Agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, April 4, 2025
Time: 9:00 a.m. to 12:00 p.m.
Place: Connect with Zoom
Passcode: Passcode: 136646 | Phone: 877-853-5257 (Toll Free)

9:00 a.m.	1.		Call meeting to order, declaration of quorum and introductions	Chair Kloster
9:10 a.m.	2.	*	Comments from the Chair and Committee Members • Committee member updates around the Region (Chair Kloster & all) • Feedback on first hybrid meeting (Chair Kloster) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) • 2028-30 Regional Flexible Fund – Public Comment (Grace Cho) • 2028-30 Regional Flexible Fund – Step 2 technical evaluation report (Grace Cho) • 2024 CFCE Minor Report Survey – 4/18/25 (Kim Ellis)	
9:20 a.m.	3.		Public communications on agenda items	
	4.		**ACTION ITEMS**	
9:30 a.m.	4.1		Consideration of TPAC minutes for March 7, 2024	Chair Kloster
9:32 a.m.	4.2		MTIP Formal Amendment 25-5481 For The Purpose Of Adding, Amending, Or Canceling Three Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements – RECOMMENDATION TO JPACT	Ken Lobeck, Metro
9:45 a.m.	4.3		Draft FY 2025-26 UPWP RECOMMENDATION TO JPACT	John Mermin, Metro
10:15 a.m.	4.4		Community Connector Transit Study: Policy Framework	Ally Holmqvist, Metro
10:45 a.m. 5 mins			**MEETING BREAK – 5 minutes**	
	5.		**INFORMATION/DISCUSSION ITEMS**	
10:50 a.m.	5.1		2027-2030 MTIP Performance Measures, Approach, and Methods	Blake Perez, Metro
11:15 a.m.	5.2	*	Highway Transit and Safety Project *Purpose:* Provide a project update, including the components of the recommended Locally Preferred Alternative (LPA).	Kate Hawkins, Metro
12:00 p.m.			ADJOURN	Chair Kloster

*Material included in meeting notice packet
**Material presented at meeting
All materials will be available electronically post each meeting

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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2025 TPAC Work Program

As of 03/20/2025

NOTE: *Items in* ***italics*** *are tentative;* ***bold*** *denotes required items*

All meetings are scheduled from 9am – noon

*Scheduled to avoid holiday conflicts

TPAC meeting April 4 Comments from the Chair: • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) • 2028-30 Regional Flexible Fund – Public Comment (Grace Cho) Agenda Items: • **MTIP Formal Amendment 25-XXXX** Recommendation to JPACT (Lobeck, 10 min) • **Draft FY 2025-26 UPWP** Recommendation to JPACT (John Mermin, Metro, 20 minutes) • Community Connector Transit Study: Policy Framework (Ally Holmqvist, 30 min) • TIP Performance Evaluation (Blake Perez, 20mins) • TV Highway Transit Project (Kate Hawkins 20mins)	**TPAC Workshop meeting April 9** Comments from the Chair: • Committee member updates around the Region (Chair Kloster & all) Agenda Items: • Regional Transportation Demand Management Strategy Update (Noel Mickelberry, Grace Stainback, 60 min)
TPAC meeting May 2 Comments from the Chair: • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) Agenda Items: • **MTIP Formal Amendment 25-XXXX** Recommendation to JPACT (Lobeck, 10 min) • 2028-30 Regional Flexible Fund Step 2 Allocation Package Options – Concepts Input (Grace Cho, 25 min) • EPA Climate Pollution Reduction Grant: carbon reduction strategies (Eliot Rose, Metro, 30 min.) • 82nd Avenue Transit Project LPA Recommendation to JPACT (Melissa, 25 min) • Montgomery Park Streetcar LPA (Alex Oreschak, 30 min) INFORMATION	

TPAC meeting June 6 Comments from the Chair: • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) Agenda Items: • **MTIP Formal Amendment 25-XXXX** Recommendation to JPACT (Lobeck, 10 min) • 2028-30 Regional Flexible Fund Step 1A.1 – Public Comment Considerations and Overview of Draft Bond Legislation (Grace Cho, 60 min) • 2028-30 Regional Flexible Fund Step 2 – Allocation Package Options (Grace Cho, 60 min) • TV Highway LPA Recommendation (Kate Hawkins 30 mins)	**TPAC Workshop meeting June 11** Comments from the Chair: • Committee member updates around the Region (Chair Kloster & all) Agenda Items: • Regional Emergency Transportation Routes Phase 2: tiering methodology (John Mermin, Metro/ Carol Chang, RDPO; 120 min) • 27-30 MTIP Performance Measures Follow-up and Milestone Timeline (Blake Perez, 20 min.)
***TPAC meeting July 11** Comments from the Chair: • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) Agenda Items: • **MTIP Formal Amendment 25-XXXX** Recommendation to JPACT (Lobeck, 10 min) • **2028-30 Regional Flexible Fund – Step 1A.1 & Step 2 Allocation** Recommendation to JPACT (Grace Cho, 40 min) • Community Connector Transit Study: Network Vision (Ally Holmqvist, 30 min) • EPA Climate Pollution Reduction Grant: draft Comprehensive Climate Action Plan (Eliot Rose, Metro, 30 min) • Montgomery Park Streetcar LPA (Alex Oreschak, 25-30 min) INFORMATION	
TPAC meeting August 1 (Tentative cancellation) Comments from the Chair: • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) Agenda Items: • **MTIP Formal Amendment 25-XXXX** Recommendation to JPACT (Lobeck, 10 min)	**TPAC Workshop meeting August 13 (Tentative cancellation)** Comments from the Chair: • Committee member updates around the Region (Chair Kloster & all) Agenda Items: •

TPAC meeting September 5 (Tentatively hybrid) Comments from the Chair: • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) Agenda Items: • **MTIP Formal Amendment 25-XXXX** Recommendation to JPACT (Lobeck, 10 min) • 82nd Avenue Transit Project (Melissa Ashbaugh, Metro; 30 min) • Project Update on Regional Emergency Transportation Routes Phase 2 (John Mermin, Metro; 20 min)	
TPAC meeting October 3 Comments from the Chair: • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) Agenda Items: • **MTIP Formal Amendment 25-XXXX** Recommendation to JPACT (Lobeck, 10 min) • Community Connector Transit Study: Priorities (Ally Holmqvist, 30 min)	**TPAC Workshop meeting October 8** Comments from the Chair: • Committee member updates around the Region (Chair Kloster & all) Agenda Items: • **October 11, TPAC Workshop Regional Emergency Transportation Routes Phase 2: Feedback on draft tiered network (John Mermin, Metro/ Carol Chang, RDPO; 120 min)**
TPAC meeting November 7 Comments from the Chair: • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) Agenda Items: • **MTIP Formal Amendment 25-XXXX** Recommendation to JPACT (Lobeck, 10 min) • Regional Transportation Demand Management Strategy Approval (Noel Mickelberry, Grace Stainback, 45 min)	

TPAC meeting December 5	**TPAC Workshop meeting December 10**
Comments from the Chair: • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) Agenda Items: • **MTIP Formal Amendment 25-XXXX** Recommendation to JPACT (Lobeck, 10 min) • Safe Streets for All Update (Lake McTighe, 45 min)	Comments from the Chair: • Committee member updates around the Region (Chair Kloster & all) Agenda Items: •

Parking Lot: Future Topics/Periodic Updates

- Climate Action updates
- High Speed Rail updates (Ally Holmqvist)
- I-5 Interstate Bridge Replacement program update
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- RTO Updates

Agenda and schedule information E-mail: Dorian.Campbell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700.

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 26, 2025

To: TPAC and Interested Parties

From: Ken Lobeck, Funding Programs Lead

Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: April 2025 Report

BACKGROUND

The following pages contain the list of projects **during March 2025** submitted to complete a formal/full amendment, or administrative modification to the 2024-27 MTIP.
A summary of the differences between formal/full amendments and administrative modifications is stated below.

Formal Amendments Approval Process:
Formal/Full MTIP Amendments require approvals from Metro JPACT& Council, ODOT-Salem, and final approval from FHWA/FTA before they can be added to the MTIP and STIP. After Metro Council approves the amendment bundle, final approval from FHWA and/or FTA can take 30 days or more from the Council approval date. This is due to the required review steps ODOT and FHWA/FTA must complete prior to the final approval for the amendment.

Administrative Modifications Approval Process:
Projects requiring only small administrative changes as approved by FHWA and FTA are completed via Administrative Modification bundles. Metro normally accomplishes one "Admin Mod" bundle per month. The approval process is far less complicated for Admin Mods. The list of allowable administrative changes is already approved by FHWA/FTA and are cited in the Approved Amendment Matrix. As long as the administrative changes fall within the approved categories and parameters, Metro has approval authority to make the change and provide the updated project in the MTIP immediately. Approval for inclusion into the STIP requires approval from the ODOT. Final approval into the STIP usually takes between 2-3 weeks to occur depending on the number of submitted admin mods in the approval queue.

Added Note: FHWA has rescinded their two-step approval requirement for Formal/Full amendment. The state FHWA office again can provide final approval for submitted formal/full amendments. However, the various issued Executive Orders may impact the final approval timing. Also, FTA still has an approval pause in place for transit related projects. Finally, some project categories are undergoing increased reviews which could significantly delay the amendment approval or result in approval denial. Due to the ongoing confusion, Metro will continue to submit and process formal/full amendments plus administrative modification under the "business as usual" logic and will resolve any approval conflicts directly with ODOT and USDOT if they arise later.

MTIP FORMAL/FULL Amendments

March Regular Formal Amendment Bundle: MR25-08-MAR

2024-2027 Metropolitan Transportation Improvement Program **Exhibit A to Resolution 25-5473** **March 2025 Formal Amendment Bundle Contents** **Amendment Type: Formal/Full** **Amendment #: MR25-08-MAR** **Total Number of Projects: 1**				
Key Number & MTIP ID	**Lead Agency**	**Project Name**	**Project Description**	**Amendment Action**
Category: Adding New Projects to the 2024-2027 MTIP:				
(#1) ODOT Key # **23838** MTIP ID TBD *New Project*	ODOT PTD	**Transit Vehicle Replacement Tri-Met FFY25**	ODOT PTD funding to TriMet supporting FTA 5310 paratransit replacement bus/vehicle procurements to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient.	**ADD NEW PROJECT:** The formal amendment adds the new award for TriMet supporting FTA 5310 program area needs to procure replacement buses/vehicles.

Proposed Amendment Review and Approval Steps	
Date	Action
March 2025 (MR25-08-MAR) Regular Formal Amendment estimated processing and approval timing	
Tuesday, March 4, 2025	**Completed:** Post amendment & begin 30+ day notification/comment period.
Friday, March 7, 2025	**Approval recommendation provided**: March 2025 TPAC Meeting.
Thursday, March 20, 2025	**Approved:** March 2025 JPACT meeting.
Wednesday, April 2, 2025	**Open:** End the 30-day public comment period:
Thursday, April 10, 2025	**Scheduled:** Metro Council meeting. Request final Metro approval for the March FFY 2025 MTIP Formal Amendment bundle under amendment MR25-08-MAR.
Wednesday, April 16, 2025	**Pending:** Submit final Metro approved FFY 2025 March Formal amendment bundle to ODOT and FHWA to complete final approval steps.
Late May 2025	**Pending:** Final approval from FHWA estimated should occur.

February #1 Formal Amendment Bundle: FB25-06-FEB1
I-5 Rose Quarter Improvement Project

2024-2027 Metropolitan Transportation Improvement Program **Exhibit A to Resolution 25-5463** **February #1 2025 Rose Quarter Formal Amendment Bundle Contents** **Amendment Type: Formal/Full** **Amendment #: FB25-05-FEB1** **Total Number of Projects: 3**				
Key Number & MTIP ID	**Lead Agency**	**Project Name**	**Project Description**	**Amendment Action**
Category: Existing Projects Being Canceled in the 2024-27 MTIP: None				
Category: Amending Existing Projects to the 2024-2027 MTIP:				
(#1) ODOT Key # **19071**	ODOT	I-5 Rose Quarter Improvement Project	Key 19071 includes the non-construction required phases (e.g. PE, ROW, UR, and Cons). The overall	**ADD FUNDS:** The formal amendment adds Oregon Transportation Commission (OTC) approved

MTIP ID 70784			project is on I-5 in Portland. It will complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities.	funds to PE, UR, ROW and Other phases. The Other phase slips to 2026. Prior identified HB2017 funding is replaced by the new OTC funds. The net programming change increases the project by 4.9%.
(#2) ODOT Key # **23672** MTIP ID 71444	ODOT	I-5 Rose Quarter: Broadway to Weidler Phase 1	Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages	**ADD FUNDS:** The formal amendment adds a total of $250 million of OTC approved to the three existing Rose Quarter projects including Keys 19071, 23672, and 23682. For Key 23672, $177,500,000 is being added to support the construction phase activities. The new funding was approved by OTC during their December 2024 and January 2025 meetings.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#3) ODOT Key # **23682** MTIP ID 71443	ODOT	~~I-405 and I-5 Stormwater Facilities~~ **I-5 Rose Quarter: Phase 1A**	~~Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.~~ Construct stormwater facilities for the east end of Fremont Bridge and ramps. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. PE completed in Key 19071	**ADD FUNDS/SCOPE:** The formal amendment updates the project segment name and adds $60 million of the $250 million OTC award to the construction phase. The project scope is adjusted and requires updates to the project name and description.

Proposed Amendment Review and Approval Steps	
February 2025 (FB25-05-FEB1) Rose Quarter Improvement Project Formal Amendment estimated processing and approval timing	
Note: The Rose Quarter MTIP Formal Amendment requires a 2-step approval process through the Metro TPAC and JPACT committees. The amendment bundle will be introduced to TPAC and JPACT during their February 2025 meetings. Amendment approval requests will occur during their March 2025. Meeting. Final approval from Metro Council is proposed to occurring during April 2025. Key processing milestone dates are shown below.	
Rose Quarter Improvement Project Formal MTIP Amendment Introduction and Overview	
Date	Action
Tuesday, February 4, 2025	**Completed:** Post amendment & begin 30+ day notification/comment period. (Comment period is February 4, 2025 to March 7, 2025.)
Friday, February 7, 2025	**Completed:** TPAC meeting – Rose Quarter formal amendment introduction and overview.
Thursday, February 20, 2025	**Completed:** JPACT Meeting – Rose Quarter amendment introduction and overview.
Rose Quarter Improvement Project Formal MTIP Amendment Approval Actions	
Friday, March 7, 2025	**Approval Request Obtained:** TPAC meeting – Rose Quarter approval recommendation to JPACT requested from TPAC.
Friday, March 7, 2025	**Completed:** Close 30+ day public notification/comment period. Note: Comments still can be submitted via written correspondence to Metro or providing testimony at TPAC, JPACT, or Metro Council meetings. Note: Submitted comments were passed on to the Metro Council Office for their review and dissemination.
Thursday, March 20, 2025	**Approval Request Obtained with Modification to the Draft Resolution**: JPACT meeting – Rose Quarter amendment approval request and final approval recommendation provided to Metro Council
Thursday, March 27 and/or Tuesday, April 1, 2025	**Pending:** Metro Council Meeting – Final Metro amendment approval request provided
Late April/early May 2025	**Pending:** Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.

March 2025 ADMINISTRATIVE MODIFICATIONS

March Admin Mod #1, AM25-12-MAR1

Key	Lead Agency	Name	Change
23215	Metro	Regional Travel Options (RTO) Program (FFY 2025-27)	**SPLIT FUNDS:** Split $3,012,317 of STBG-U (plus match) this Regional Travel Options (RTO) project grouping bucket (PGB) and transfer to new combined Key 23748 (also included in this admin mod bundle)
23218	Metro	Safe Routes to School Program (FFY 2025-27)	**SPLIT FINDS:** Split $579,637 of STBG and transfer to Key 23749.
23749	Metro	Regional Travel Options (RTO) Program (FFY 2025)	**ADD NEW COMBINED PROJECT:** Combine funds from Keys 23215 and 23218 in new RTO/SR2S FFY 2025 approved project allocation
22504	ODOT	I-84: Corbett Interchange - Multnomah Falls Phase 2	**Project Grouping Bucket Site Location Changes:** Cancel ROW phase and adjust the number of approved site locations. Shift ROW funds to PE.
23638	ODOT	I-205 Sunnybrook ~~Rd~~ Blvd - Stafford Rd Bus on Shoulder	**NAME CORRECTION:** Update project name and description to reflect arterial name correctly. Revise project match ratios from 10,27% to be 7.78%.

March Admin Mod #2, AM25-13-MAR2

Key	Lead Agency	Name	Change
23252	Beaverton	SW Allen Blvd: SW Murray Blvd to SW King Ave	**MINOR SCOPE CHANGE:** The admin mod decreases the local overmatch as a result of a planning scope revision.

Meeting minutes

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, March 7, 2025 | 9:00 a.m. to 12:00 p.m.
Place: Zoom
Metro Regional Center 600 NE Grand Ave

Members Attending	**Affiliate**
Ted Leybold, Chair	Metro
Allison Boyd	Multnomah County
Bill Beamer	Community member at large
Chris Ford	Oregon Department of Transportation
Danielle Casey	Federal Transit Administration
Eric Hesse	City of Portland
Indi Namkoong	Verde
Jasia Mosley	Community member at large
Jay Higgins	City of Gresham and Cities of Multnomah County
Jeff Owen	Clackamas County
Judith Perez Keniston	SW Washington Regional Transportation Council
Kate Lyman	TriMet
Laurie Lebowsky-Young	Washington State Department of Transportation
Lewis Lem	Port of Portland
Mike McCarthy	City of Tualatin and Cities of Washington County
Sara Etter	Oregon Walks
Sarah Iannarone	The Street Trust
Shauna Hanisch-Kirkbride	Washington Department of Ecology
Will Farley	City of Lake Oswego and Cities of Clackamas County

Alternates Attending	**Affiliate**
Dakota Meyer	City of Troutdale and Cities of Multnomah County
Dayna Webb	City of Oregon City and Cities of Clackamas County
Francesca Jones	City of Portland
Glen Bolen	Oregon Department of Transportation
Gregg Snyder	City of Hillsboro and Cities of Washington County
Jamie Stasny	Clackamas County
Jessica Pelz	Washington County
Tanya Battye	City of Milwaukie and Cities of Clackamas County
Tara O'Brien	TriMet

Members Excused	**Affiliate**
Ashley Bryers	Federal Highway Administration
Dyami Valentine	Washington County
Gerik Kransky	Oregon Department of Environmental Quality

Katherine Kelly	City of Vancouver
Michael Sallis	Clark County

CALL TO ORDER, DECLARATION OF QUORUM AND INTRODUCTIONS

Chair Tom Kloster called the meeting to order at 9:00 a.m. A quorum of members present was declared.

Tom welcomed everyone to the first in-person/hybrid TPAC Committee meeting since March 2020. He noted plans to potentially have another hybrid meeting in September. Metro staff and TPAC members introduced themselves.

COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

The following staff and committee member updates were made. Highlights included:

- Chris Ford (ODOT) Updated that ODOT was closing Oregon Route 99W for one night in Sherwood to install a new pedestrian bridge and will re-open the following morning.
- Ken Lobeck, Metro, provided a Monthly MTIP Amendments Update (material included in packet).
- Anthony Cabadas, Metro, provided the Fatal Crashes Update that included 14 traffic fatalities including walkers, drivers and motorcyclists between the ages of 17 and 81. Anthony noted that names are not available. He included information about work that other regional partners are doing to increase street safety, including, building pedestrian/bike bridges, investments in safer crosswalks, ADA curb ramps, protected bike lanes, improved lighting, upgrading signals, signs and street markings, and bike lane conflict markings. (presentation included in packet).
- Ally Holmqvist, Metro, provided the Transit Minute Update. She noted that she did not have the data portion of the transit minute available. She added that the Multnomah County access shuttle doubled its service from hourly to half hourly service and encouraged everyone to keep an eye out for the new schedule, which will be available in English and Spanish. (presentation included in packet).
- Jeff Owen, Clackamas County, announced a recent kickoff meeting for a county wide effort regarding safety improvements.
- Chris Ford, ODOT, noted that ODOT is funding 2 new multi-use path safety improvements that will be complete this spring.
- Eric Hesse, City of Portland, sent the group a link in Zoom chat to a press release of Portland's 2024 crash report which he noted looks better than last year's.
- Chair Kloster reminded committee members of the special TPAC workshop coming up on 3/10/25
- Lake McTighe, Metro, gave an update on Safe Streets grant. She provided a link to a survey about safe streets for all grant that should be available at the end of March. She is looking for interested parties to participate in Metro's application as co-applicants. (Survey provided in meeting packet)

PUBLIC COMMUNICATIONS ON AGENDA ITEMS

Chris Smith, No More Freeways campaign, expressed concern with whether the cover money (Reconnecting Communities) is being used appropriately.

MEETING MINUTES OF FEBRUARY 7, 2024

Chair Kloster asked the committee to approve the February 7, 2025, TPAC meeting minutes.

ACTION TAKEN: Hearing no objections, abstentions or edits, the minutes were approved as presented.

RESOLUTION 25-5473, FOR THE PURPOSE OF ADDING A NEW ODOD PUBLIC TRANSPORTATION AWARDED PROJECT INTO THE 2024-27 MTIP FOR TRIMET SUPPORTING ELDERALY AND DISABLED PERSONS TRANSIT NEEDS

Ken Lobeck, Metro, appeared before the committee to request approval recommendation to JPACT to complete all required MTIP programming actions to add a new project into the MTIP under Resolution 25-5473. The project involves a new ODOT Public Transportation Division (PTD) award to TriMet supporting TriMet's elderly and disabled persons transportation needs program.

ACTION TAKEN: Sarah Iannarone moved, and Tara O'Brien seconded the motion to approve Resolution 25-5473. Hearing no objections, the motion passed.

RESOLUTION 25-5463, FOR THE PURPOSE OF AMENDING THREE RELATED ROSE QUARTER IMPROVEMENT PROJECTS TO THE 2024-27 MTIP TO ADD $250 MILLION DOLLARS OF APPROVED FUNDING TO THE PROJECTS

Ken Lobeck appeared before the committee and presented information (included in the meeting record) on Resolution 25-5463. The request amends 3 projects by adding $250 million of Oregon Transportation Commission (OTC) approved funding.

The I-5 Rose Quarter Improvement Project Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment represents a stand-alone formal amendment containing three Rose Quarter related projects.

Indi Namkoong, Verde, commented that they didn't feel like they had enough information on the potential impact and the level of investment being made in reducing fatalities and serious injuries. They asked when that information would be available to TPAC. She added that she didn't feel she had enough information to vote in favor of the amendment.

Jean Senechal Biggs, Metro, responded that if there are follow up questions staff are happy to come back to the committee to share information and provide additional details. Additionally, staff will share any feedback and comments to JPACT.

Megan Channel, ODOT, added that the responses that Metro provided are for the specific project phases, but the project in full ODOT has a lot of information of the environmental assessment process related to safety and other data that we can provide you with.

ACTION TAKEN: Greg Snyder moved, seconded by Laurie Lebowsky-Young to approve Resolution 25-5463. With Indie Namkoong opposed, Sarah Iannarone and Bill Beamer abstaining, the motion passed.

