Park, and on the Nike World Campus.

This important trail link would encourage and support historically marginalized communities as well as those just seeking to minimize their carbon footprint by walking or biking to work, school, recreation or shopping.

Our CPO membership supports allocation of Regional Flexible Funding to the Bridge Crossing of Highway 26 by the Westside Trail.

Sincerely,

Nancy Hazelett
CPO 7 Chair

CC: Washington County Board of County Commissioners

Letter approved April 14, 2025 by CPO 7 membership vote: 5 Aye 0 Nay 0 Abstain



Washington County

Community Participation Organization #7 (CPO 7)

Sunset West/Rock Creek/Bethany

Box 173, 4804 Bethany Blvd, Suite I-2

Portland, OR 97229

April 15, 2025

METRO

600 NW Grand Avenue

Portland, OR 97232

Attn: Joint Policy Advisory Committee on Transportation

RE: Support for the SMART SW 185th Avenue ITS and Better Bus Project

Dear JPACT members,

CPO 7 represents the Washington County communities straddling 185th Avenue from W. Baseline Road on the south and the Multnomah/Washington County line on the north. Although a portion of our members live in the City of Hillsboro, the City of Beaverton or outside the UGB, the majority of our membership lives in the urban unincorporated area between Hillsboro and Beaverton.

Since the opening of the MAX Red line to Hillsboro, the increase in the number of MAX trains per hour has created significant traffic congestion on adjacent roads causing unacceptable delays for all modes of transportation. Not only is the MAX crossing at SW 185th an issue, but the nearby W. Baseline Road and NW 185th intersection, the Willow Creek MAX station, the Portland Community College Campus at Willow Creek, and the frequent bus service on 185th Avenue are all heavily impacted by traffic delays and routine congestion at these locations.

Although this project will not be the ultimate solution for resolving the delays to the traveling public, the proposed improvement will provide needed relief until funding can be found for the costly grade-separated crossing for the MAX line at SW 185th Avenue. Our CPO membership supports allocation of Regional Flexible Funding to the SMART SW 185th Avenue ITS and Better Bus Project.

Sincerely,

Nancy Hazelett

CPO 7 Chair

CC: Washington County Board of County Commissioners

Letter approved April 14, 2025 by CPO 7 membership vote: 5 Aye 0 Nay 0 Abstain