2028-30 REGIONAL FLEXIBLE FUND STEP 1A.1 NEW PROJECT BOND – PROJECT PROPOSAL AND UPDATED APPROACH FOR GETTING TO A PREFERRED BOND SCENARIO

Chair Kloster began by stating that if the committee could get to a recommendation to JPACT, that would be great, but if not, he suggests that we provide feedback to the policy makers.

Grace Cho, Metro, appeared before the committee and presented information on the 2028-30 RFFA step 1A.1 Draft Bond Allocation Scenario & Next Step.

She started by providing a PowerPoint presentation that included information on:

- Background information and a list of activities undertaken since July 2024 when the nomination period opened
- Allocation approach
- Draft bond scenario and overall performance
- Next steps

She outlined the discussion questions, which were:

- Comments/questions on development of a potential RFFA bond proposal for JPACT consideration
- What recommendation does TPAC want to make to JPACT regarding a RFFA bond proposal to release for public comment?

She reiterated that the request today was for TPAC to recommend to JPACT to release a draft bond scenario for public comment.

Members inquired about the public comment period and what level of detail will be provided on each project and how applicants can make sure that the projects are clear when presented to public.

Grace responded that they are still sorting put step 1 public comment. Considering a story map for the bond but the outcomes of 3/7/25 TPAC meeting will help shape and determine that outcome.

Chair Kloster reminded members to refrain from deliberating in the chat so that all members can be aware of conversations and decisions.

Tara O'Brien, TriMet, asked if two illustrative scenarios would be possible to advance? Grace responded that Tara could present a motion for that.

Jeff Owen, Clackamas County, noted that what was presented in the packet puts forward a nice blend of program direction and recognizes comments and discussion from JPACT. He added that the idea for providing multiple scenarios for providing public comment, as suggested by Tara, could be potentially confusing for the public. He expressed his desire for the committee to move forward something today that would be helpful for the upcoming JPACT discussion.

Jessica Pelz, Washington County, stated her agreement with Tara's comment and asked if the public comment period need to include the amounts or could it be a preference lens asking what they prefer. She added that from their perspective it would be important for the public to understand that all the projects either wouldn't all be funded and may not move forward or could all be funded. She added her desire for things to be as clear as possible for the public as comment is made.

Grace responded that the program direction it states that we need to put out projects proposed in the bond scenario for public comment.

Ted Leybold, Metro, noted that it would be JPACTs recommendation, in terms of their decision, what gets released.

Sarah Iannarone, The Street Trust, highlighted the risky time we are in right now with federal changes as well as a lack of public confidence in government at all levels. She noted that while staff are committed to staying on the timeline, but to the extent where we can stay flexible within that timeline would be critically important. She also questioned how this would be tied to Regional Transportation Plan (RTP). She noted Metro's unique role is to mitigate inter jurisdictional competition for scarce resources. So, when the time comes to make hard decisions, we continue to meet our regional goals at the regional level in ways that matter for the economic output and the equity of the region. She added that from the Street Trust perspective, she isn't sure she could support the single scenario.

MOTION: Eric Hesse, City of Portland, seconded by Gregg Snyder, City of Hillsboro, provided the below motion via electronic document shared on the screen with committee members:

> TPAC recommends to JPACT that they direct Metro staff to clearly frame that the Step 1.A. proposed bond scenario(s) does not represent a final package or a current endorsement but rather is an illustrative package of priority regional projects of the "up to" amount of bonding of $84M identified to date on which to seek public comment as part of an overall RFFA package.
>
> To ensure appropriate context for the public to provide comments, any communication should be inclusive of the following considerations and information (with additional refinement with partner input to ensure accuracy):
>
> 1) The proposed scenario offers reduced funding to all five project requests instead of fully funding any of them.
>
> 2) By not fully funding any of the requests, the Metro draft scenario creates risks for all the projects' ability to move forward as envisioned and additional time is needed to process those implications prior to forwarding a final proposed bond scenario to JPACT.
>
> 3) Include additional information about how the requested bond amount fits into each project's funding strategy, including what leverage and local funding is represented in each project proposal as a result of the bonding amount
>
> 4) Given the significant uncertainty about federal and state funding that could impact the implications of different funding levels to these packages, more information about the overall funding landscape is needed before a final preferred scenario is identified.

Jeff Owen commented his support for this motion moving forward.

Tara O'Brien, TriMet, stated that the motion under consideration prioritizes what we would want to see go to the public, specifically conveying significant delivery challenges. The funding amounts for TV Highway and 82nd Ave are not sufficient, and while it may not seem like significant cuts, it really could prevent us from delivering a minimal, viable transit project for the CIG program. She also noted the importance of informing the public what they would get with these investments. Additionally, she wanted to call attention that the action today does not mean we are endorsing these funding amounts because we do not support the funding amounts for

TV Highway and 82nd Avenue and that could pose significant challenges. With that, she wanted to go back to the potential to consider other scenarios. She stated her support for adding a new a line to the motion that JPACT consider a second illustrative scenario that shows higher funding levels for the FX project

AMENDMENT #1 TO MOTION: Tara O'Brien proposed an amendment to the motion, which was seconded, to add a line to the motion that JPACT consider a second illustrative scenario that shows higher funding levels for the FX project

Jeff Owen noted he understands the concern but does not think it is necessary in the motion today to speak to specifics of numbers as it will be added to JPACT.

Jessica Pelz stated her support for the amendment to the motion and they do not support the proposed package reducing the funding for TV Highway and would like to see a second scenario proposed.

Gregg Snyder, Cities of Washington County, noted his support for the amendment. He added that they were able to debrief with the TV Highway project team and they are unable to cut scope easily or simply. He added that underfunding all the projects creates risk in all the projects.

Eric Hesse requested clarification of Tara's amendment language. Tara responded that the amendment language proposed is:

> We recommend JPACT consider a second illustrative scenarios that shows higher funding levels for the FX projects

Eric commented that from the City of Portland's perspective, the same types of considerations there are just articulated by my colleagues certainly apply to Montgomery Park Streetcar. He added that he would have difficulty supporting the amendment as written, as focused on FX projects, but could consider supporting an amendment that would reflect on the second illustrative scenario and indicate that all CIG projects would fit into that category.

AMENDMENT #1 TO MOTION: Tara withdrew her amendment to the motion.

AMENDMENT #2 TO MOTION: Tara proposed a new amendment, moved by Jay Higgins and seconded by Gregg Snyder.

We recommend JPACT consider a second illustrative scenario which increases the allocation amount to CIG candidate projects. (TV Hwy, 82nd Ave, Montgomery Park Streetcar)

Jeff Owen commented that the committee should have commonality around all five projects going into the next period without specific numbers and as such would not support the amendment.

Chris Ford inquired if the amount of the bond is set at this point and is there any relationship in terms of money between the proposed bond measure and the next round of step two funding. Grace responded that the maximum amount our bond can support while maintaining our program direction principles is $84 million and it would have an immediate impact on the current step 2 allocation.

Allison Boyd, Multnomah County, expressed concern that the committee might be overstepping with this

amendment, as it within JPACTs rights to continue discussing what the package looks like, and that the committee doesn't need to be so specific in our recommendation to them.

Sarah Iannarone asked about clarification about the word "increases" in the amendment, as TriMet is asking to fully fund the FX projects. Tara responded that they are ok with the word "increases", recognizing that there will likely be some back and forth with different scenarios and that could look differently. She added that they would like to see both projects fully funded but acknowledge that there are other projects.

ACTION TAKEN ON AMENDMENT #2: With only 6 members voting in approval, the amendment failed.

Gregg Snyder noted his preference for a scenario that fully funds at least a few of the projects.

ACTION ON MOTION: With 6 members in favor of the motion, 2 opposed and 7 abstentions, the motion failed.

15 MINUTE BREAK

After reconvening from break, Ted Leybold, Metro, announced that Metro staff would reflect in the JPACT packet that TPAC considered the materials by Metro staff and was unable to achieve a consensus on a recommendation and staff would describe in the packet the conversation at the meeting today.

Jessica Pelz added that in the materials to JPACT, they would like to add that the public comment go forward without any dollar amounts associated with projects.

2028-30 REGIONAL FLEXIBLE FUND STEP 2 – OUTCOMES EVALUATION AND RISK ASSESSMENT DRAFT RESULTS AND NEXT STEPS

Grace Cho and Jean Senechal Biggs, Metro staff, presented an overview (included as part of the meeting record) of bond scenarios and approach, program direction objectives, summary of input received over the past couple of months, implications and technical evaluation results.

Grace stated that organizations should reach out to her this month so it can be finalized by the end of March. She also requested that people specify whether they are reaching out about outcomes evaluations or project delivery risk assessment or both, so the right people are in the conversation.

DRAFT FY 2025-26 UNIFIED PLANNING WORK PROGRAM (UPWP)

Chair Kloster spoke about federal executive orders regarding language to be removed from federally approved projects and how this has impacted UPWP. He noted that John Mermin and other Metro staff have worked to remove these from the original copy that was provided to committee members.

John Mermin, Metro noted that the UPWP was sent to TPAC members and federal and state reviewers in late January for review. He noted that at this meeting he went over what the UPWP does, how it's laid out, described the process for how it's approved and what kind of feedback they're seeking from TPAC so that action can be taken the following month.

John asked committee members to provide him with any feedback this week, as the revised version

is being compiled to be federally approved soon.

Chris Ford urged TPAC members to advance the UPWP so that there would be no risk of missing out on federal funds.

Jessica Pelz, Washington County, asked whether local projects would be included/excluded. John responded that only projects that are federally funded will be included.

ADJOURN

There being no further business, Chair Kloster adjourned the meeting at 12:00 p.m.

Respectfully submitted,
Dorian Campbell, TPAC Recorder

Attachments to the Public Record, TPAC meeting, March 7, 2025

	Document Type	Document Date	Document Description	Document No.
*	Agenda	3/07/25	03/07/25 TPAC Meeting Agenda	030725-1
*	Document	2/28/25	TPAC Work program	030725-2
*	Memo	2/26/25	To: TPAC and Interested Parties From: Ken Lobeck Re: MTIP Monthly Submitted Amendments: March 2025 Report	030725-3
*	Memo	3/7/25	To: TPAC Members and Alternates From: Madeline Stele Re: Regional Barometer Retirement	030725-4
*	Document	2/7/25	2/7/25 TPAC meeting minutes	030725-5
*	Document		Resolution No 25-5473	030725-6
*	Document		Exhibit A to Resolution 25-5473	030725-7
*	Memo	2/26/25	To: TPAC From: Ken Lobeck Re: March 2025 MTIP Formal Amendment & Resolution 25-5473 Approval Request	030725-8
*	Document		Resolution No 25-5463	030725-9
*	Document		Exhibit A to Resolution 25-5463	030725-10
*	Document	11/20/24	Attachment 3 to Resolution 25-5463	030725-11
*	Document	1/6/25	Attachment 4 to Resolution 25-5463	030725-12
*	Document		Attachment 6 to Resolution 25-5463	030725-13
*	Memo	1/27/25	To: Grace Cho and Monica Krueger From: Russ Doubleday Re: Draft 2028-30 Regional Flexible Funds Allocation Risk Assessment	030725-14
*	Memo	1/26/05	To: TPAC and Interested Parties From: Ken Lobeck Re: I-5 Rose Quarter 2025 MTIP Formal Amendment & Resolution 25-5463 Amendment Approval Process	030725-15
*	Document		Attachment 1: Rose Quarter STIP Programming Summary	030725-16
*	Document	2/28/25	Performance Assessment Evaluation Summary	030725-17
*	Memo	2/28/25	To: TPAC and interested parties From: John Mermin Re: 2025-26 Draft UPWP	030725-18
*	Report	Jan. 2025	2025-26 UPWP – Discussion Draft	030725-19

**	Document	3/3/25	Updated 3/7/25 TPAC Agenda	030725-20
**	Presentation	3/7/25	March 2025 Regular Formal MTIP Amendment	030725-21
**	Presentation	2/1 – 3/5	Traffic deaths	030725-22
**	Presentation		Transit Minute	030725-23
**	Presentation Slide		2025 SS4A Metro Partners Interest Survey	030725-24
**	Presentation	3/7/25	March 2025 Regular Formal MTIP Amendment	030725-25
**	Presentation	3/7/25	I-5 Rose Quarter Formal MTIP Amendment Approval Request	030725-26
**	Presentation	3/7/25	2028-30 Regional Flexible Funds Allocation	030725-27
**	Document		Eric Hesse Amendment	030725-28
**	Document		Staff edits of committee discussion on Eric Hesse amendment	030725-29
**	Memo	2/28/25	To: TPAC From: Grace Cho, Jake Lovell, Jean Senechal Biggs Re: 28-30 Regional Flexible Fund Step 2 Outcomes Evaluation and Project Delivery Risk Assessment Draft Results	030725-30
**	Document	March 2025	Attachment 1: 28-30 Regional Flexible Funds Step 2 outcomes Evaluation	030725-31
**	Document		Appendix 1: 28-30 Regional Flexible Funds Step 2 outcomes Evaluation All Applications Ratings Summary	030725-32
**	Document	3/3/25	Attachment 2: 28-30 RFFA Step 2 Technical Evaluations	030725-33
**	Presentation	3/7/25	2025-26 UPWP	030725-34
**	Document	3/7/25	TPAC meeting chat record	030725-35

* Included in meeting notice packet

**Distributed after meeting notice packet or presented at meeting

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 bine 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 covert 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 *New Project*	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	**ADD NEW PROJECT:** 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.

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.	**ADD FUNDS:** 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.

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.	**CANCEL PROJECT:** 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.

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

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 bons 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	Active Trans - Pedestrian	Sidewalk Reconstruction	Capital Improvement
ODOT Work Type:	ADAP		

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
	Portland area	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: **<u>Goal #2 - Safer System:</u>** 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**

Attachment 2: ADA March 2025 OTC Staff Report Item

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.

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.

home admin RTP RFFA MTIP FUND search

details costs programming map amendments obligations earmarks comments

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**	☐
	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

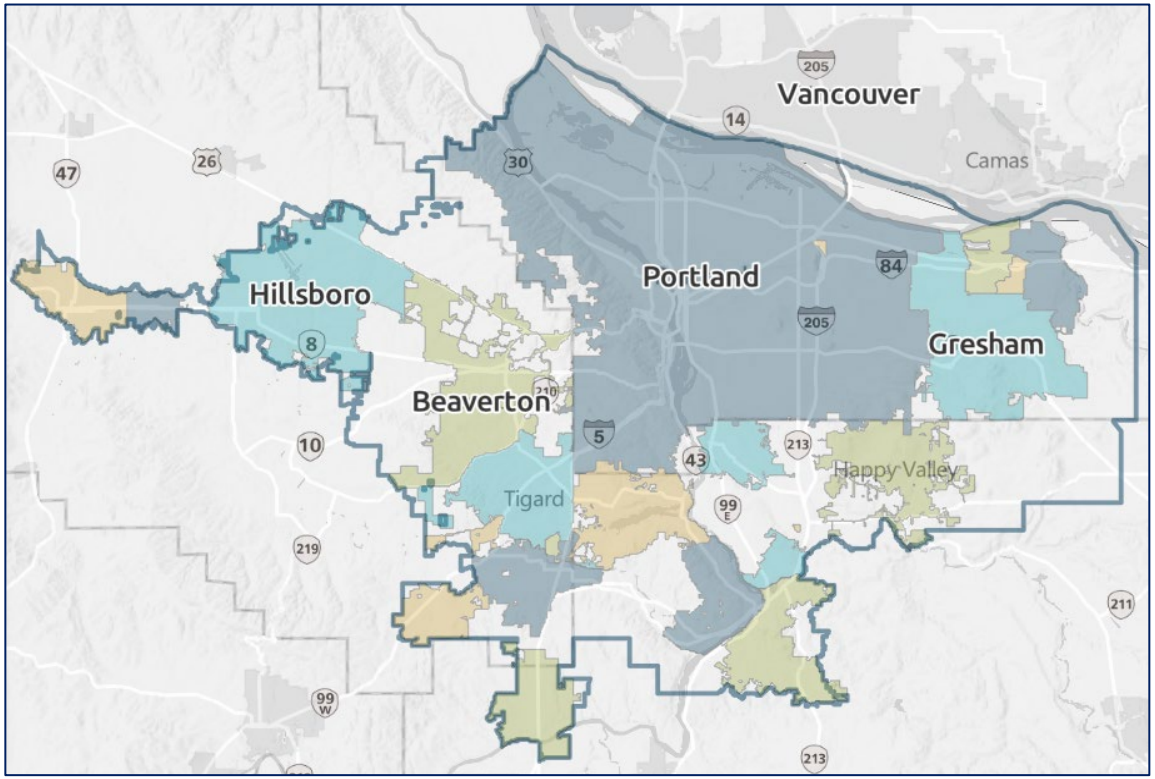
Amendment No: **24-27-1993** Approval Date: **3/16/2025**

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

2024-2027 Constrained MTIP Formal Amendment: Exhibit A

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
				Estimated Project Completion Date:			Not Specified
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? **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 IIJA	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

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.

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 HB2017 safety r2	$2,844,270.76	$200,000.00	($2,644,270.76)	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. Funds added to 22724 and 22798.

Metro

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**				
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

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 HB2017 safety r2	$2,844,270.76	$200,000.00	($2,644,270.76)	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. Funds added to 22724 and 22798.

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 26, 2025
To: TPAC 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

BACKROUND

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?

Staff is providing TPAC their official notification and requests an approval recommendation to JPACT to complete all required MTIP programming actions fort the three projects under Resolution 25-5481.

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

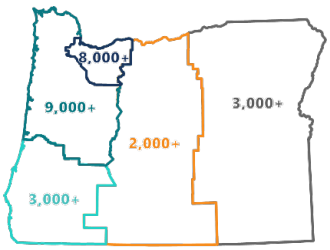
<table>
<tr><td>Project Number: 1</td><td>Key Number: 23763</td><td>Status: Add New Project</td></tr>
<tr><td>Project Name:</td><td colspan="2">Portland Metro area 2024-2027 ADA Curb Ramps, Phase 6</td></tr>
<tr><td>Lead Agency:</td><td colspan="2">ODOT</td></tr>
<tr><td>Description:</td><td colspan="2">Throughout 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.</td></tr>
<tr><td>Funding Summary:</td><td colspan="2">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.

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)-
<table>
<tr><th>Mileposts</th><th>Length</th><th>Route</th><th>Highway</th><th>ACT</th><th>County(s)</th></tr>
<tr><td></td><td></td><td></td><td></td><td>REGION 1 ACT</td><td>VARIOUS</td></tr>
</table>
Current Project Estimate
<table>
<tr><th></th><th>Planning</th><th>Prelim. Engineering</th><th>Right of Way</th><th>Utility Relocation</th><th>Construction</th><th>Other</th><th>Project Total</th></tr>
<tr><td>Year</td><td></td><td></td><td></td><td></td><td>2025</td><td></td><td></td></tr>
<tr><td>Total</td><td></td><td></td><td></td><td></td><td>$58,645,884.00</td><td></td><td>$58,645,884.00</td></tr>
<tr><td>Fund 1</td><td></td><td></td><td></td><td></td><td>GAR1 $58,645,884.00</td><td></td><td></td></tr>
<tr><td>Match</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
</table>
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.

The funding represents the latest quarterly allocation from OTC in support of the required ADA curb and ramp upgrades.</td></tr>
<tr><td>Amendment Action:</td><td colspan="2">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.</td></tr>
<tr><td>Added Notes:</td><td colspan="2"><u>Overview:</u>

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.
• 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.</td></tr>
</table>

- 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.



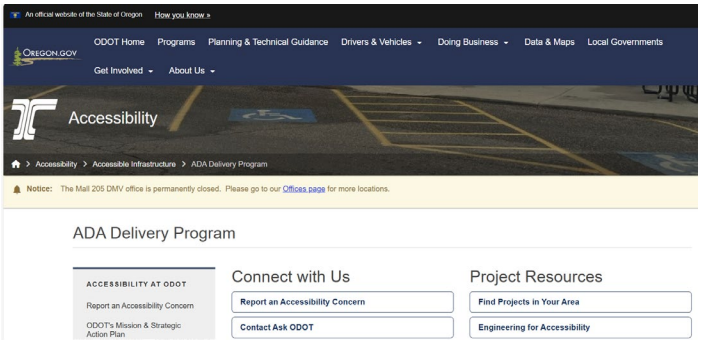
Estimated number of improved curb ramps per ODOT region

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.

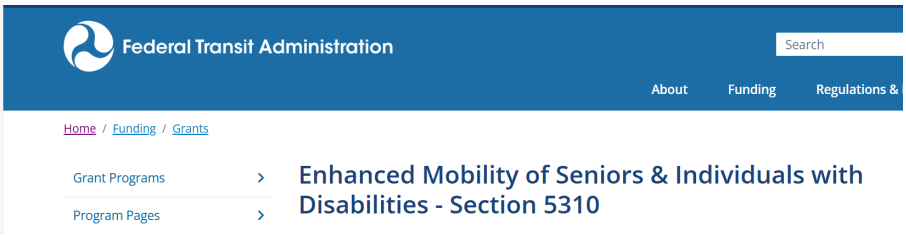


Three attachments included with the staff report:
Attachment 1: Key 23763 Approved Site Locations
Attachment 2: ADA March 2025 OTC Staff Report Item
Attachment 3: ODOT ADA Safe Crossings in Oregon Flyer

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:	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. 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. 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.	
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:	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. 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.	

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.

<table>
<tr><td>Project Number: 3</td><td>Key Number: 23015</td><td>Status: Existing Project</td></tr>
<tr><td>Project Name:</td><td colspan="2">Enhanced Mobility E&D (5310) - Tri County Area FY25</td></tr>
<tr><td>Lead Agency:</td><td colspan="2">ODOT</td></tr>
<tr><td>Description:</td><td colspan="2">Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.</td></tr>
<tr><td>Funding Summary:</td><td colspan="2">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 and STIP, 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.
<table>
<tr><td colspan="2">LEAD AGENCY</td><td colspan="6">ODOT</td></tr>
<tr><td colspan="2">PROJECT NAME</td><td colspan="6">Oregon Transportation Network - TriMet FFY25</td></tr>
<tr><td colspan="2">Project IDs</td><td colspan="5">Project Description</td><td>Project Type</td></tr>
<tr><td>ODOT KEY</td><td>23727</td><td colspan="5" 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 rowspan="3">Transit</td></tr>
<tr><td>MTIP ID</td><td>71448</td></tr>
<tr><td>RTP ID</td><td>10928</td></tr>
<tr><td colspan="2">Phase</td><td>Year</td><td>Fund Type</td><td>Federal Amount</td><td>Minimum Local Match</td><td>Other Amount</td><td>Total Amount</td></tr>
<tr><td colspan="2">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="4">FY 24-29 Totals</td><td>$3,674,037</td><td>$420,510</td><td>$0</td><td>$4,094,547</td></tr>
<tr><td colspan="8"></td></tr>
<tr><td colspan="4">Estimated Project Cost (YOE$)</td><td>$3,674,037</td><td>$420,510</td><td>$0</td><td>$4,094,547</td></tr>
</table></td></tr>
<tr><td>Amendment Action:</td><td colspan="2">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.</td></tr>
<tr><td>Added Notes:</td><td colspan="2">See Attachment 4: March 2025 Quarterly STIP Amendment OTC Staff Report for a few added details.</td></tr>
</table>

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:

Action	Target Date
• 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:

Action	Target Date

- 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:

Staff is providing TPAC their official notification and requests an approval recommendation to JPACT to complete all required MTIP programming actions fort the three projects under Resolution 25-5481.

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	00300I00	0.34	4	1	Portland	SW GAINES ST.	Yes
OR43	00300I00	0.39	3	1	Portland	SW LANE ST.	Yes
OR43	00300I00	0.39	4	1	Portland	SW LANE ST.	Yes
OR43	00300I00	0.90	5	1	Portland	SW KELLY AVE. (SW SEYMOUR CT.)	Yes
OR43	00300I00	0.90	7	1	Portland	SW KELLY AVE. (SW SEYMOUR CT.)	Yes
OR43	00300I00	1.13	1	1	Portland	SW RICHARDSON CT.	Yes
OR43	00300I00	1.13	2	1	Portland	SW RICHARDSON CT.	Yes
OR43	00300I00	1.13	3	1	Portland	SW RICHARDSON CT.	Yes
OR43	00300I00	1.13	4	1	Portland	SW RICHARDSON CT.	Yes
OR43	00300I00	1.18	1	1	Portland	SW MITCHELL ST.	Yes
OR43	00300I00	1.18	1	2	Portland	SW MITCHELL ST.	Yes
OR43	00300I00	1.18	2	1	Portland	SW MITCHELL ST.	Yes
OR43	00300I00	1.18	2	2	Portland	SW MITCHELL ST.	Yes
OR43	00300I00	1.18	2A	1	Portland	SW MITCHELL ST.	Yes
OR43	00300I00	1.18	2A	2	Portland	SW MITCHELL ST.	Yes
OR43	00300I00	1.18	3	1	Portland	SW MITCHELL ST.	Yes
OR43	00300I00	1.18	4	1	Portland	SW MITCHELL ST.	Yes
OR43	00300I00	1.18	4A	1	Portland	SW MITCHELL ST.	Yes
OR43	00300I00	1.18	4A	2	Portland	SW MITCHELL ST.	Yes
OR43	00300I00	1.32	1	1	Portland	SW SWEENEY ST.	Yes
OR43	00300I00	1.32	2	1	Portland	SW SWEENEY ST.	Yes
OR43	00300I00	1.32	3	1	Portland	SW SWEENEY ST.	Yes
OR43	00300I00	1.32	4	1	Portland	SW SWEENEY ST.	Yes
OR43	00300I00	1.42	1	1	Portland	SW FLOWER ST.	Yes
OR43	00300I00	1.42	2	1	Portland	SW FLOWER ST.	Yes
OR43	00300I00	1.42	3	1	Portland	SW FLOWER ST.	Yes
OR43	00300I00	1.42	4	1	Portland	SW FLOWER ST.	Yes
OR43	00300I00	1.60	1	1	Portland	SW IOWA ST.	Yes
OR43	00300I00	1.60	2	1	Portland	SW IOWA ST.	Yes
OR43	00300I00	1.60	3	1	Portland	SW IOWA ST.	Yes
OR43	00300I00	1.60	4	1	Portland	SW IOWA ST.	Yes
OR43	00300I00	1.68	1	1	Portland	SW CAROLINA ST.	Yes
OR43	00300I00	1.68	2	1	Portland	SW CAROLINA ST.	Yes
OR43	00300I00	1.68	3	1	Portland	SW CAROLINA ST.	Yes
OR43	00300I00	1.68	4	1	Portland	SW CAROLINA ST.	Yes
OR43	00300I00	1.74	1	1	Portland	SW DAKOTA ST.	Yes
OR43	00300I00	1.74	1	2	Portland	SW DAKOTA ST.	Yes
OR43	00300I00	1.74	2	1	Portland	SW DAKOTA ST.	Yes
OR43	00300I00	1.74	2	2	Portland	SW DAKOTA ST.	Yes
OR43	00300I00	1.74	2A	1	Portland	SW DAKOTA ST.	Yes

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR43	00300I00	1.74	2A	2	Portland	SW DAKOTA ST.	Yes
OR43	00300I00	1.74	3	1	Portland	SW DAKOTA ST.	Yes
OR43	00300I00	1.74	4	1	Portland	SW DAKOTA ST.	Yes
OR43	00300I00	1.74	4A	1	Portland	SW DAKOTA ST.	Yes
OR43	00300I00	1.74	4A	2	Portland	SW DAKOTA ST.	Yes
OR43	00300I00	1.84	2	1	Portland	SW IDAHO ST.	Yes
OR43	00300I00	1.84	2	2	Portland	SW IDAHO ST.	Yes
OR43	00300I00	1.84	2A	1	Portland	SW IDAHO ST.	Yes
OR43	00300I00	1.84	2A	2	Portland	SW IDAHO ST.	Yes
OR43	00300I00	1.84	3	1	Portland	SW IDAHO ST.	Yes
OR43	00300I00	1.89	1	1	Portland	SW VERMONT ST.	Yes
OR43	00300I00	1.89	2	1	Portland	SW VERMONT ST.	Yes
OR43	00300I00	1.89	3	1	Portland	SW VERMONT ST.	Yes
OR43	00300I00	1.89	4	1	Portland	SW VERMONT ST.	Yes
OR43	00300I00	1.94	1	1	Portland	SW FLORIDA ST.	Yes
OR43	00300I00	1.94	1	2	Portland	SW FLORIDA ST.	Yes
OR43	00300I00	1.94	2	1	Portland	SW FLORIDA ST.	Yes
OR43	00300I00	1.94	2	2	Portland	SW FLORIDA ST.	Yes
OR43	00300I00	1.94	2A	1	Portland	SW FLORIDA ST.	Yes
OR43	00300I00	1.94	2A	2	Portland	SW FLORIDA ST.	Yes
OR43	00300I00	1.94	3	1	Portland	SW FLORIDA ST.	Yes
OR43	00300I00	1.94	4	1	Portland	SW FLORIDA ST.	Yes
OR43	00300I00	1.94	4A	1	Portland	SW FLORIDA ST.	Yes
OR43	00300I00	1.94	4A	2	Portland	SW FLORIDA ST.	Yes
OR43	00300I00	1.99	1	1	Portland	SW CALIFORNIA ST.	Yes
OR43	00300I00	1.99	2	1	Portland	SW CALIFORNIA ST.	Yes
OR43	00300I00	1.99	3	1	Portland	SW CALIFORNIA ST.	Yes
OR43	00300I00	1.99	4	1	Portland	SW CALIFORNIA ST.	Yes
OR43	00300I00	2.04	1	1	Portland	SW TEXAS ST.	Yes
OR43	00300I00	2.04	1	2	Portland	SW TEXAS ST.	Yes
OR43	00300I00	2.04	2	1	Portland	SW TEXAS ST.	Yes
OR43	00300I00	2.04	2	2	Portland	SW TEXAS ST.	Yes
OR43	00300I00	2.04	2A	1	Portland	SW TEXAS ST.	Yes
OR43	00300I00	2.04	2A	2	Portland	SW TEXAS ST.	Yes
OR43	00300I00	2.04	3	1	Portland	SW TEXAS ST.	Yes
OR43	00300I00	2.04	4	1	Portland	SW TEXAS ST.	Yes
OR43	00300I00	2.04	4A	1	Portland	SW TEXAS ST.	Yes
OR43	00300I00	2.04	4A	2	Portland	SW TEXAS ST.	Yes
OR43	00300I00	5.46	2	1		SW BRIARWOOD RD.	Yes
OR43	00300I00	5.46	3	1		SW BRIARWOOD RD.	Yes

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR43	00300I00	5.74	1A	1		SW TERWILLIGER BLVD. (S STAMPHER RD.)	Yes
OR43	00300I00	5.74	2	1		SW TERWILLIGER BLVD. (S STAMPHER RD.)	Yes
OR43	00300I00	5.74	2A	1		SW TERWILLIGER BLVD. (S STAMPHER RD.)	Yes
OR43	00300I00	5.86	1	1	Lake Oswego	D AVE.	Yes
OR43	00300I00	5.86	1	2	Lake Oswego	D AVE.	Yes
OR43	00300I00	5.86	2	1	Lake Oswego	D AVE.	Yes
OR43	00300I00	6.43	1	1	Lake Oswego	LEONARD ST.	Yes
OR43	00300I00	6.43	2	1	Lake Oswego	LEONARD ST.	Yes
OR43	00300I00	6.43	3	1	Lake Oswego	LEONARD ST.	Yes
OR43	00300I00	6.43	3	2	Lake Oswego	LEONARD ST.	Yes
OR43	00300I00	6.43	4	1	Lake Oswego	LEONARD ST.	Yes
OR43	00300I00	6.43	4	2	Lake Oswego	LEONARD ST.	Yes
OR43	00300I00	6.62	1	1	Lake Oswego	LADD ST.	Yes
OR43	00300I00	6.62	2	1	Lake Oswego	LADD ST.	Yes
OR43	00300I00	6.62	3	1	Lake Oswego	LADD ST.	Yes
OR43	00300I00	6.62	3	2	Lake Oswego	LADD ST.	Yes
OR43	00300I00	6.62	4	1	Lake Oswego	LADD ST.	Yes
OR43	00300I00	6.62	4	2	Lake Oswego	LADD ST.	Yes
OR43	00300I00	7.03	3	1	Lake Oswego	LAUREL ST.	Yes
OR43	00300I00	7.03	4	1	Lake Oswego	LAUREL ST.	Yes
OR43	00300I00	7.10	2A	1	Lake Oswego	BURNHAM RD.	Yes
OR43	00300I00	7.10	2A	2	Lake Oswego	BURNHAM RD.	Yes
OR43	00300I00	7.10	3	1	Lake Oswego	BURNHAM RD.	Yes
OR43	00300I00	8.29	3	1	West Linn	ROBINWOOD WAY	Yes
OR43	00300I00	8.29	4	1	West Linn	ROBINWOOD WAY	Yes
OR43	00300I00	8.31	3	1	West Linn	SHADY HOLLOW WAY	Yes
OR43	00300I00	8.31	3	2	West Linn	SHADY HOLLOW WAY	No
OR43	00300I00	8.31	4	2	West Linn	SHADY HOLLOW WAY	No
OR43	00300I00	8.53	3	1	West Linn	S FAIRVIEW WAY	Yes
OR43	00300I00	8.53	3	2	West Linn	S FAIRVIEW WAY	Yes
OR43	00300I00	8.53	4	1	West Linn	S FAIRVIEW WAY	Yes
OR43	00300I00	8.75	3	1	West Linn	S WALLING CIR.	Yes
OR43	00300I00	8.75	4	1	West Linn	S WALLING CIR.	Yes
OR43	00300I00	8.80	1	1	West Linn	CEDAR OAK DR.	Yes
OR43	00300I00	8.80	2	1	West Linn	CEDAR OAK DR.	Yes
OR43	00300I00	8.80	3	1	West Linn	CEDAR OAK DR.	Yes
OR43	00300I00	8.80	3	2	West Linn	CEDAR OAK DR.	Yes
OR43	00300I00	8.80	4	1	West Linn	CEDAR OAK DR.	Yes
OR43	00300I00	8.80	4	2	West Linn	CEDAR OAK DR.	Yes
OR43	00300I00	8.90	1	1	West Linn	HIDDEN SPRINGS RD.	Yes

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR43	00300I00	8.90	1	2	West Linn	HIDDEN SPRINGS RD.	Yes
OR43	00300I00	9.02	1	1	West Linn	MAPLETON DR.	Yes
OR43	00300I00	9.02	2	1	West Linn	MAPLETON DR.	Yes
OR43	00300I00	9.22	3	1	West Linn	ROAD (MARY S. YOUNG STATE PARK)	Yes
OR43	00300I00	9.22	3	2	West Linn	ROAD (MARY S. YOUNG STATE PARK)	Yes
OR43	00300I00	9.22	4	1	West Linn	ROAD (MARY S. YOUNG STATE PARK)	Yes
OR43	00300I00	9.22	4	2	West Linn	ROAD (MARY S. YOUNG STATE PARK)	Yes
OR43	00300I00	9.36	3	1	West Linn	MOHAWK WAY	Yes
OR43	00300I00	9.36	4	1	West Linn	MOHAWK WAY	Yes
OR43	00300I00	9.43	1	1	West Linn	LINNWOOD DR. (MARK LN.)	Yes
OR43	00300I00	9.43	2	1	West Linn	LINNWOOD DR. (MARK LN.)	Yes
OR43	00300I00	9.43	3	1	West Linn	LINNWOOD DR. (MARK LN.)	Yes
OR43	00300I00	9.54	1	1	West Linn	JOLLIE POINTE RD.	Yes
OR43	00300I00	9.54	2	1	West Linn	JOLLIE POINTE RD.	Yes
OR43	00300I00	9.54	3	1	West Linn	JOLLIE POINTE RD.	Yes
OR43	00300I00	9.54	3	2	West Linn	JOLLIE POINTE RD.	Yes
OR43	00300I00	9.54	4	1	West Linn	JOLLIE POINTE RD.	Yes
OR43	00300I00	9.64	1	1	West Linn	UNDERHILL LN.	Yes
OR43	00300I00	9.64	2	1	West Linn	UNDERHILL LN.	Yes
OR43	00300I00	9.64	3	1	West Linn	UNDERHILL LN.	Yes
OR43	00300I00	9.64	4	1	West Linn	UNDERHILL LN.	Yes
OR43	00300I00	9.68	1	1	West Linn	PIMLICO DR.	Yes
OR43	00300I00	9.68	1	2	West Linn	PIMLICO DR.	Yes
OR43	00300I00	9.68	2	1	West Linn	PIMLICO DR.	Yes
OR43	00300I00	9.68	4	1	West Linn	PIMLICO DR.	Yes
OR43	00300I00	9.73	1	1	West Linn	MAGONE LN.	Yes
OR43	00300I00	9.73	2	1	West Linn	MAGONE LN.	Yes
OR43	00300I00	9.76	1	1	West Linn	DILLOW DR.	Yes
OR43	00300I00	9.76	2	1	West Linn	DILLOW DR.	Yes
OR43	00300I00	9.83	1	1	West Linn	HUGHES DR.	Yes
OR43	00300I00	9.83	2	1	West Linn	HUGHES DR.	Yes
OR43	00300I00	9.91	1	1	West Linn	WHITE TAIL DR. (ROAD)	Yes
OR43	00300I00	9.91	1	2	West Linn	WHITE TAIL DR. (ROAD)	Yes
OR43	00300I00	9.91	2	1	West Linn	WHITE TAIL DR. (ROAD)	Yes
OR43	00300I00	9.97	1	1	West Linn	BARLOW ST.	Yes
OR43	00300I00	10.18	1	1	West Linn	BUCK ST. (CAUFIELD ST.)	Yes
OR43	00300I00	10.18	2	1	West Linn	BUCK ST. (CAUFIELD ST.)	Yes
OR43	00300I00	10.18	3	1	West Linn	BUCK ST. (CAUFIELD ST.)	Yes
OR43	00300I00	10.18	4	1	West Linn	BUCK ST. (CAUFIELD ST.)	Yes
OR43	00300I00	10.35	1	1	West Linn	FAILING ST.	Yes

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR43	00300I00	10.35	2	1	West Linn	FAILING ST.	Yes
OR43	00300I00	10.52	1	1	West Linn	HOLMES ST.	Yes
OR43	00300I00	10.52	2	1	West Linn	HOLMES ST.	Yes
OR43	00300I00	10.52	3	1	West Linn	HOLMES ST.	Yes
OR43	00300I00	10.62	1	1	West Linn	LEWIS ST.	Yes
OR43	00300I00	10.62	2	1	West Linn	LEWIS ST.	Yes
OR43	00300I00	10.64	1	1	West Linn	WEBB ST.	Yes
OR43	00300I00	10.71	1	1	West Linn	BOLTON ST.	Yes
OR43	00300I00	10.71	2	1	West Linn	BOLTON ST.	Yes
OR43	00300I00	10.71	3	1	West Linn	BOLTON ST.	Yes
OR43	00300I00	10.71	4	1	West Linn	BOLTON ST.	Yes
OR43	00300I00	10.76	1	1	West Linn	WILLSON ST.	Yes
OR43	00300I00	10.76	2	1	West Linn	WILLSON ST.	Yes
OR43	00300I00	10.76	3	1	West Linn	WILLSON ST.	Yes
OR43	00300I00	10.76	4	1	West Linn	WILLSON ST.	Yes
OR43	00300I00	10.80	1	1	West Linn	BURNS ST.	Yes
OR43	00300I00	10.80	2	1	West Linn	BURNS ST.	Yes
OR43	00300I00	10.80	3	1	West Linn	BURNS ST.	Yes
OR43	00300I00	10.80	4	1	West Linn	BURNS ST.	Yes
OR43	00300I00	11.06	1	1	West Linn	HOLLOWELL ST.	Yes
OR43	00300I00	11.06	3	2	West Linn	HOLLOWELL ST.	Yes
OR43	00300I00	11.06	4	1	West Linn	HOLLOWELL ST.	Yes
OR43	00300I00	11.13	1	1	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300I00	11.13	1	2	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300I00	11.13	2	1	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300I00	11.13	2	2	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300I00	11.13	3	1	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300I00	11.13	3	2	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300I00	11.13	4	1	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300I00	11.13	4	2	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300I00	11.37	1	1	West Linn	MILL ST.	Yes
OR43	00300I00	11.37	1	2	West Linn	MILL ST.	Yes
OR43	00300I00	11.37	2	1	West Linn	MILL ST.	Yes
OR43	00300I00	11.37	2	2	West Linn	MILL ST.	Yes
OR43	00300I00	11.37	3	1	West Linn	MILL ST.	Yes
OR43	00300I00	11.37	4	1	West Linn	MILL ST.	Yes
OR43	00300I00	11.55	1	1	Oregon City	MAIN ST.	Yes
OR43	00300I00	11.55	2	1	Oregon City	MAIN ST.	Yes
OR43	00300I00	11.55	2	2	Oregon City	MAIN ST.	Yes
OR43	00300I00	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

Oregon Department of Transportation

Safe Crossings in Oregon

(Feb. 2023)

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.

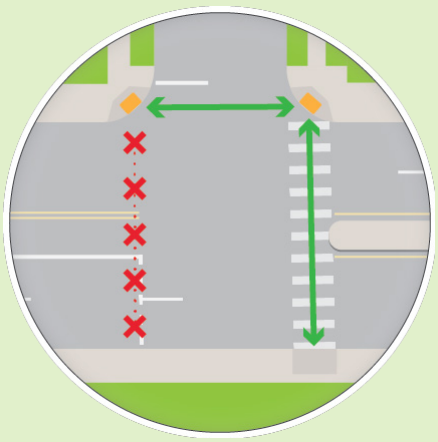
The graphics below show some types of situations where crosswalks are closed. Notice there is still a safe way to cross the street in every situation. In some cases it only impacts one crosswalk at an intersection, in other cases there is a safe crossing nearby. Sometimes there is a barrier in the middle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

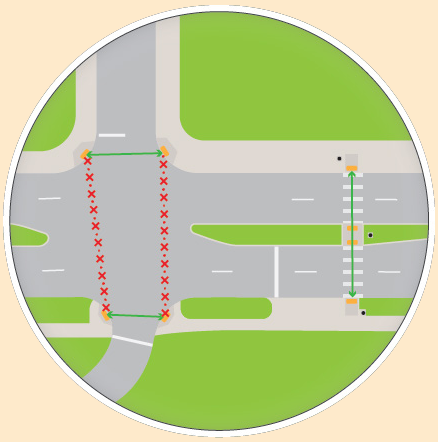
One crosswalk open across highway

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

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

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.

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

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	1	US30B: (NE Lombard St) NE Lombard Pl - NE 11th Ave				PE	Safety
23015	1	Enhanced Mobility E&D (5310) - TriCounty Area FY25				OT	Transit
23042	1	Oregon Transportation Network - TriMet FFY27				OT	Transit
22799	2	OR99W: MP 78.9-79.0 signal replacement (Lewisburg)	78.9	79		PE, RW, CN	Operations
22724	2	OR99W: (3rd St and 4th St) at Western 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
	2	OR22: Rural Community Enhanced Crossings (Mill City, Gates, Idanha)				PE, RW, CN	Safety
22997	2	Enhanced Mobility E&D (5310) - Benton County FY25				OT	Transit
23000	2	Enhanced Mobility E&D (5310) - Columbia County FY25				OT	Transit
23003	2	Enhanced Mobility E&D (5310) - Linn County FY25				OT	Transit
23009	2	Enhanced Mobility E&D (5310) - LTD FY25				OT	Transit
23014	2	Enhanced Mobility E&D (5310) - SAMTD FY25				OT	Transit
23016	2	Enhanced Mobility E&D (5310) - Benton County FY26				OT	Transit
23017	2	Enhanced Mobility E&D (5310) - Columbia County FY26				OT	Transit
23020	2	Enhanced Mobility E&D (5310) - Linn County FY26				OT	Transit
23027	2	Enhanced Mobility E&D (5310) - Benton County FY27				OT	Transit
23028	2	Enhanced Mobility E&D (5310) - Columbia County FY27				OT	Transit
23033	2	Enhanced Mobility E&D (5310) - Linn County FY27				OT	Transit

23039	2	Enhanced Mobility E&D (5310) - LTD 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	3	I-5: N Umpqua R & CORP NB & SB 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	3	I-5: Evans Creek Bridge & Bridge over 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	3	Enhanced Mobility E&D (5310) - Josephine County FY25				OT	Transit
23004	3	Enhanced Mobility E&D (5310) - RVTD FY25				OT	Transit
23001	4	Enhanced Mobility E&D (5310) - Deschutes County FY25				OT	Transit
23018	4	Enhanced Mobility E&D (5310) - Deschutes County FY26				OT	Transit
23030	4	Enhanced Mobility E&D (5310) - Deschutes County FY27				OT	Transit

22919	5	I-84: Farewell Bend - N. Fork Jacobsen Gulch	08083A	CN,OT	Preservation
22942	5	I-82/I-84: Freight & Congestion Improvements		CN, OT	Modernization
23007	5	Enhanced Mobility E&D (5310) - Umatilla County FY25		OT	Transit
23227	6	Statewide fish passage program reserve 2024-2027		CN	Fish
23315	6	Statewide pavement preservation program reserve 2024-2027		CN	Preservation
22993	6	Enhanced Mobility E&D Admin (5310) - FY25		OT	Transit
22988	6	Enhanced Mobility E&D Rural (5310) - FY25		OT	Transit
22992	6	Oregon Transportation Network Rural FFY27		OT	Transit
	6	ITS Operations Dispatch and Incident Response SFY26-27		OT	Operations
23097	6	Maintenance & Operations 2024-2027		CN	Operations
23832	6	Workforce Development, Training, and Education SFY26-27		OT	Operations
	6	ODOT Statewide EV Charging Infastructure		CN	Operations (carbon)
	6	ODOT Statewide Mobile EV Charging		OT	Operations (carbon)
	3	Grants Pass Signal Upgrades		OT	Operations (carbon)
	6	Statewide Transportation Wallet Pilot FFY26-FFY29		OT	Operations (carbon)
	6	Statewide Active Transportation Implementation		OT	Operations (carbon)
23088	6	ODOT Carbon Reduction Program FFY22-24		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. 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 HB2017 safety r2	$2,844,270.76	$200,000.00	($2,644,270.76)	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. Funds added to 22724 and 22798.
ARTS region 2 GARVEE - ADA fix-it region 2	$3,006,033.00	$5,376,272.00	$2,370,239.00	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.
fix-it region 2 HB2017 safety r2	$4,811,719.44	$5,085,751.44	$274,032.00	Add $274,032 to project. Funds from cancelation of project key 22799.
USDOT earmark 2024	$0.00	$3,120,472.53	$3,120,472.53	Add new Congressionally Directed Spending (CDS) earmark project. Match to come from savings in the HB2017 safety r2 program. Project will be scaled to fit funding.
SW transit	$270,080.00	$0.00	($270,080.00)	Cancel project, duplicate of project key 23718.
SW transit	$247,938.00	$0.00	($247,938.00)	Cancel project, duplicate of project key 23719.
SW transit	$461,866.00	$0.00	($461,866.00)	Cancel project, duplicate of project key 23722.
SW transit	$1,494,632.00	$0.00	($1,494,632.00)	Cancel project, duplicate of project key 23725.
SW transit	$1,580,544.00	$0.00	($1,580,544.00)	Cancel project, duplicate of project key 23726.
SW transit	$270,080.00	$0.00	($270,080.00)	Cancel project, duplicate of project key 23779.
SW transit	$247,938.00	$0.00	($247,938.00)	Cancel project, duplicate of project key 23781.
SW transit	$461,866.00	$0.00	($461,866.00)	Cancel project, duplicate of project key 23785.
SW transit	$270,080.00	$0.00	($270,080.00)	Cancel project, duplicate of project key 23792.
SW transit	$247,938.00	$0.00	($247,938.00)	Cancel project, duplicate of project key 23793.
SW transit	$461,866.00	$0.00	($461,866.00)	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.
HB2017 bridge seismic	$25,416,000.00	$40,415,000.00	$14,999,000.00	Cancel the Utility Relocation phase. Increase the Construction phase by $15,000,000, 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	Increase the Construction phase by $6,000,000, using savings from the bridge program.
SW enhance	$4,500,000.00	$1,500,000.00	($3,000,000.00)	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.
fix-It SW bridge HB2017 bridge seismic	$8,887,000.00	$1,500,000.00	($7,387,000.00)	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.
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	Increase the Construction phase by $1,269,542.50, moving funds from project key 23227 and using savings from the fish passage program.
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.

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	$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
maintenance & operations motor carrier SW enhance	$6,858,000.00	$3,392,000.00	($3,466,000.00)	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.
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.
HB2017 preservation	$6,270,634.09	$5,180,495.98	($1,090,138.11)	Reduce bucket to fund the state match on project keys 22919 and 21674.
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.
maintenance & operations SW carbon reduction	$0.00	$21,400,000.00	$21,400,000.00	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.
maintenance & operations	$20,334,521.00	$0.00	($20,334,521.00)	Reduce bucket to fund new project "ITS Operations Dispatch and Incident Response SFY26-27".
maintenance & operations	$0.00	$4,480,000.00	$4,480,000.00	Add a new project for federalized workforce development, training and education during the 25-27 biennium.
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.

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 28, 2025
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Senior Transportation Planner
Subject: 2025-26 Draft Unified Planning Work Program (UPWP)

Background

What the UPWP Is

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of the transportation planning activities, the relationships between them, and budget summaries displaying the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, the Oregon Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). It helps ensure efficient use of federal planning funds. The UPWP may be amended periodically as projects change or new projects emerge.

What the UPWP Is not

The UPWP is not a regional policy making document and does not make any funding allocations. Instead, the UPWP reflects decisions already made by JPACT, the Metro Council and/or the state legislature on funding and policy. The UPWP does not include construction, design or preliminary engineering projects. It only includes regionally significant planning projects (primarily those that will be receiving federal funds) for the upcoming fiscal year.

UPWP Adoption process

A draft UPWP was sent out to Federal and State reviewers and TPAC members on January 29. The required Federal and State consultation was held on March 4 followed by a discussion with TPAC on March 7. At its April 4 meeting, TPAC will be asked to take action on a revised UPWP document that includes all edits made since the January draft was sent out for review, including edits to align terminology in the document with recent Federal executive orders (See attached Exhibit A to Resolution 25-5466). Staff will ask for adoption by JPACT and Metro Council on April 17. Staff will transmit the adopted UPWP to Federal & State partners as soon as possible following adoption. 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.

Please contact john.mermin@oregonmetro.gov, for inquiries about the UPWP.

BEFORE THE METRO COUNCIL

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	))))))	RESOLUTION NO. 25-5466 Introduced by Chief Operating Officer Marissa Madrigal with the concurrence of Council President Lynn Peterson

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

Exhibit A to Resolution 25-5466

2025-2026 Unified Planning Work Program

Transportation planning in the Portland/Vancouver metropolitan area

March 2025

oregonmetro.gov

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ 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

Southwest Washington Regional Transportation Unified Planning Work Program.
2025-26 Unified Planning Work Program Resolution Adopted by Metro Council Federal Certification Review Table

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

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

Organization of UPWP

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

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

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

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

Development of UPWP

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

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

This UPWP includes the transportation planning activities of Metro and other area governments using Federal funds for transportation planning activities for the fiscal year of July 1, 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)

Vancouver
Camas
Washougal
Banks
North Plains
Forest Grove
Cornelius
Hillsboro
Beaverton
Gaston
Tigard
King City
Tualatin
Durham
Sherwood
Rivergrove
Lake Oswego
West Linn
Wilsonville
Canby
Portland
Maywood Park
Fairview
Troutdale
Wood Village
Gresham
Milwaukie
Happy Valley
Johnson City
Gladstone
Oregon City
Sandy
Estacada
Yamhill
Carlton
Newberg
Dundee
Lafayette
Dayton
McMinnville

Adopted in the 2023 RTP on Nov. 30, 2023 by Ord. No. 23-1496, the MPA boundary is effective upon approval by the Governor in 2024

0 5 10 Miles

Source: Metro, US Census

Unified Planning Work Program

Metro

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 forgrowth.

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

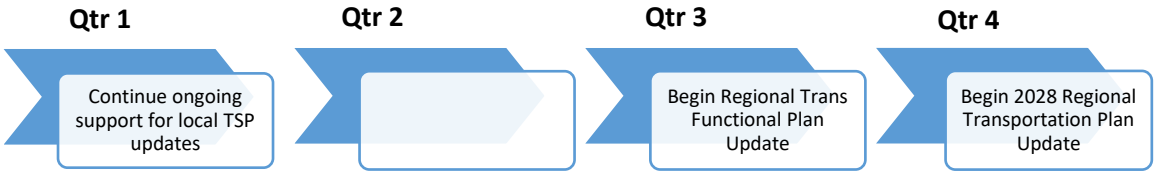
Metro also brings supplementary federal funds and regional funds to this program to provide general planning support to the following regional and state-oriented transportation planning efforts:

- 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:
    - participation in DLCD review of OAR Division 44;
    - coordination with the statewide CFEC Program implementation;
    - development of the EPA Comprehensive Action Plan; and
    - 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:

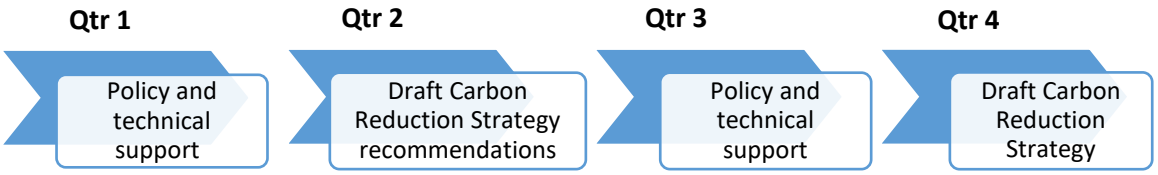
- Update to the region's Carbon Reduction Strategy in coordination with development of EPA Comprehensive Action Plan.
- Coordination with Metro Research Center and State of Oregon data partners to improve regional data and analysis tools and capabilities to inform policy and investment decisions.
- Ongoing 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)

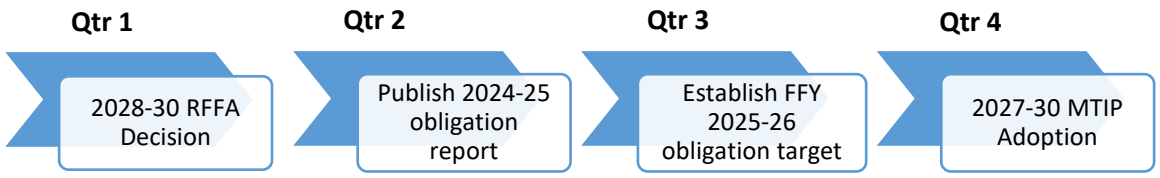
- *Report on FFY 2025-26 Funding Obligation Targets, Adjust Programming*. Metro is monitoring and actively managing an obligation target for MPO allocated funds (STBG/TAP and CMAQ) each fiscal year. This is a cooperative effort with the Oregon DOT and the other Oregon TMA MPOs. If the region meets its 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.

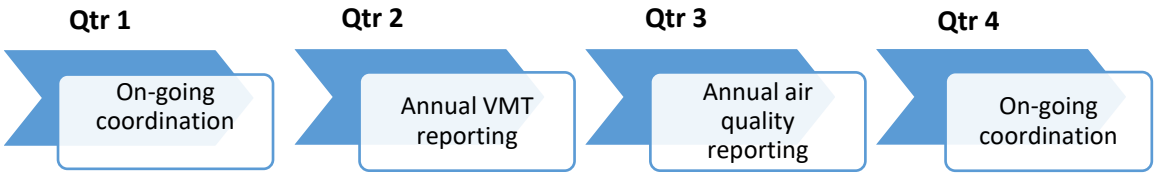
- Participating as a NEPA reviewer for the air quality section for several major projects in development in the region (i.e. Interstate Bridge Replacement, etc.)

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:

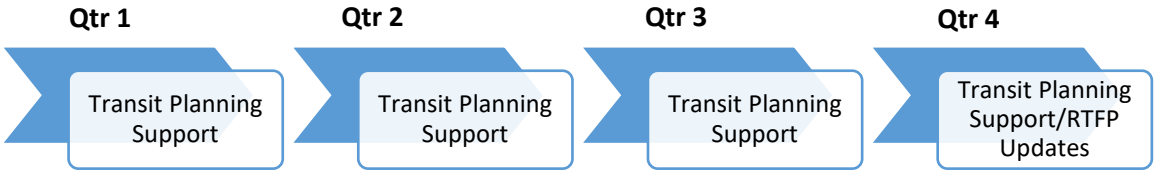
- Development of a monthly transit highlight report for Metro committees
- Concepts seeking funding for future transit planning work
- Transit planning for local Transportation System Plans (i.e., Cornelius, Tualatin)

- 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.

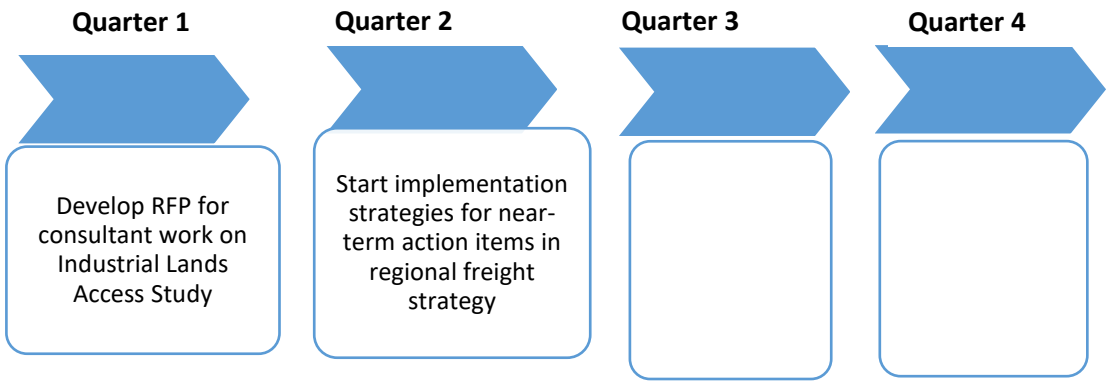
Work completed in FY 2024-25:

- 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:		**Resources:**	
Personnel Services	$ 58,777	STBG	$ 60,857
Indirect Costs	$ 40,262	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.

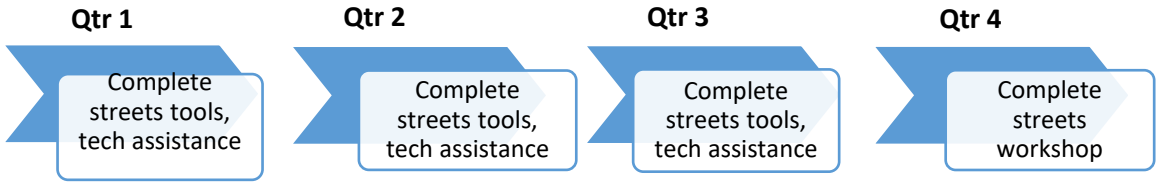
Staff completed the following in FY 2024-25:

- 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

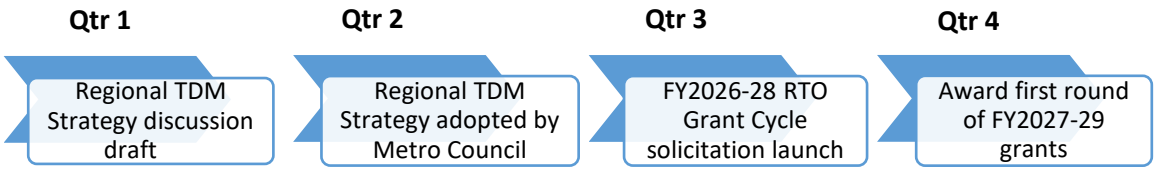
Highlights of work completed in FY2024-2025 (July 2024-June 2025):

- 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] March requirement is met by Metro's partners.

Transportation System Management and Operations – Regional Mobility Program

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

Description

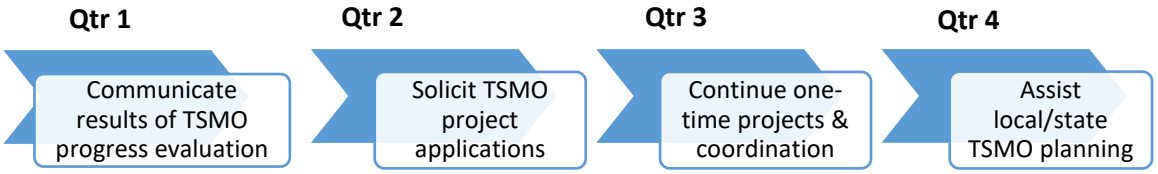
The Transportation System Management and Operations (TSMO) Program provides a demand and system management response to Regional Transportation Plan policies. TSMO involves partnerships to make better use of road and transit investments and promote travel options in real-time. In FY 2024-25, TSMO partners 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:		**Resources[1]:**	
Personnel Services	$ 342,892	STBG	$ 454,177
Materials & Services[2]	$ 105,150	STBG Match (Metro)	$ 51,983
Indirect Costs	$ 234,881	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

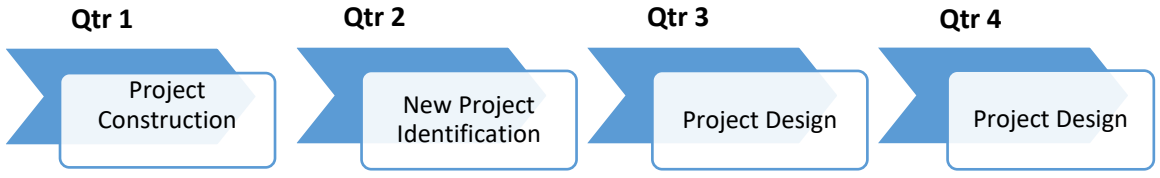
Description

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:		**Resources:**	
Personnel Services	$ 248,995	Metro Direct	$ 5,029,557
Materials & Services[1]	$ 4,610,000		
Indirect Costs	$ 170,562		

[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.

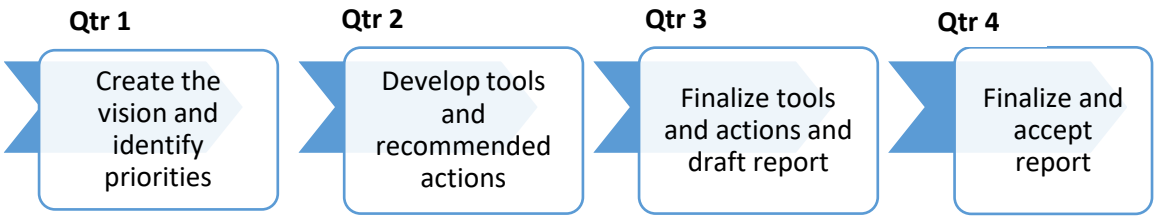
This study is working to identify local service and coordination gaps specific to the Metro region, especially for areas of the region and regional parks not currently served by or with limited transit service, document the range of potential solutions and explore innovative ways to improve transit access 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:		**Resources:**	
Personnel Services	$ 130,567	STBG	$ 197,411
Materials & Services[1]	$ 255,286	STBG Match (Metro)	$ 22,595
Indirect Costs	$ 89,438	Metro Direct	$ 255,286
TOTAL	**$ 475,291**	**TOTAL**	**$ 475,291**

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

Regional Rail Futures Study

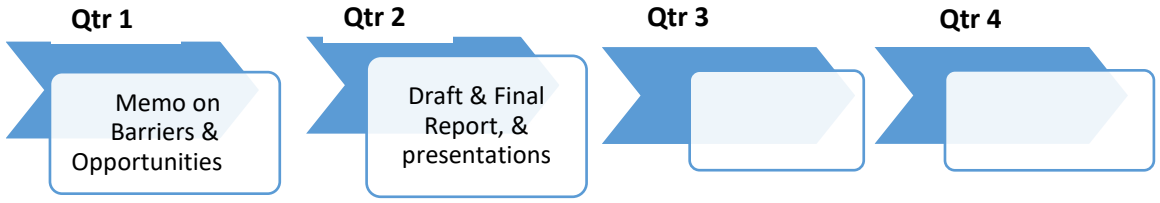
Staff Contact: Elizabeth Mros O'Hara, Elizabeth.Mros-OHara@oregonmetro.gov

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:		**Resources:**	
Personnel Services	$ 132,558	Metro Direct	$ 173,360
Materials & Services[1]	$ 200,000	State of Oregon Grant	$ 250,000
Indirect Costs	$ 90,802		
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.

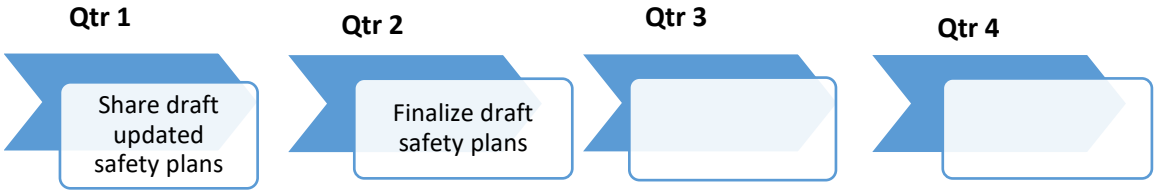
The following notable activities were completed in FY 2024-25:

- 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:		**Resources:**	
Personnel Services	**$** 398,661	SS4A (FHWA Grant)	**$** 1,062,048
Materials & Services	**$** 524,653	SS4A (FHWA Grant) Match (Metro)	**$** 134,349 [1]
Indirect Costs	**$** 273,083		
TOTAL	**$ 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

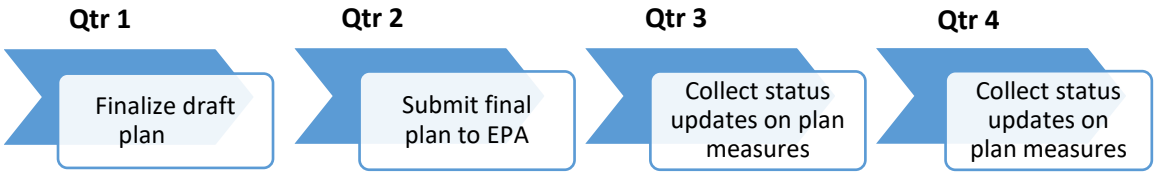
Metro is leading an EPA Carbon Reduction planning grant for the Portland-Vancouver Metropolitan Statistical Area (Clackamas, Clark, Columbia, Multnomah, Skamania, Washington, and Yamhill Counties). Under this grant, Metro inventories and forecasts regional carbon pollution; and identifies measures that 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.

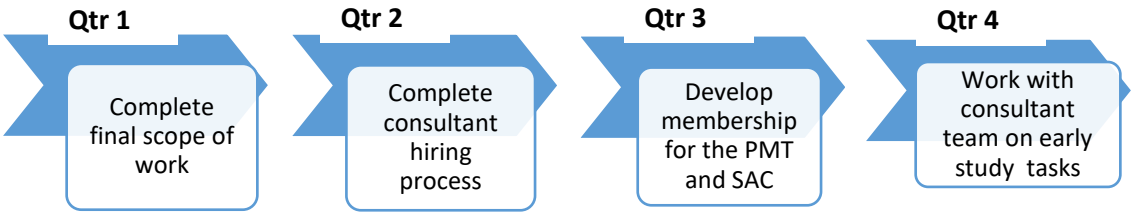
The Regional Industrial Lands Access Study will provide a transportation impacts analysis and other impacts from the introduction of recently built fulfillment centers and large disruption centers. The Regional Industrial Lands Access Study will inform the the next Urban Growth Report, and the 'Future 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	**$** 75,000	Metro Direct	**$** 75,000
TOTAL	**$ 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.

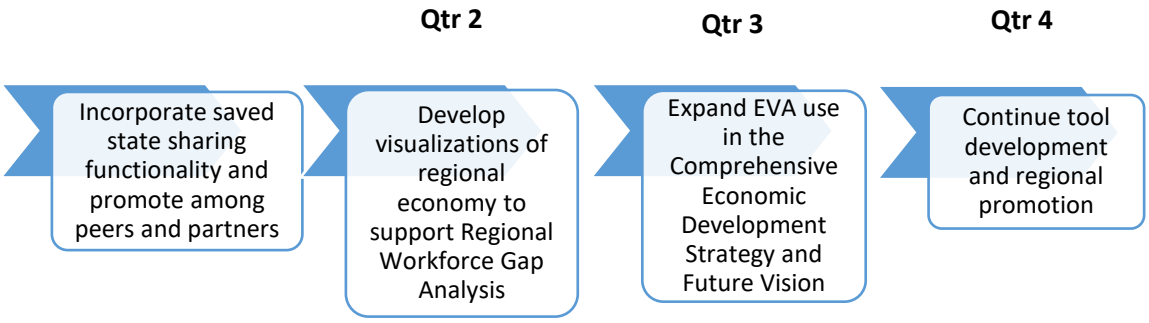
This is an ongoing program. In FY 2019-2020, the EVA tool provided new mapping and discoveries about our regional economic landscape, linked investments to local and regional economic conditions and outcomes and was actively used to inform policy and investment – it provides a foundation for decision-makers 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:		**Resources:**	
Personnel Services	$ 37,944	STBG	$ 57,369
Indirect Costs	$ 25,992	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.

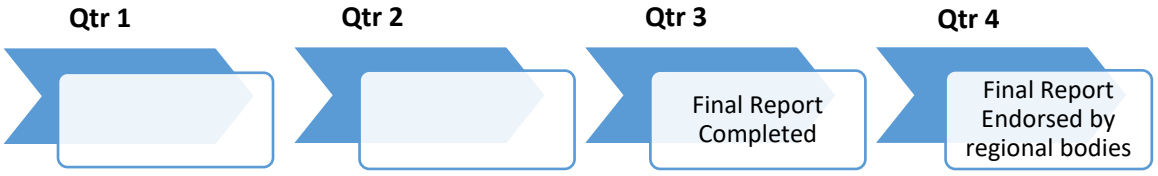
From 2019 - 2021 the RDPO and Metro partnered to complete phase 1 of the project - updating the designated Regional Emergency Transportation Routes (RETRs) for the five-county Portland-Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark 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:		**Resources:**	
Personnel Services	$ 95,552	STBG	$ 88,872
Indirect Costs	$ 65,453	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

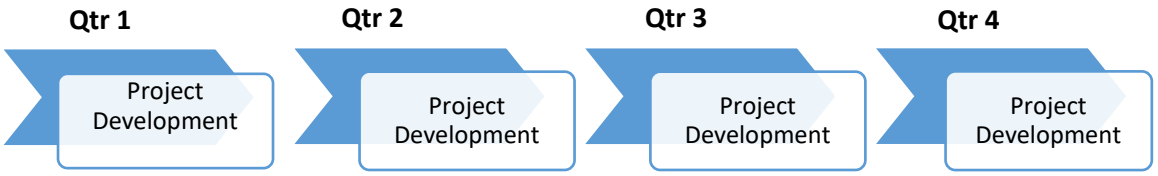
Metro's Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit-oriented 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:		**Resources:**	
Personnel Services	$ 489,596	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
TOTAL	**$ 856,889**	**TOTAL**	**$ 856,889**

Southwest Corridor Transit Project

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

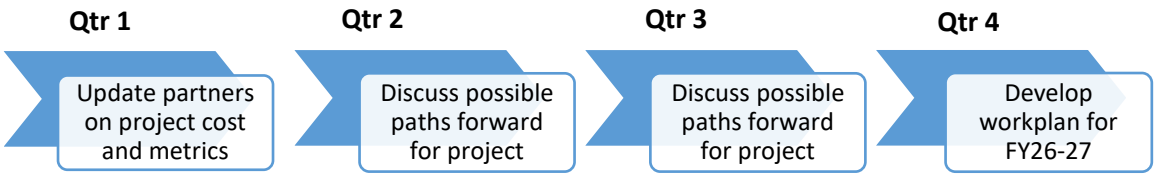
Description

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) Match (Metro)	$ 61,639
Indirect Costs	$ 78,234	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.

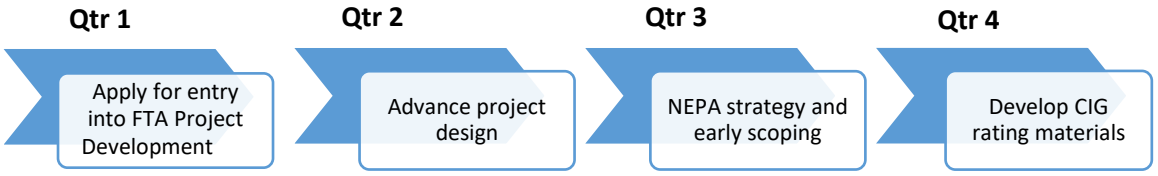
In FY 24-25, project partners developed a transit and safety concept for the corridor and reached agreement on a Locally Preferred Alternative (LPA). Metro supported the process of LPA approval and adoption into local plans, JPACT and Metro Council endorsement of the LPA, and then codifying the LPA into 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 Sources[1]

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 is 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:

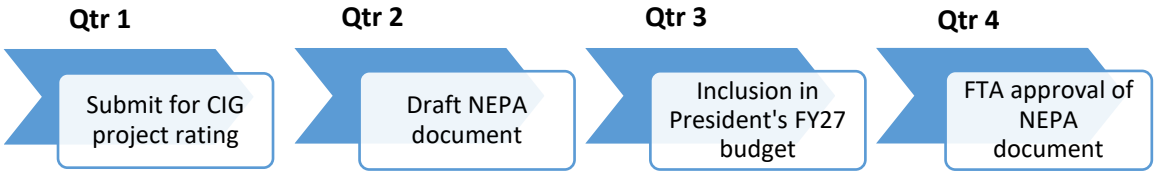
- Selected the Locally Preferred Alternative (LPA), which was endorsed by the Steering Committee, local jurisdictions, and Metro Council, and begin the process for adoption into the fiscally-constrained Regional Transportation Plan
- Entered FTA CIG Small Starts Project Development on July 23, 2024, 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 Sources[1]

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 responsibilies 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
- perioidic 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:

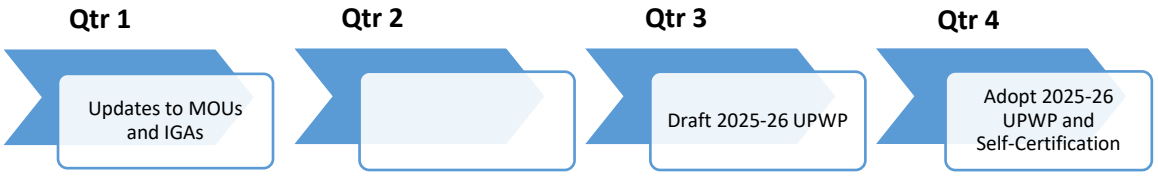
- DOT/Metro Annual Unified Planning Work Program funding agreement *(updated annually)*
- 4-Way Planning IGA with ODOT, TriMet and SMART *(extended through November 30, 2025)*
- SW Regional Transportation Council (RTC) MOU *(effective through June 30, 2027)*
- Oregon Department of Environmental Quality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

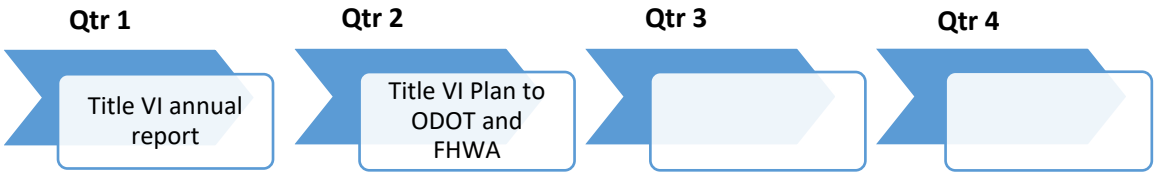
In FY2024-25, Metro:

- 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

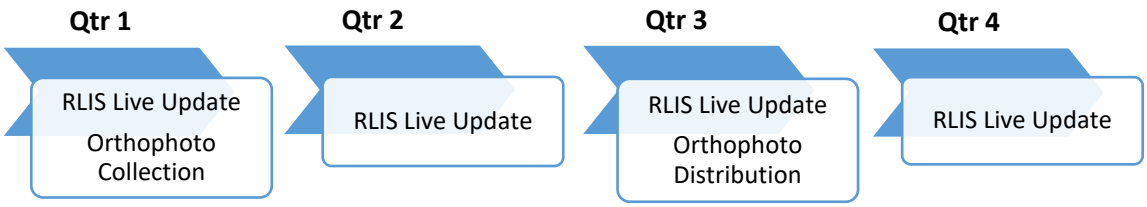
Metro's Data Resource Center (DRC) provides Metro and the region with technical services including data management, visualization, analysis, application development and systems administration. The DRC collaborates with Metro programs to support planning, modeling, forecasting, policymaking, resiliency 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.

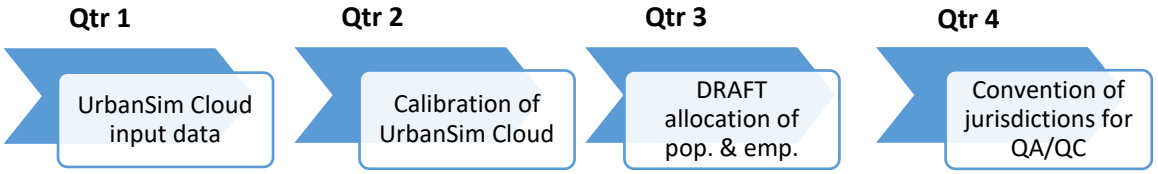
Work completed (July 2024 – June 2025):

- 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):

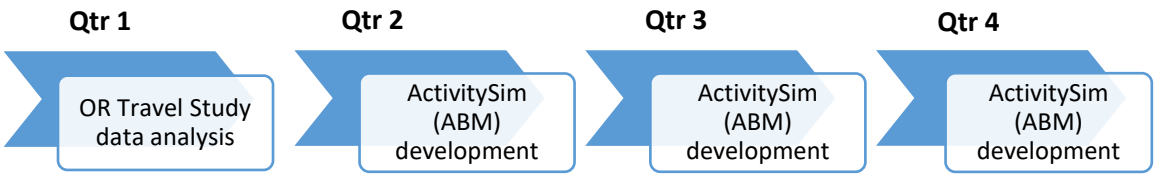
- Activity-based Travel Demand Model (i.e., ActivitySim) Development
    - Updated Population Synthesizer (i.e., PopulationSim)
    - Refined Micro-Analysis Zones (MAZ), Transportation Analysis Zones (TAZ), and networks
    - Completed initial calibration, reasonableness checks, and region-specific customization
- 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

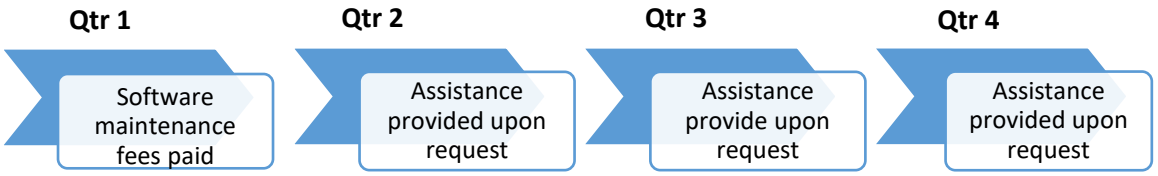
Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

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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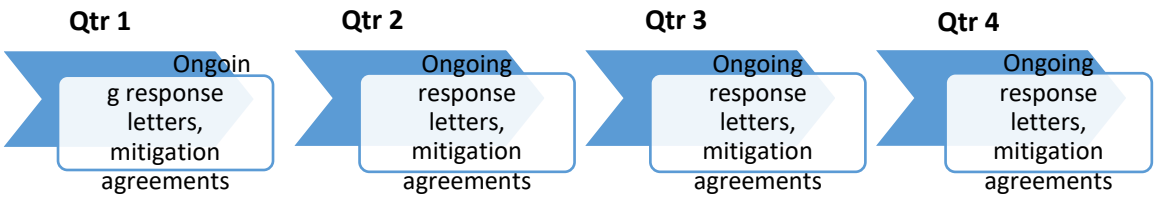
ODOT Development Review

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	**$ 573750**	**TOTAL**	**$ 573,750**

ODOT – Transportation and Growth Management

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

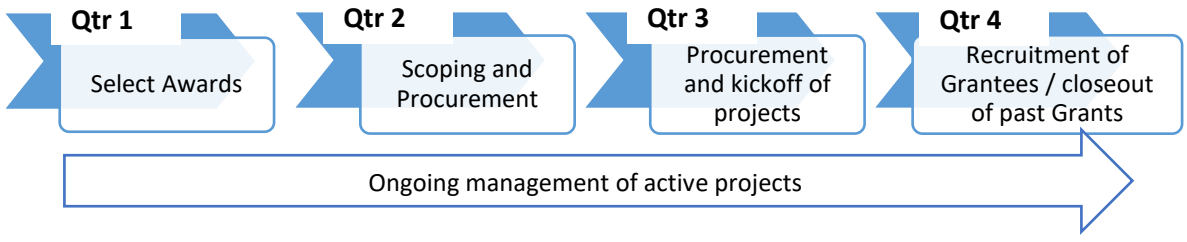
Description

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	$ 852435
Materials & Services	$ 850,000	Local Match	$ 97,565
TOTAL	**$ 950,000**	**TOTAL**	**$ 950,000**

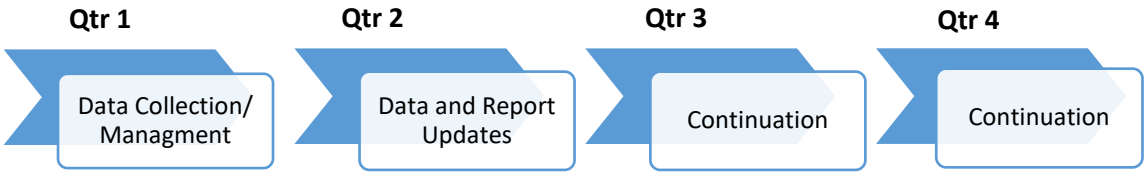
Region 1 System Analysis and Technical Assistance

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:		**Resources:**	
Personnel Services	$ 115,000	Federal grant	$ 201,893
Materials & Services	$ 110,000	Local Match	$ 23,108
TOTAL	**$ 225,000**	**TOTAL**	**$ 225,000**

Region 1 Planning for Operations

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

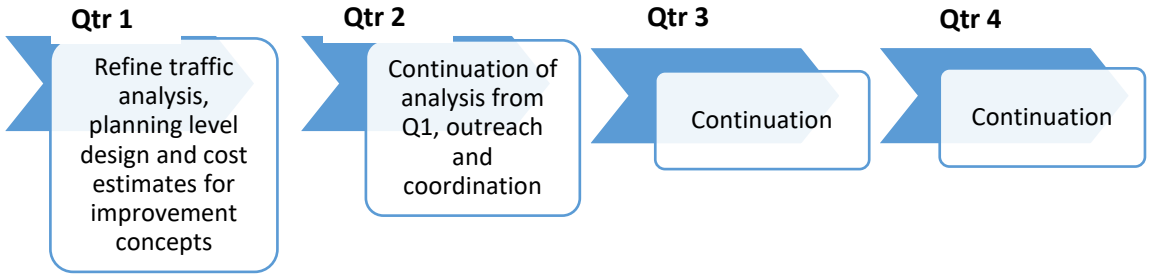
Description

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:

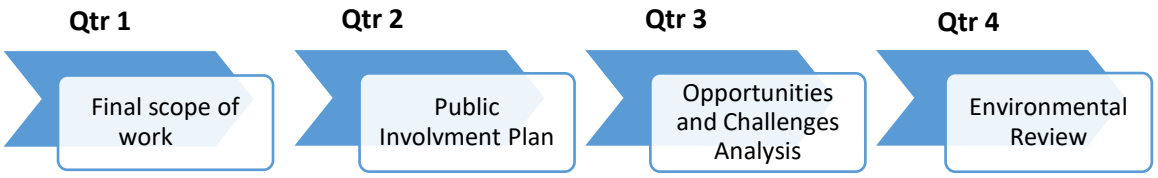
- Entered into an Intergovernmental Agreement (IGA) with ODOT to deliver the project.
- Developed a scope of work for the project.
- Contracted with a private consultant to assist in project delivery.

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.

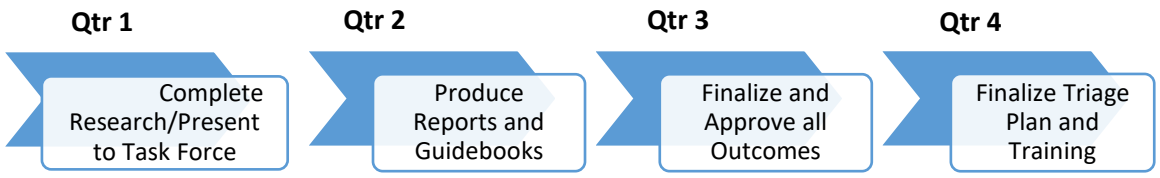
The project is broken down into six distinct outcomes or tasks:

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

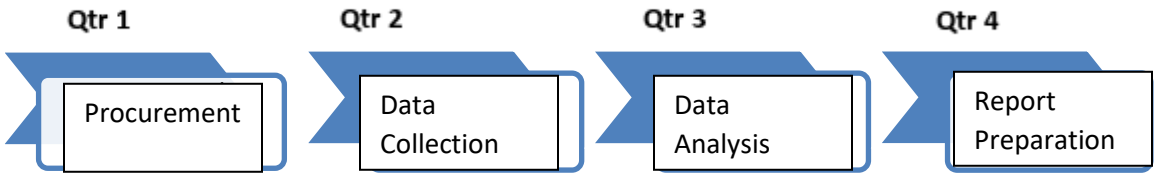
The goal of this project is to identify crash hotspots and contributing factors along the Harrison Street corridor. The study area includes Harrison Street from 42nd Avenue to McLoughlin Boulevard in Milwaukie Oregon, one of the most crash prone corridors in the City of Milwaukie. The study will evaluate 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, oconnelg@trimet.org; Alex Page, pagej@trimet.org

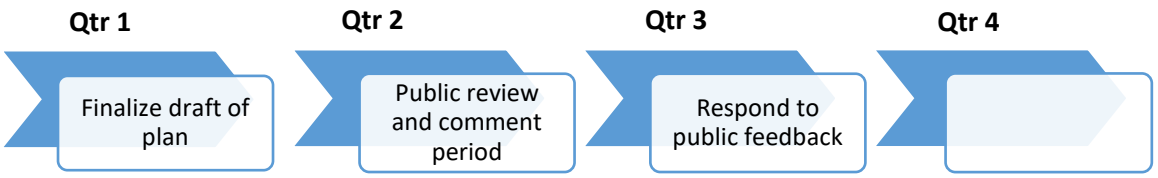
Description

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 longe-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

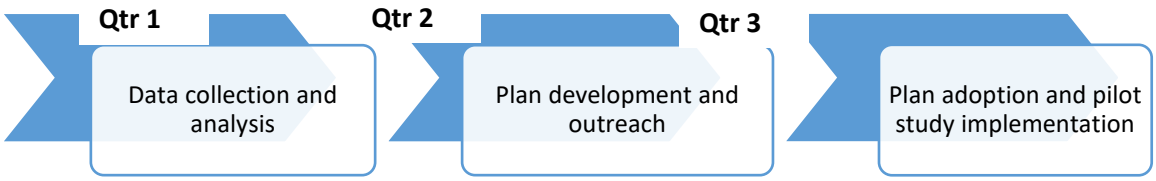
Description

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.

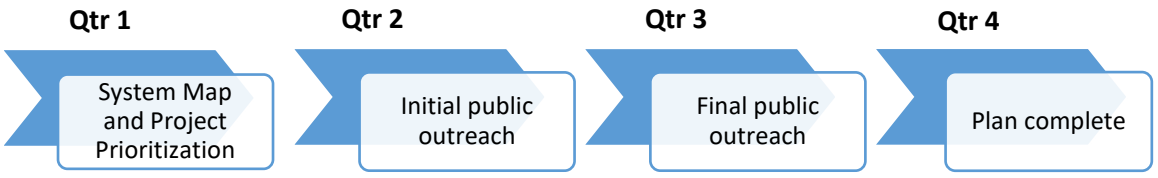
Work completed in FY 2024-25: In FY 2024-25, draft FX Standards were completed; corridors in the System Map were refined and analyzed for FX suitability, ridership and cost risk; and Project Prioritization was begun.

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:		**Resources:**	
Personnel Services	**$** 325,000	Federal grant	**$** 0
Materials & Services[1]	**$** 250,000	Local Match	**$** 575,000
TOTAL	**$ 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:

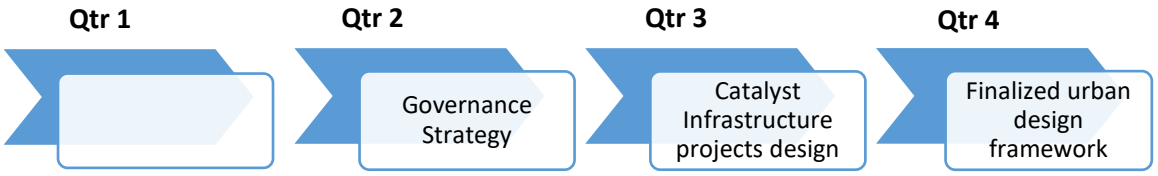
- Established a grant agreement between the City of Portland and FHWA
- Performed a scan of city policy to identify areas of consonance and conflict with the Albina Vision Community Investment Plan
- Completed an existing conditions for the project area
- Identified a menu of appropriate governance models 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:		**Resources:**	
Personnel Services	$ 375,000	Federal grant	$ 300,000
Materials & Services	$ 0	Local Match	$ 75,000
TOTAL	**$ 375,000**	**TOTAL**	**$ 375,000**

City of Portland – Central Eastside Railroad Crossings Study

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

Description

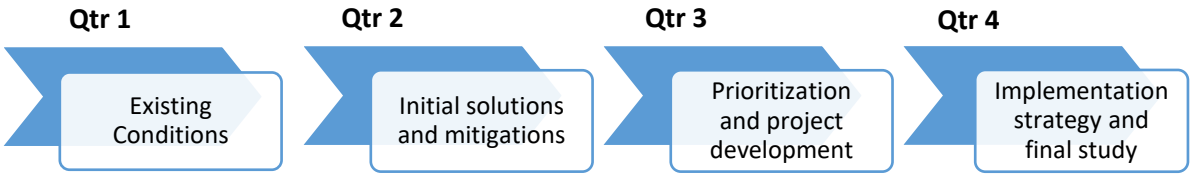
The Central Eastside Railroad Crossings Study will examine 15 at-grade railroad crossings in the Central Eastside district of Portland to investigate whether and how these crossings could be closed, improved, supplemented with grade-separated crossings, and/or replaced with grade separated crossings. 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:		**Resources:**	
Personnel Services	$ 150,000	Federal Railroad Crossing Elimination Program	$ 500,000
Materials & Services[1]	$ 500,000	Local Match	$ 150,000
TOTAL	**$ 650,000**	**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]											
		Total Direct and Indirect Costs	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						619,588	70,915			260,000		950,503
3	Metropolitan Transportation Improvement Program	1,791,441	1,599,385		183,057			8,076	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

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

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

[3] The 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.

EXHIBIT B TO ORDINANCE 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 effectiveness[2]	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.

EXHIBIT B TO ORDINANCE NO.25-5466

Factor	System Planning (RTP)
1. Support Economic Vitality	• All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as centers, industrial areas and intermodal facilities. • The Regional Flexibile 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	• 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 Flexibile 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	• 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)
	• 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	• 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	• 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)
	• 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)	• 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	• 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	• 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	• 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	• 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)
	• 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	• 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. <u>Federal Transportation Performance Management Reporting</u>

Meto 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 Act[3] (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 Act[4] 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 Prepared by: John Mermin,
john.mermin@oregonmetro.gov

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 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 received findings and recommendations from USDOT prior to adoption of the UPWP. A summary of the USDOT findings and recommendations will be included the appendix.

ATTACHMENTS

None

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

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, March 28, 2025
To: Metro Transportation Policy Alternatives Committee (TPAC)
From: Ally Holmqvist, Senior Transportation Planner
Subject: Community Connector Transit Study: Vision and Policy Framework

Purpose

This memorandum provides an update on the Community Connector Transit (CCT) Study to support discussion on: 1) the developing policy framework, 2) the proposed opportunity area and mobility hub assessment methodologies and 3) the planned engagement approach. Input will help shape the role that community connectors play in improving access to the regional transit network and mobility hubs play in creating comfortable, convenient connections within that network, guide how we identify areas of opportunity for both transit tools, and influence the approach for engaging community in this work that will inform the 2028 Regional Transportation Plan update.

Introduction

Right now there is a lot of regional momentum around community connector transit (i.e., shuttles, microtransit, vanpools) which can unlock more transportation access in the region and make transportation more equitable. A strong foundation of recent regional work, coupled with the suite of local planning efforts by agency partners, has set the stage to explore potential solutions for improving community connections to essential destinations and existing and planned frequent transit. We must continue improving transit's accessibility, service, reliability, and reach to continue to strive to become the region we've envisioned.

The CCT Study has brought together greater Portland partners, business representatives and community members to explore a shared vision for investing in a local transit system that better serves everyone. It will recommend a path forward for successfully achieving that vision toward supporting regional goals and provide a roadmap for implementing identified opportunities.

Last October, TPAC (along with other Metro and County advisory committees and regional partners) received an introduction to the study. TPAC expressed that it was important to consider the following as part of the next phase of the study: building from local partner planning work, latent demand for transit, opportunities to pursue alternative service where it is not feasible for bus to operate today, cost-efficiency and coordination with affordable housing developments and employers. TPAC also noted service costs as an important consideration for future study phases.

The project team (a group of Metro transportation and land use planners and consultants) has been working with the Transit Working Group[1] to incorporate what was heard from advisory committees, regional stakeholders, and community to create a draft policy framework, develop and begin to implement the approach for re-envisioning the regional community connector transit network, and implement the engagement strategy. This work has built on recent transit planning efforts, regional and national best practices and community feedback to explore community connector transit opportunities and determine the role for this type of transit in providing a service coverage solution as part of the local element of the transit vision.

[1] *Includes partner representatives from SMART, Ride Connection, Clackamas County and its cities (x2), Multnomah County and its cities (x2), Washington County and its cities (x2), TriMet, the City of Portland, ODOT, C-TRAN and the Southwest Washington Regional Transportation Council.*

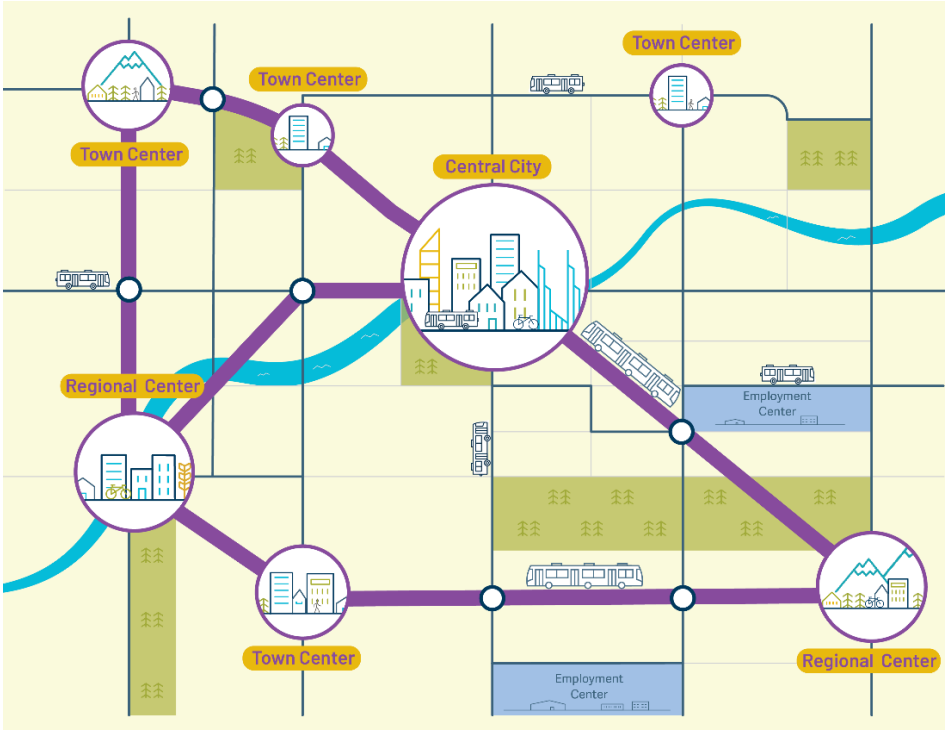
Policy Context

The Regional Transit Strategy (RTS), adopted in 2018, established the future vision for the regional transit network that is rooted in the 2040 Growth Concept and is expanded and carried forward in the Regional Transportation Plan (RTP). These establish the vision and goals for regional transit. The RTP includes a local transit component that complements the RTS, which includes the Regional Transit Network Vision (map and description of updates), local transit policies, and list of 2030 and 2045 Fiscally Constrained and 2045 Strategic local transit projects. The CCT study will make recommendations for updates to this local transit component of the RTP and the RTS, as well as to the Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

Updating the Local Transit Policy Framework

There are many tools in the transit toolbox for implementing the regional vision to better serve growing communities and achieve regional goals of equity, climate, economy, safety, and mobility in the future. Figure 1 shows the RTP policy framework for how each tool can be applied to maximize benefits and leverage other tools to best work together as a system.

Figure 1. Current Regional Transit Vision



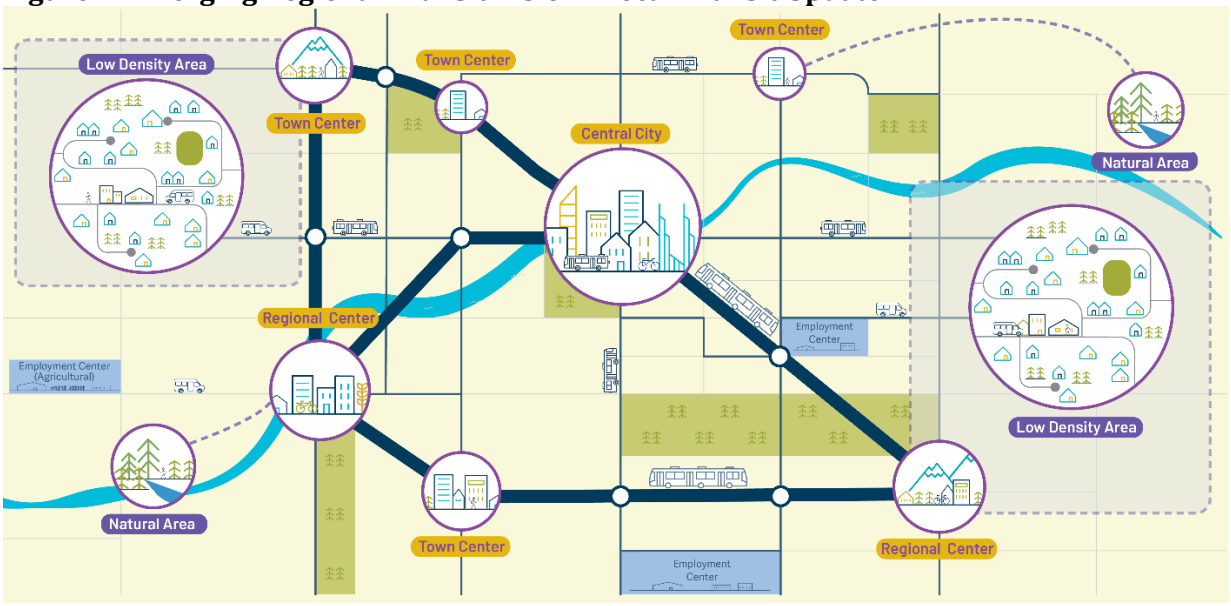
High-capacity transit connects the central city and regional centers (like Gresham, Clackamas and Hillsboro) to each other and town centers (like Milwaukie, Troutdale, and Sherwood) along major travel corridors. All-day frequent bus service along corridors and main streets links town centers to each other and neighborhoods to centers. Regional buses travel along most other arterial streets to better serve existing and growing communities. Local bus provides basic service for local destinations.

Community connector transit is one of these tools. Local connectors can expand the transportation network and improve transit in areas with limited access. Community connectors are best used where transit does not exist today and in areas where traditional transit service is not viable. They provide a mobility solution for lower-density suburban and exurban areas typically at the regional edge. This is particularly important as gentrification patterns have pushed more communities that rely on transit to these areas that are less traditionally transit-supportive. Community connectors are most efficiently used to facilitate first and last-mile connections to frequent and high-capacity transit to extend the reach of the existing network. However, they can also link neighborhoods with local jobs and community places (including regional recreation sites only accessible by car today) and employees to their employment center (especially sites with shift work where off-peak service is needed) to improve access. In areas where local bus service is planned in the future but does not

yet exist today, community connectors can bridge the gap to build ridership for future service. Figure 2 illustrates this emerging expanded vision for local transit to consider for the 2028 RTP.

To understand how to best use this tool, the project team leveraged existing work done to identify needs through regional and local plans (e.g., Emerging Technology Strategy, Washington County Transit Study, Clackamas Transit Development Plan, Forward Together) and community feedback (from the summary of the past ten years of transit input). This work led to the development of four key themes that guided regional and national best practices research[2] to explore where and how community connectors have been successful and what elements contributed to that success. In addition to informing future recommendations by the study, this insight gave shape to the role that community connectors can play as part of our regional transit system in providing mobility in low density areas, access to jobs, access to major outdoor recreation areas, and off-peak mobility at different times of day (particularly for shift workers).

Figure 2. Emerging Regional Transit Vision - Local Transit Update



Key takeaways from the regional and national best practices review (Attachment 2) include:

- Community connector services can be successful first- and last-mile connections for people looking to travel beyond the fixed-route transit network for a range of different trip types. Success is sometimes defined explicitly (number of trips per revenue hour or cost per trip). However, a focus on the degree to which desired mobility outcomes are reached (quantitatively or qualitatively) for riders is also an important measure of success.
- Community connector service can be delivered with different types of fixed-route, flexible, and on-demand services and can be delivered by a range of different organizations, agencies, and government departments.
- Agencies in greater Portland already operate different types of first- and last-mile transit solutions. These can be implemented through different operating models and partnerships.
- First- and last-mile services may be effective in situations where demand for transit service is lower than would support typical fixed-route transit. There are other conditions as well,

[2] *Case studies included: Ride Connection's Community Connectors, C-TRAN's The Current, CapMetro's Pickup, Multnomah County's ACCESS Shuttle, City of Inglewood/Los Angeles World Airport's Iride, CalVans Vanpool, Pace Feeder Vanpool, King County Metro Community Van and Trailhead Direct, and UTA On-Demand.*

such as street connectivity and geometry or land use, that make first- and last-mile services viable (since they typically use smaller vehicles than fixed-route transit). However, there needs to be some level of demand for transit to make financial sense for providers.

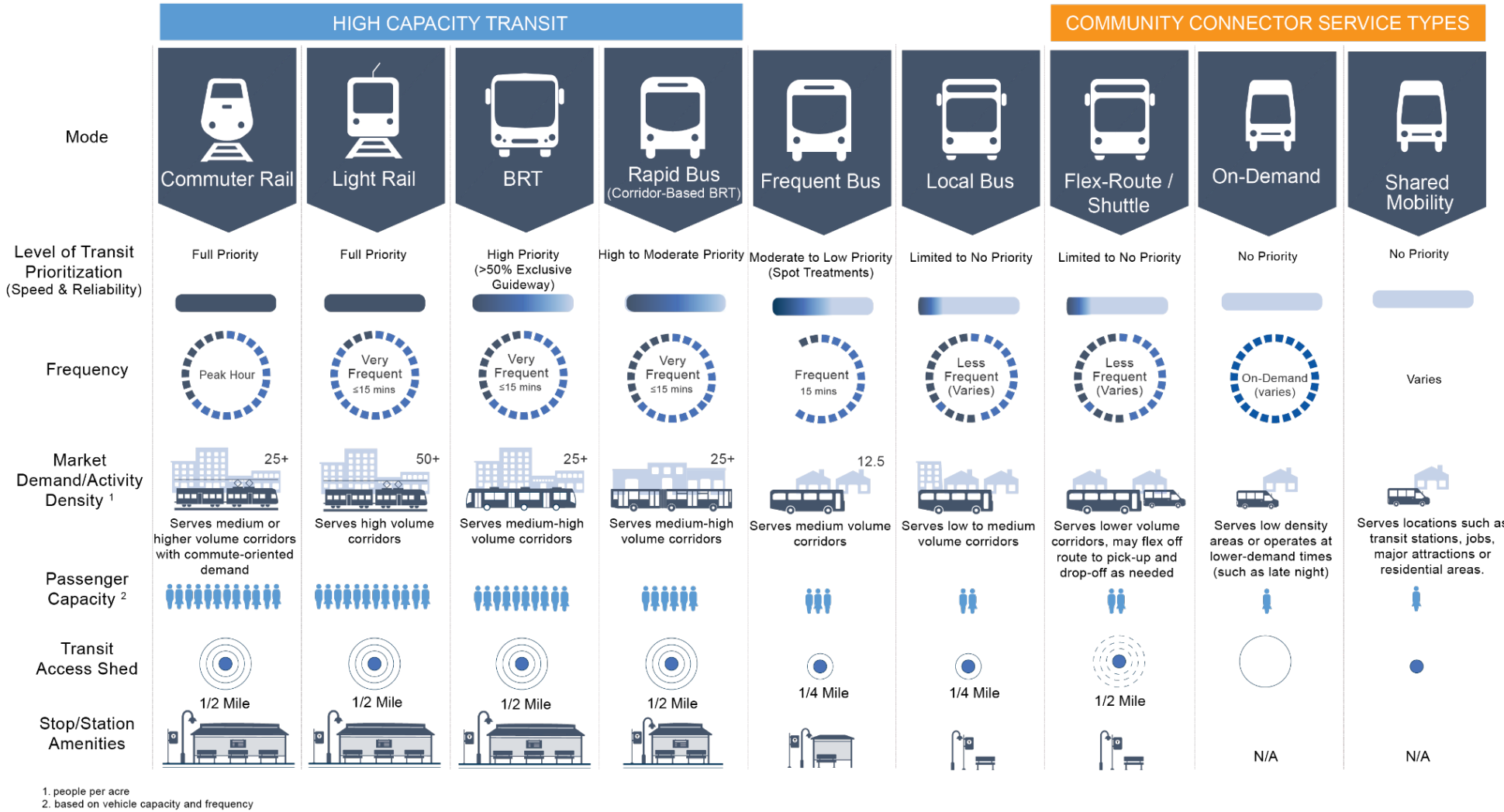
- Non-transit programs that support mobility needs (transportation options), can complement transit service or be more effective than service under certain circumstances.
- Last-mile transit services are sometimes a part of a larger suite of travel demand management tools used by one or multiple partner organizations or agencies. The services and programs that are part of these broader transportation management efforts are often designed to complement one another or serve unique local needs.
- Success for first- and last-mile services in each of these themes described above was not measured against typical fixed-route services. Providers measure the performance against specific metrics that assess the success of the service compared to similar services, on key indicators, or against mission-based goals such as equitable access.
- Some transit providers operate on-demand services that replace low-performing fixed routes, helping connect an isolated equity population, or example, to the transit network and to low-density areas where fixed-route service would not likely perform well.

Key takeaways from the best practices review helped shape the defined use for community connectors as a tool in our transit spectrum toolbox shown in Figure 3 below. The review also provided more specific suggestions for which types or "modes" of community connectors and operational strategies could provide the best solution to meet needs identified in each of the four theme topics (mobility in low density areas, access to jobs, access to major outdoor recreation areas, and off-peak mobility at different times of day) as illustrated in Table 1. These lessons learned will also help shape the recommendations and strategies included in the final report.

Table 1. Summary of Community Connector Best Practice Needs Solutions

Gap	Opportunities	Solutions
Mobility in low-density areas	• *Increase access to fixed-route transit network* • *Test demand for transit in new geographic markets* • *Replace low-performing fixed-route service* • *Enhance service availability when fixed-route transit isn't efficient*	• Flex route shuttle • On-demand microtransit
Access to jobs	• *Connect to employment sites in low-density areas* • *Increase access to regional fixed-route transit networks*	• Vanpool • On-demand microtransit • Flex route shuttle
Access to major recreation	• *Connect to the fixed-route regional transit system* • *Increase outdoor access for people without cars* • *Target equity populations through public-private funding and CBO partnerships*	· Fixed-route seasonal service · Volunteer-driven microtransit
Time-of-day mobility needs	• *Leverage programs for transportation options* • *Provide a basic level of coverage in off-peak hours* • *Avoid eliminating fixed-route trips with poor ridership during hours with low demand/ridership*	• On-demand service • TDM Programs

Figure 3. Updated Transit Network Tool Spectrum

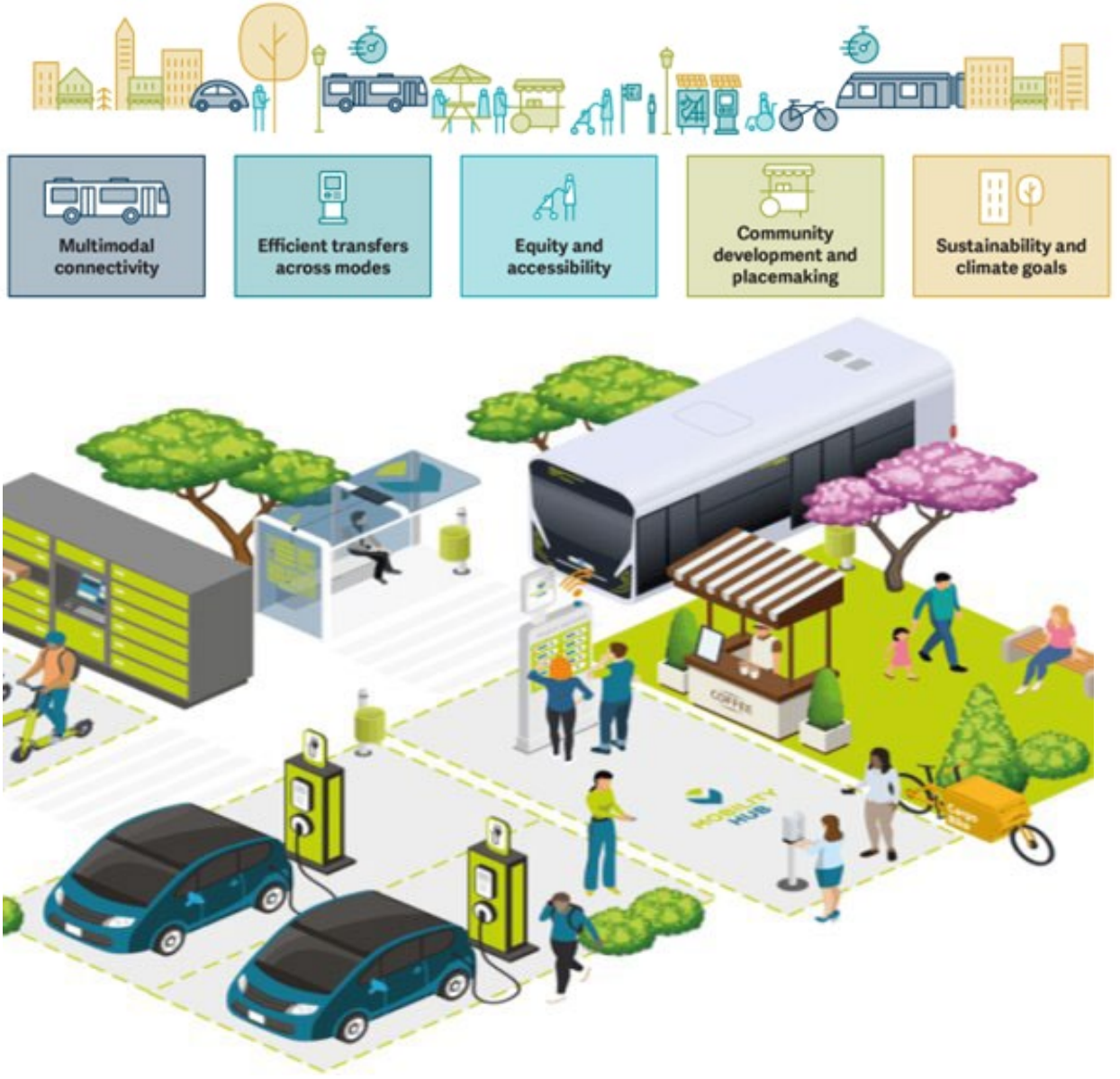


1. people per acre
2. based on vehicle capacity and frequency

Developing the Regional Mobility Hub Policy Framework

As we plan for shuttles to link to frequent and high-capacity transit – it will also be important to ensure these connections and connection points are convenient and comfortable. Mobility hubs are places where people can access and make efficiently transfer between different types of transit and transportation options. Not only where shuttles connect to frequent transit, but where different frequent transit routes connect with each other and/or with high-capacity transit. They are designed to simplify multimodal travel, enhance first- and last-mile connections, and improve access to a wide range of transportation choices. These places combine transit service and resources, first and last-mile transportation options and wayfinding (i.e., walking and bicycling routes, bikeshare, rideshare), and stop and community amenities together to create vibrant, people-centered spaces that support equity, sustainability, and community identity. Mobility hubs also support the 2040 Growth Concept land use designations, with different hub types serving different land use contexts, and are closely linked with transit-oriented development, which focuses on creating high-density, mixed-use, walkable neighborhoods near transit. Figure 4 illustrates this emerging framework.

Figure 4. Emerging Regional Mobility Hub Framework



While individual jurisdictions will prioritize local needs—such as supporting neighborhood-level active transportation or last-mile connections—regional mobility hubs are intended to support broader multimodal networks that facilitate cross-jurisdictional travel and promote regional connectivity. This means that mobility hubs in dense urban centers, suburban town centers, and lower-density communities will vary in scale and function, yet all contribute to a cohesive, integrated transportation system that supports regional goals for equity, climate, and accessibility. Importantly, the toolkit will also support jurisdiction-led implementation of mobility hub concepts over time. It provides a flexible framework that allows local agencies to adapt hub concepts to meet their unique community needs while maintaining consistency with regional goals over time.
To serve the diverse travel needs and land use patterns across the Portland Metro region, the framework outlines four primary mobility hub types, each tailored to its surrounding context and role within the regional transportation network:

- **Major urban hub (e.g., Downtown Portland Transit Mall):** Major Urban Hubs refer to high-capacity transportation hubs located in dense, mixed-use urban cores, offering the greatest variety of mobility options and amenities in the region. In the Portland Metro context, these generally refer to high-capacity transit1 stations within higher-density urban areas with significant investments in multimodal integration.
- **Regional hub (e.g., Beaverton Transit Center):** Regional Hubs provide important regional transit connectivity and typically have transit connections to the region and downtown Portland. These hubs may support a mix of transit services—such as MAX, FX, frequent transit service, and shuttle connections—and may include transit-oriented development (TOD) features. While situated in more suburban contexts, Regional Hubs bridge the gap between urban and suburban mobility needs by providing a variety of transportation options ranging from high-capacity transit to car-share and micromobility.
- **Town hub (e.g., Orenco Station, Lents):** Town Hubs both serve local travel needs and have strong connections to regional transit services. These hubs are typically situated in less dense or suburban areas of the region. Town Hubs balance local accessibility with regional connectivity, acting as community focal points that support multimodal travel and vibrant public spaces. Town hubs can vary in transit levels and may lack high-capacity or frequent transit services in some cases.
- **Local and emerging hub (e.g., Tualatin Park and Ride):** Local and emerging hubs refer to hubs in rural centers and emerging suburban areas of the region. They can serve suburban employment districts, campuses, and medical centers. Local and emerging hubs may or may not have frequent bus service, and the surrounding land use is generally auto-oriented. Emerging transit nodes in the outer region can also be considered as future Local Hubs, primarily serving local or area-level travel needs (e.g., Tigard Triangle).

A forthcoming Mobility Hub Toolkit (currently in development) will provide concepts and guiding principles to encourage cooperative partnership by regional and local agencies to implement mobility hubs together in ways that respond to local character and unique community needs. The toolkit will describe a “kit of parts”: the elements that can or could be found in each of the four types of mobility hubs. There are several core elements that proposed across all four hub types: transit facilities (light rail or bus), active transportation infrastructure (safe pedestrian facilities and bike parking), and amenities (seating, shelters, lighting, and trashcans).

Identifying Community Connector and Mobility Hub Opportunities Using the Framework
Beyond the conceptual policy frameworks outlined above, the RTP includes a future transit network vision map (see Figure 5 below) which shows what the concepts look like when applied as a regional system with service at the aspirational targets established by the Climate Smart Strategy. In this application, investment scenarios would need to look much different than they do today, so the network vision illustrates the model scenario to help guide regional investment decisions in the direction toward the future we want to see.

Community/jobs connectors are included in this vision (the tan areas on the map) as originally envisioned in 2015 by TriMet's long range service plans. However, recent work has changed both the system we have today (i.e., TriMet's Forward Together, SMART's Master Plan, County Transit Development Plans) and the system we envision for the future (e.g., 2023 High Capacity Transit Strategy, Washington County Transit Plan). New technologies like microtransit and new momentum for programs like vanpool also provide new opportunities for rethinking the future. Additionally, the vision only calls out transit centers that exist today and not where we would want to look at creating spaces that facilitate more comfortable, convenient connections in the future.

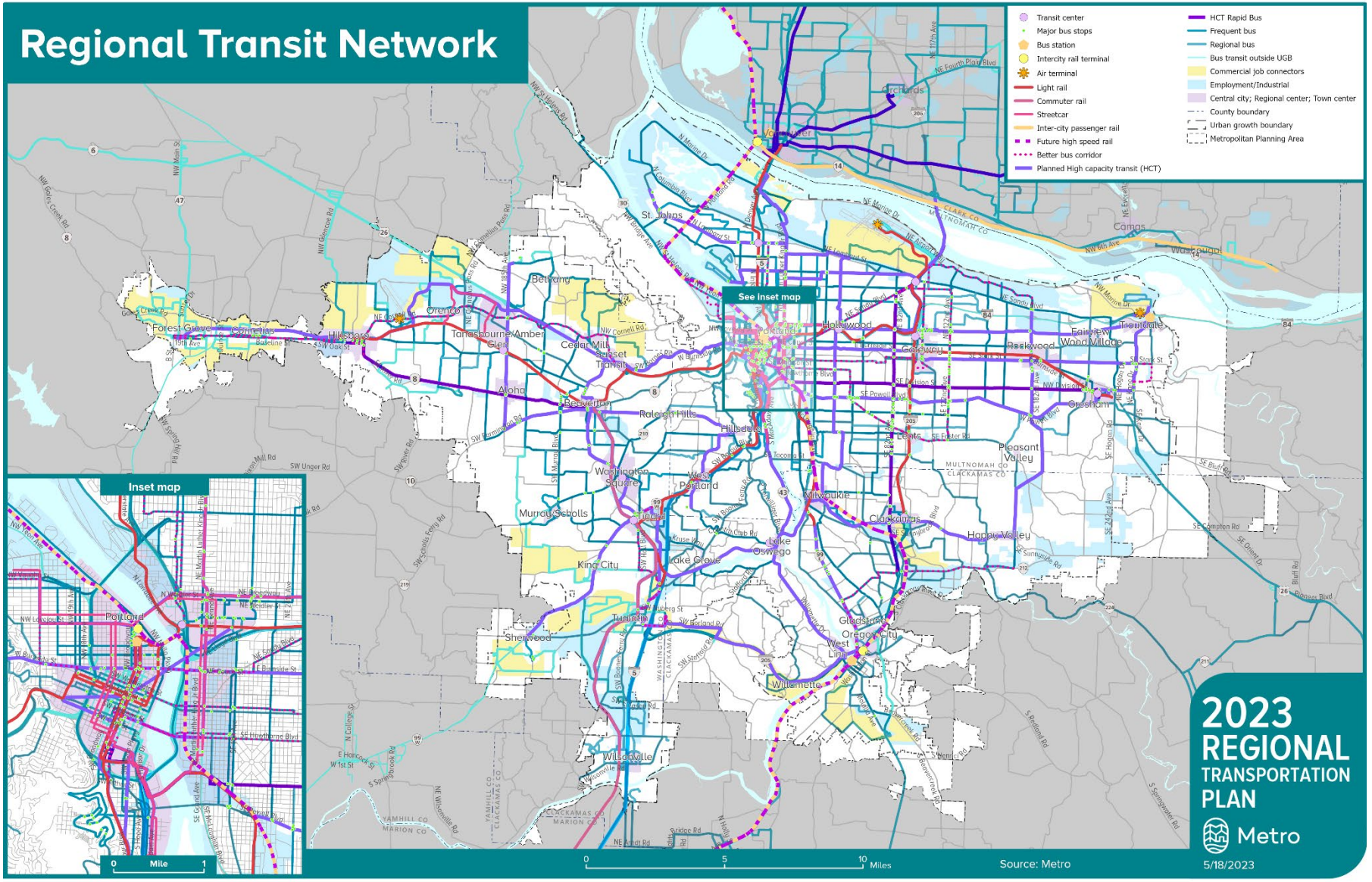
Building from the emerging vision role for community connectors, the project team has developed approaches for identifying opportunity sites for both future community connectors and mobility hubs to update the transit network vision map with more solutions for local transit coverage. Identifying community connector opportunities involves answering three key questions (with the considerations underlying each question outlined in Table 2):

- **Transit Access Gaps:** Where are there areas today that are not served by transit, but where people may need it to go?
- **Area Transit-supportiveness:** Within these unserved areas, what locations demonstrate demand for and/or the different transit-supportive ingredients part of success recipe?
- **Leveraging Opportunities**: Within these unserved areas, what do other resources tell us about existing or future markets for community connectors?

Table 2. Community Connector Opportunity Area Assessment Criteria

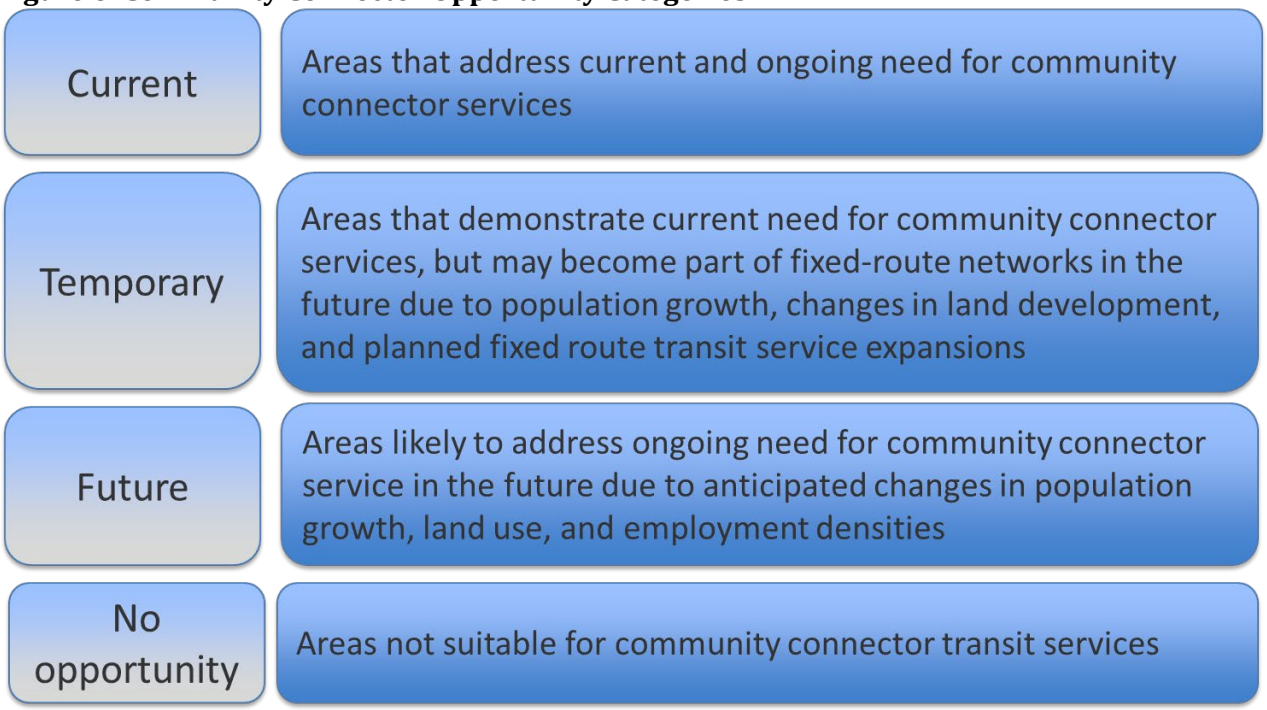
Transit access gaps	Area transit-supportiveness	Leveraging opportunities
Define and map areas without fixed-route transit or existing community connector service.	*Develop and score criteria for assessing transit propensity.*	*Score demand and support for new or expanded community connector transit service.*
9 0.5+ miles from frequent transit stop 0.25+ miles from other service Key community destinations Med/high-density zoning	8+ people per acre Top quartile of TriMet Equity Index Major employer sites Metro 2040 land use designations	Local/regional plans Partner & community feedback Origin-destination travel demand Needs/best practices alignment

Figure 5. Regional Transit Network Vision



The outcome will be a map of opportunity areas sorted into four broad categories: **current opportunities** that exist today, **temporary opportunities** where bus service is envisioned in the future but where connectors can build ridership in the near-term, and **future opportunities** that may not have the demand for a community connector near-term, but are anticipated to build that market in the future. Figure 6 describes these categories in more detail.

Figure 6. Community Connector Opportunity Categories



To identify potential mobility hub locations, the project team will evaluate the following factors (with the underlying considerations outlined in Table 3 below) to ensure that the hubs effectively meet the needs of communities and contribute to the region's transportation goals:

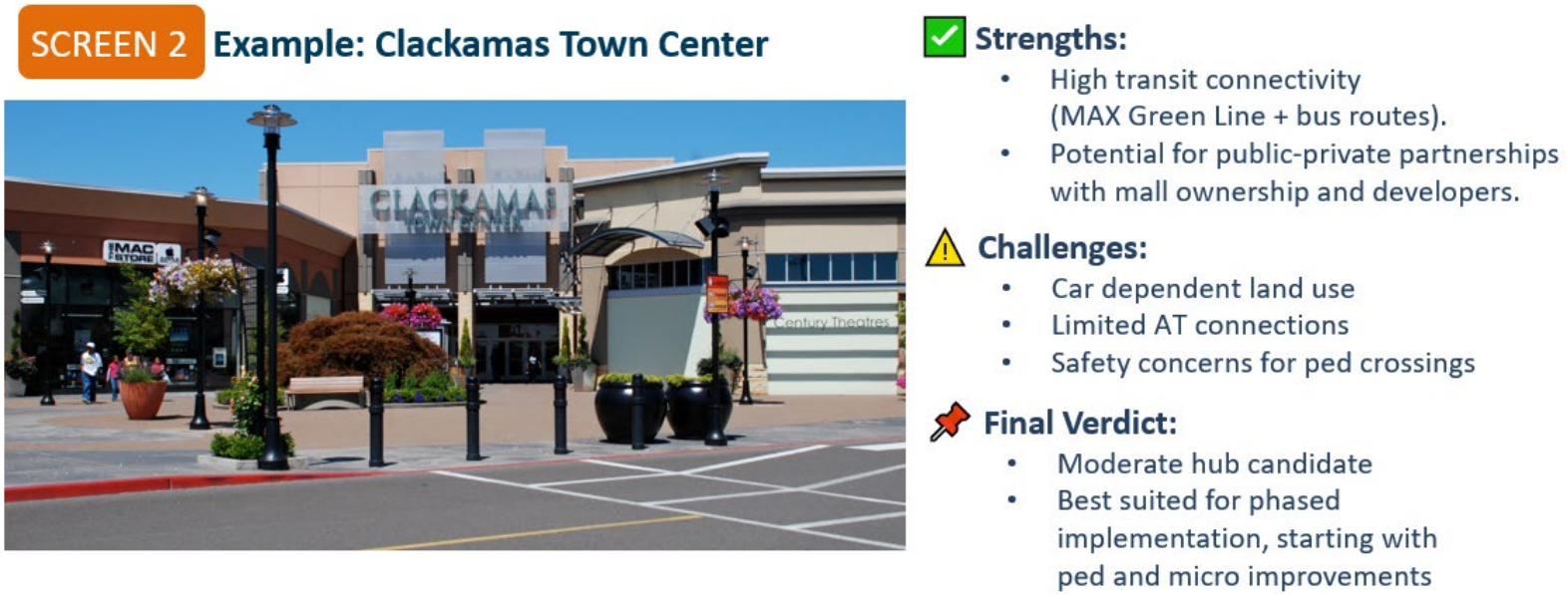
- **Connectivity:** Potential sites are well-integrated into the broader transportation network where seamless connections are needed between different types of transit and different modes of transportation.
- **Land use and regional significance:** Potential sites align with areas planned for higher-density, mixed-use development with strong transit connections, creating ideal conditions for integrating multimodal transportation services and enhancing regional mobility.
- **Equity and community impact:** Potential sites serve historically marginalized neighborhoods and reduce transportation barriers for underserved communities and improve connections to key destinations like jobs, healthcare, and education.
- **Transit access:** Potential sites enhance seamless access to and from the regional transit system, including bus, light rail, and other high-capacity modes.

The result will be a list of candidates for **regional hubs** supporting a mix of transit services (e.g., Beaverton Transit Center), **town hubs** bridging regional and local travel with vibrant public spaces (e.g., Orenco Station), and **local and emerging hubs** (e.g., Tualatin Park and Ride) connecting local travel modes. Figure 7 below illustrates an example candidate assessment result.

Table 3. Mobility Hub Opportunity Assessment Criteria

Success Factor	Evaluation Criteria	Measures	Data Sources/Methods
Connectivity	• **Transit connections** (including intercity) • **Connections to active transportation (AT) facilities** • **Existing Multimodal Integration** (bike, scooters, shuttles, etc.)	• Ability to make transit transfers • Active transportation network completeness • Availability of different modes (e.g., bike share)	• Transit provider stop-level GIS layers • Metro AT facilities GIS layers • Vendor data (e.g. Biketown)
Land Use + Regional Significance	• **2040 Land use designations** • **Supportive land use and zoning**	• In Metro centers and corridors • Transit-supportive land-uses (ex: high density housing, commercial, employment)	• Metro RLIS GIS layers (centers, corridors, land use, etc.) • Census data (pop/emp)
Equity + Community Impact	• **Serves underserved communities** • **Access to key destinations** • **Streetscape/placemaking opportunities**	• Presence of equity populations • Presence of community destinations	• Metro equity GIS layer • Metro key destinations GIS layer • Local plans/Metro RTP
Transit Access	• **Passenger Activity** • **Level of transit service**	• Stop-level activity (net boardings – alightings) • Level of transit service	• Transit provider stop-level ridership • Transit provider data

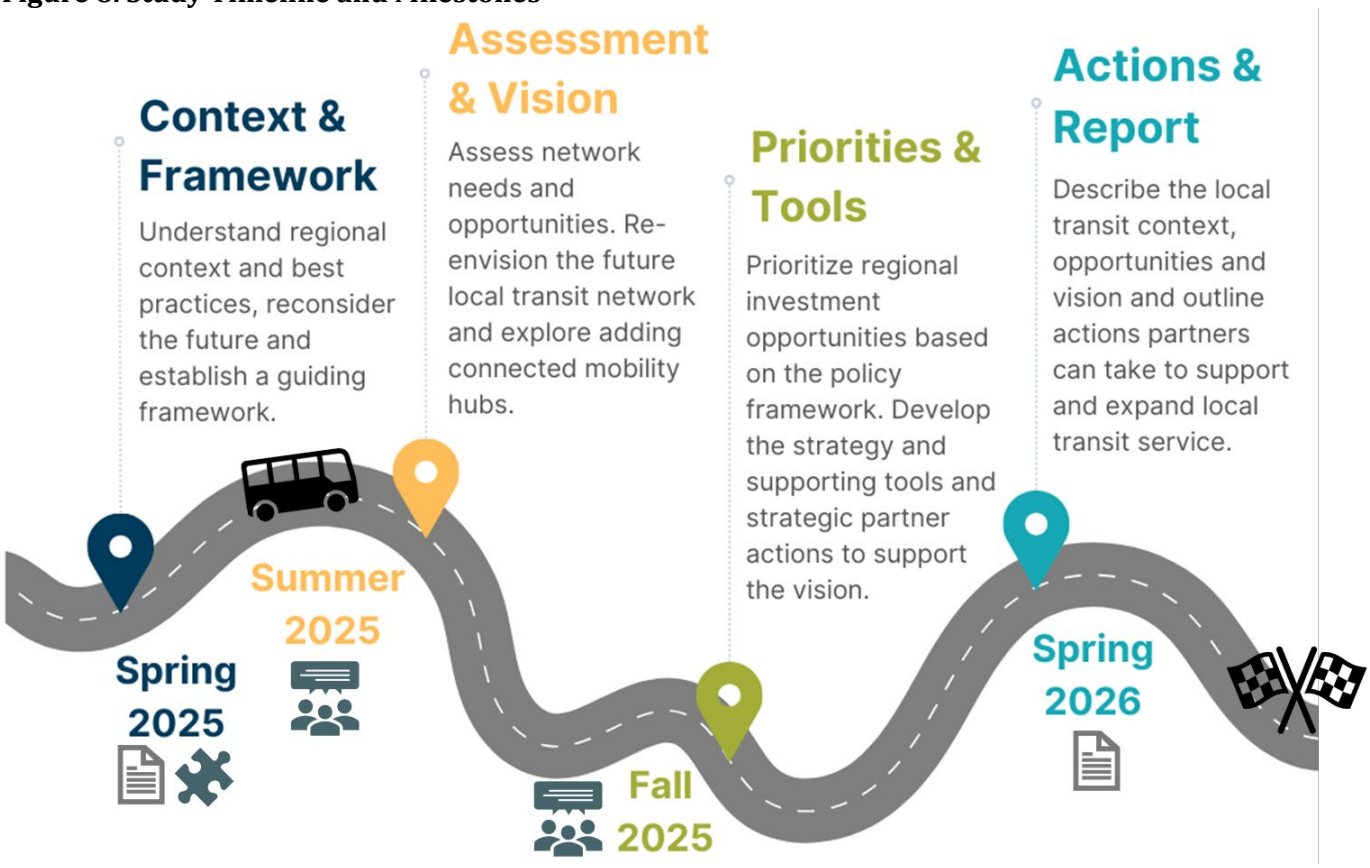
Figure 7. Mobility Hub Assessment Example



Community and Business Engagement

The CCT Study will be updated in four key phases, ending in Spring 2026 (as illustrated in Figure 8 below). The project team will return to the County coordinating committees and Metro advisory committees and Council for input to inform each key study milestone (see Attachment 1 for more detail). The project team plans to return to TPAC in July to discuss the outcomes of both the community connector opportunity area and mobility hub assessments described in the section above. As this study will inform the RTP, the timeline for this work aligns with scoping for the 2028 update (anticipated for late 2025).

Figure 8. Study Timeline and Milestones



Community feedback is incorporated into each of the four major project phases of the CCT Study with the approach differing by phase. The first phase focused on relevant themes from input collected through transportation related engagement over the last eight years will also inform early work for the study (as noted in this summary). The second and third phases include broader outreach in partnership with community-based organizations to reflect additional input. The final phase will apply a direct outreach approach to those who provided feedback during the process to review the draft report and recommendations to confirm input was reflected.

While the summary of prior transit feedback included a lot of information about the types of destination needs that communities and businesses have, there was less information to glean about where those needs are located. With that in mind, Phase 2: Opportunities Assessment and Vision engagement (taking place from Spring to Summer 2025) has focused on the following activities:

- An online survey for community members across the region to provide input.
- Promotion of the survey through the following channels:
    - Metro News, Planning, and Parks and Nature newsletter articles, social media posts

    - Local Partner, Transit Provider, and Transportation Management Association Newsletter cross-posting (e.g., Washington County, C-TRAN)
    - Direct outreach to and both virtual and hard-copy postcard sharing by: community-based organizations, business chambers, employer commute partners, Safe Routes to School Administration Staff, affordable housing sites, County Health Services Offices, regional youth organizations, and tribal offices and resource centers
- In-person tabling events presence (in-person or survey flyering) partnered with Metro and/or other local events to coordinate efforts where possible.
    - 5 community events, 4 tribal events, and 1-2 parks events
- Potential workshop discussions with Portland Tribal Offices to better understand tribal community transit needs.
- Presentations at existing organization standing meetings like Metro's CORE and Quarterly Trails Forum, Clackamas County's Small Transit Providers, and County Coordinating Committees, as well as other meetings of business chambers, advocacy organizations, and local partner councils and commissions by request.

Phase 3: Priorities and Tools (taking place from Summer to Fall 2025) is where the public can have the most influence on the outcomes from this study that will guide investments through the Regional Transportation Plan. With that in mind, this phase is the focus of the engagement plan and the following activities are planned to support that work:

- Contracts with community based organizations will support involving community members from communities of color, youth and people with disabilities, who have been underrepresented in decision making and are more likely to rely on transit.
- Workshop discussions and/or events to better understand tribal community transit needs.
- Focus groups with business community and economic organizations across the region.
- Presentations at existing organization standing meetings like Metro's CORE, Clackamas County's Small Transit Providers, as well as other meetings of business chambers, advocacy organizations, and local partner councils and commissions by request.
- In-person tabling event opportunities partnered with Metro and/or other local events where possible to coordinate efforts based on milestone timing.
- A second online survey for community members across the region to provide input, asking about community priorities.
- Follow-up Metro and partner newsletter articles and direct outreach for participation.

Key Questions to TPAC

- Are there other roles that community connectors should play in increasing access to transit in the region?
- What outcomes would you like to see from the opportunity areas assessment toward best achieving regional goals?
- What should be considered in developing an approach to prioritizing which opportunity areas are invested in first?
- What other feedback from community and/or partners will be important to consider as the project team and Transit Working Group begin to identify and prioritize opportunity areas?

Attachments

1. CCT Study Workplan (Updated)
2. CCT Best Practices Research Technical Memorandum
3. CCT Opportunity Area Assessment Criteria Technical Memorandum
4. CCT Mobility Hub Evaluation Criteria Technical Memorandum

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Andrea Pastor, Senior Development Project Manager, Housing & TOD

COMMUNITY CONNECTOR TRANSIT STUDY

Project Milestone Work Plan: Key Activities and Events

Winter/Spring 2025

Activities: Assess plans and policies, including state and federal changes. Conduct a policy gap analysis and identify potential changes. Develop criteria for identifying first/last mile areas and mobility hubs. Develop approach for assessing opportunities. Consider regional networks. Develop hub toolkit outline.
Outcome: Review policy gaps analysis and discuss policy framework. Feedback on opportunity area and mobility hub criteria and assessment and prioritization approaches.

Date	Who
January 20	**Working Group #3: Policy Framework** • Best practices findings • Policy gap analysis • Policy/transit vision refinements
February 26	**Working Group #4: Network Role & Opportunities** • Updated transit vision • Opportunity area criteria • Opportunity area assessment approach
April 1	**Metro Council (work session)**
April 2	**Working Group #5: Mobility Hubs and Criteria** • Mobility hub criteria update and assessment approach • Mobility hub toolkit • Opportunity area assessment approach update
April 2	East Multnomah County Transportation Committee TAC
April 3	Clackamas County Coordinating Committee TAC
April 3	Washington County Coordinating Committee TAC
April 4	**Transportation Policy Alternatives Committee (TPAC)**
April 14	Washington County Coordinating Committee (policy)
April 14	East Multnomah County Transportation Committee (policy)
April 16	**Metro Technical Advisory Committee (MTAC)**
April 17	**Joint Policy Advisory Committee on Transportation (JPACT)**
April 23	**Metro Policy Advisory Committee (MPAC)**

<u>January-May</u>
Provide a guiding framework for addressing policy gaps to drive investment to meet regional goals.
Align with regional & local plans & priorities.
Ensure assessment criteria reflect regional goals and align with regional needs.
	• <u>Deliverables</u>
	  ○ Best practices summaries and policy framework technical memo
	  ○ Opportunity area and mobility hub criteria and approach technical memos
	  ○ Engagement summaries
	• <u>Project webpage</u>
	  ○ Survey – pins on inaccessible destinations
	  ○ *Video (in development) – community needs and input study influence*
	• <u>Community committee meetings/agency and provider outreach</u>
	  ○ What lessons have we learned? What could we learn from best practices?
	  ○ What role should community connectors play in the region?
	  ○ Where are there existing gaps and current challenges or opportunities?

Summer 2025

Activities: Identify and evaluate first/last mile and mobility hub opportunity areas. Refine the local network vision map. Create the mobility hub toolkit. Develop the prioritization approach. Consider 2028 RTP.

Outcome: Review and input on the assessment results and mobility hub toolkit. Discuss priorities approach.

Date	Who
May TBD	**Working Group Office Hours**
Late May TBD	**Opportunity Area Partner Workshops (by County)** • Opportunity assessment outcomes • Mobility hub assessment outcomes
Mid-June TBD	**Working Group #6: Network Vision** • Debrief workshops • Opportunity assessment outcomes • Mobility hub assessment outcomes • Prioritization approach
Mid-June TBD	**Intercity Transit Providers Meetings**
July 9 (tentative)	*East Multnomah County Transportation Committee TAC*
July 10 (tentative)	*Clackamas County Coordinating Committee TAC*
July 10 (tentative)	*Washington County Coordinating Committee TAC*
July 11	**Transportation Policy Alternatives Committee (TPAC)**
July 16	**Metro Technical Advisory Committee (MTAC)**

June-August
 	
Engage partners to shape the network vision. Shared understanding of the opportunity areas for local transit and mobility hub connections.
 	
Reflect regional and community needs in the mobility hub toolkit.
 	
Align prioritization approach with desired regional outcomes and local priorities.
	• Deliverables
	  ○ First/last mile and mobility hub assessment outcome technical memos
	  ○ Local transit network vision map
	  ○ Mobility hub toolkit
	  ○ Engagement summaries
	• Stakeholder Meetings/Interviews and Focus Groups/Community and Business Events
	  ○ How can the vision capture the specific needs of communities in the region?
	  ○ Are there any needs we missed?
	  ○ What is most important to consider when identifying priorities?

Fall/Late 2025

Activities: Identify local network priorities. Consider priorities as part of the regional system and performance. Develop a checklist for making local land use plans more transit-supportive. Identify strategic recommendations for local transit serving parks. Explore and document governance and funding strategies.
Outcome: Review network priorities and consider investment strategies. Discuss recommendations and tools.

Date	Who
Early/Mid-September TBD	**Working Group #7: Tools Part 1 & Priorities** • Priorities • Transit-supportive land use checklist • Introduce approach to parks transit development strategy • Governance preview
October 1 (tentative)	*East Multnomah County Transportation Committee TAC*
October 2 (tentative)	*Clackamas County Coordinating Committee TAC*
October 2 (tentative)	*Washington County Coordinating Committee TAC*
October 3	**Transportation Policy Alternatives Committee (TPAC)**
October 13 (tentative)	*East Multnomah County Transportation Committee (policy)*
October 13 (tentative)	*Washington County Coordinating Committee (policy)*
October 14	**Metro Council (work session)**
October 15 (tentative)	*Clackamas County C-4 subcommittee (policy)*
October 15	**Metro Technical Advisory Committee (MTAC)**
October 16	**Joint Policy Advisory Committee on Transportation (JPACT)**
October 22	**Metro Policy Advisory Committee (MPAC)**
Late October TBD	**Working Group #8: Tools Part 2 & Recommendations** • Recommendations • Review draft governance approach • Introduce subarea strategies • Review parks transit development strategy

October-November
Engage partners to align priorities and reflect community needs as part of a shared regional strategy. Create guidance for investments in the 2028 RTP.
 	
Reflect user-feedback in tools and strategies. Collaboratively discuss governance approaches.
 	
Shared understanding in next steps for a regional approach to supporting local transit.
	• Deliverables
	  ○ Prioritization map and technical memo
	  ○ Transit-supportive land use plan checklist
	  ○ Recommendations list/matrix
	  ○ Governance strategy
	  ○ Parks development strategy
	  ○ Report outline
	  ○ Engagement summaries
	• Project webpage tab
	  ○ Interactive vision storymap with survey
	• Stakeholder Meetings/Interviews and Focus Groups/Community and Business Events
	  ○ Are these the right investment priorities for the region?
	  ○ Will these priorities help meet our equity, economy and climate goals?
	  ○ What should we consider to set us up to implement the Vision?

Winter/Spring 2026

Activities: Co-create subarea strategies. Develop and refine regional plan and policy update recommendations. Compile technical and engagement information. Prepare study engagement summary. Draft study report. Revise report to incorporate feedback and prepare final report.

Outcome: Feedback on the subarea strategies and draft report. Acceptance of final report by committees**.**

Date	Who
Early January TBD	**Working Group #9: Subarea Strategies & Report Outline** • Subarea strategies review • Discuss plan and policy update recommendations • Report outline • Wrap-up discussion on other topics
Late January/early February TBD	**Working Group #10: Draft Report & Celebration** • Wrap-up study recommendations • Draft report review • 2028 RTP look ahead • Celebrate!
Late February	Transit Provider Workshops (Assessment approach)
March 4 (tentative)	*East Multnomah County Transportation Committee TAC*
March 5 (tentative)	*Clackamas County Coordinating Committee TAC*
March 5 (tentative)	*Washington County Coordinating Committee TAC*
March 6	***Transportation Policy Alternatives Committee (TPAC)***
March 11	***Metro Technical Advisory Committee (MTAC)***
March 16 (tentative)	*East Multnomah County Transportation Committee (policy)*
March 16 (tentative)	*Washington County Coordinating Committee (policy)*
March 17	***Metro Council (work session)***
March 18 (tentative)	*Clackamas County C-4 subcommittee (policy)*
March 19	***Joint Policy Advisory Committee on Transportation (JPACT)***
March 25	***Metro Policy Advisory Committee (MPAC)***
Report Acceptance	
May 1	**TPAC recommendation to JPACT**
May 13	**MTAC recommendation to MPAC**
May 21	**JPACT recommendation to Metro Council**
May 27	**MPAC recommendation to Metro Council**
May 28	**Metro Council considers action on MPAC and JPACT recommendations**

<u>January-May</u>
Co-create subarea strategies guiding local transit development.
Reflect partner feedback on the report and recommendations.
Shared understanding of regional strategy for local transit.
	• <u>Deliverables</u>
	  ○ Subarea strategies workbooks
	  ○ Plan and policy recommendations technical memo
	  ○ Report outline
	  ○ Draft and final reports and tools
	  ○ Study compiled engagement summary report
	• <u>Project webpage</u>
	  ○ *Report and executive summary*
	  ○ *Fact Sheet #6: What is the regional vision for First/Last Mile Transit?*
	  ○ *Fact Sheet #7: CCT Study Takeaways*
	• Email invitation to review to interested parties

Community Connector Transit Study: DRAFT Policy Review and Best Practices

Prepared for
Oregon Metro

Metro

January 2025

Parametrix

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Policy Review and Best Practices

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APPENDICES

A Services and Programs that Support First- and Last-Mile Travel Needs

B Documented Gaps in Transit

C Case Studies

Acronyms and Abbreviations

ADA	Americans with Disabilities Act
C-TRAN	Clark County Public Transit Benefit Area Authority
ECO	Employee Commute Options
HCT	high capacity transit
KC Metro	King County Metro
LAWA	Los Angeles World Airports
LAX	Los Angeles International Airport
Metro	Oregon Metro
NEMT	nonemergency medical transportation
ODOT	Oregon Department of Transportation
PBOT	Portland Bureau of Transportation
PSTA	Pinellas Suncoast Transit Authority
TD	transportation disadvantaged
TDM	transportation demand management
TMA	transportation management agency
TMO	transportation management organization
TNC	transportation network company
UTA	Utah Transit Authority
WTA	Westside Transportation Alliance

Executive Summary

This report reviews potential "community connector" transit solutions that may be suitable to meet the needs of people traveling in or between areas that are not effectively served by traditional fixed-route transit. This report describes a review of best practices and findings from peer services, describes existing services within and outside the region, and discusses opportunities and challenges for agencies and organizations providing these community connector services. The services examined are organized by theme based on the market or geography they serve:

- Low-density areas.
- Employment in low-density areas with dispersed workforces or with shift work.
- Regional recreation attractions in rural areas.
- Off-peak times when fixed-route service is not operating.

In this study, the term community connector refers to a generic fixed- or flex-route transit service that provides first- and last-mile connections to the greater Portland regional networks, as well as non-specialized trips (i.e., without special eligibility requirements) within the communities in which it operates.

Key takeaways from this review of regional and national best practices are described below.

- Community connector services can be successful first- and last-mile connections for people looking to travel beyond the fixed-route transit network for a range of different trip types. Success is sometimes defined explicitly—for example, achieving a certain number of trips per revenue hour or a certain cost per trip. However, these are not the only metrics of success, and a focus on the degree to which desired mobility outcomes are reached (quantitatively or qualitatively) for riders is an important measure of success.
- Community connector service can be delivered with different types of fixed-route, flexible, and on-demand services and can be delivered by a range of different organizations, agencies, and government departments.
- Agencies and organizations in the Portland metropolitan area already operate different types of first- and last-mile transit solutions, and these can be implemented through different operating models and partnerships.
- First- and last-mile services may be effective in situations where demand for transit service is lower than would support typical fixed-route transit. There are other conditions as well, such as street connectivity and geometry or land use, that make first- and last-mile services viable (since they typically use smaller vehicles than those used for fixed-route transit). However, there needs to be some level of demand for transit to make financial sense for providers.
- Nontransit programs that support mobility needs, often referred to as transportation options, can complement transit service or be more effective than transit service under certain circumstances.
- Last-mile transit services are sometimes a part of a larger suite of travel demand management tools used by one or multiple partner organizations or agencies. The services and programs that are part of these broader transportation management efforts are often designed to complement one another or serve unique local needs.
- Success for first- and last-mile services in each of these themes described above was not measured against typical fixed-route services. Providers measure the performance against

specific metrics that assess the success of the service compared to similar services, on key indicators, or against mission-based goals such as equitable access.

- Some transit providers operate on-demand services that replace low-performing fixed routes, helping connect an isolated equity population, for example, to the transit network and to low-density areas where fixed-route service would not likely perform well due to the road network and population density.

1. Introduction and Purpose

This report reviews potential transit solutions that may be suitable to meet the needs of people traveling in or between areas that are not effectively served by traditional fixed-route transit. This report describes best practices and findings from peers, including services within and outside the region, and discusses opportunities and challenges for agencies and organizations providing these transit services. The services examined are organized by theme based on the market or geography they serve:

- Low-density areas.
- Employment in low-density areas with dispersed workforces or with shift work.
- Regional recreation attractions in rural areas.
- Off-peak times when fixed-route service is not operating.

In this study, the term "community connector" refers to a generic fixed- or flex-route transit service that provides first- and last-mile connections to the greater regional Portland transit networks, as well as non-specialized trips (i.e., without special eligibility requirements) within the communities in which it operates. The term is not synonymous with the "Community Connectors" branded service operated by Ride Connection in Washington County.

An inventory of transit services operating within the Portland Metro Planning Area provided a starting point to understand existing services and potential travel needs that may not be served through traditional fixed-route transit. The inventory proved challenging for a few key reasons. First, private carriers are harder to keep current with (as compared to public providers that regularly coordinate with Metro regarding federal and state transportation funds), and decisions needed to be made about how exhaustive the list could be. Second, certain types of transportation services are geared toward people who meet eligibility requirements such as working for a specific employer or toward travel to specific facilities, such as a veterans' hospital. Understanding who is currently being served and by which services is an important part of identifying opportunities for expanding the reach of current service. However, **the focus of this study is on community connector services available to the general public without special eligibility requirements**. An online webmap showing previously inventoried services can be found at the following hyperlink:

https://experience.arcgis.com/experience/

For details on the services, see Attachment A, *Community Connector Transit Inventory*.

In the next phase of the project, criteria and thresholds will be developed to identify community connector options that may be appropriate and beneficial in the Portland metropolitan area.

Finally, it is important to note that this report and study are focused narrowly on where and when community connector services may be appropriate, cost-effective, and beneficial in addressing regional mobility gaps. As part of developing this report, the project team reviewed existing regional plans and policies to understand how jurisdictions and agencies have or are planning for community connector services. However, this study is not engaged in planning for the fixed-route light rail and/or bus networks operated by TriMet or SMART; these agencies have separate planning processes such as Forward Together and the Transit Master Plan, respectively, which plan for the future of the regional fixed-route network. This study is complementary to these efforts and focused on opportunities in areas unserved by fixed-route services but potentially supportive of transit solutions.

2. Transit Spectrum

To evaluate whether and what type of community connector service is a viable solution for identified needs, it is important to recognize that there is no one-size-fits-all service solution. Many conditions impact its usefulness for riders and operational efficiency for providers. The 2023 Regional Transportation Plan[1] describes a spectrum of transit services ranging from passenger rail to vanpool and other specialized services that serve different regional travel demands and different travel markets. One aim of this study is to update the existing transit spectrum to more fully reflect the range of non-fixed-route or community connector services that are important to the regional transit network; Figure 1 illustrates the spectrum and adds a new service type between Local Bus and On-Demand/Shuttle: Flex-Route/Shuttle, it also adds Shared Mobility at the far right. The primary focus of this study—community connectors—is highlighted with an orange bar in Figure 1. A final diagram will be developed that reflects the outcomes of this study.

Transportation programs that support the management of travel demand are an important complement to transit services but are outside the scope of this project. Appendix A highlights programs that support community connector transit.

[1] https://www.oregonmetro.gov/regional-transportation-plan

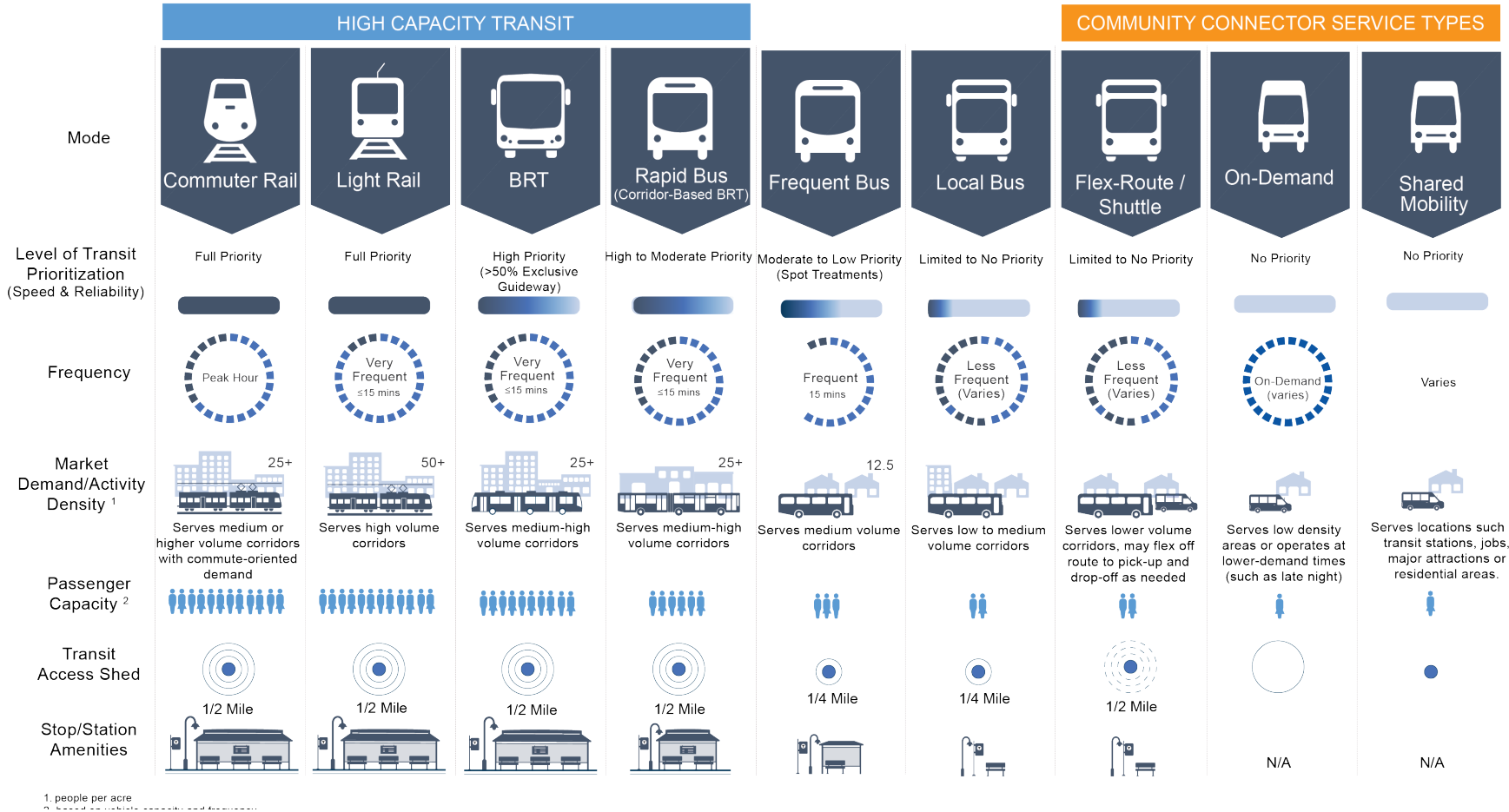
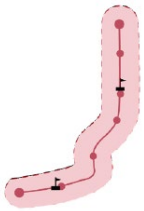


Figure 1. Regional Transit Service Types, Portland Metro 2023, Modified 2025

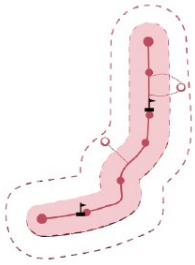
Local Bus: Fixed Route



Transit service that travels along a consistent route and has a published timetable is called a fixed route. Fixed routes serve people traveling to key destinations and have marked bus stops or, depending on agency policy and surrounding land use, may also use flag stops where riders can wave to a driver along the route to be picked up. Fixed-route service offers basic network coverage, often between every 20 and 60 minutes, or limited daily trips.

This type of route is not considered a community connector and therefore is not a focus of this study; however, increases to population density, travel demand, and land use do warrant review of appropriate service. If a route carries more than 10 rides per hour, fixed-route could be considered as a viable option. This type of service also requires a complementary ADA paratransit service to be available to eligible riders, which provides door-to-door service for pickup and drop-off locations within 0.75 miles of the fixed--route network.

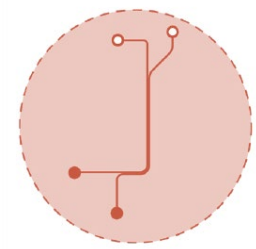
Flex Route/Shuttle[2]



Transit service that travels along a consistent route but that can deviate off the route to provide access to more people is called a flex route. Schedules are published at key bus stops, but people can request in advance that a vehicle deviates for a pickup or drop-off at an agreed-upon location, usually within a specified distance from the main route. A driver will only deviate if a request is made. Deviations must be available to the general public, and the number of deviations on each trip can be limited.

This type of service is considered a community connector and is a focus of this study. Flex routes often use vehicles that can better maneuver on non-arterial streets on which fixed-route services travel. Ridership is generally expected to be lower than 10 riders per hour on average. Operating costs are lower than fixed routes on an hourly basis and are lower annually due to the lower level of service provided compared to a fixed route.

On-Demand

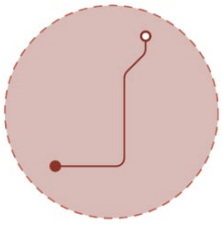


Transit service that operates within a defined zone and where trips are booked in advance by calling, going online, or using a mobile app is known as on-demand service. This type of service is also known as microtransit, demand response, and Dial-A-Ride. There is variation in how it operates, allowing it to be an appropriate solution in areas where fixed- or flex-route services would not be efficient to operate. Pickup and drop-off locations may

[2] FTA classifies these as "Deviated Fixed Route" services.

be at specified locations, from curb to curb, or from door to door.

This type of service is considered a community connector and is a focus of this study. Vehicles used for on-demand service are small enough to maneuver on most roads. Operating costs can be lower than flex-route or fixed-route services if zones are small, rider demand is low, and service hours are limited. Policies that commit to short wait times or services with peak demand times impact the number of drivers and vehicles needed to provide the service.



Shared Mobility is an umbrella term for transportation services that allow users to share a vehicle as a group—such as vanpool—or at different times—such as ride-hailing, car-share, or scooter/bike-share. Shared mobility includes some services that are considered transit and others that are considered transit-supportive services, which are described in Appendix A. *Vanpool* is a form of shared mobility in which a group of passengers shares the use and cost of a vehicle in traveling to and from pre-arranged destinations together, most often to access employment sites but also to access high capacity transit stations. Vanpools are considered transit by the National Transit Database when they are publicly sponsored, open to the public, advertised actively to the public, and ADA accessible. Employer-sponsored vanpools, which are not considered transit due to eligibility requirements, are the focus of Metro's Regional Vanpool Strategy and are excluded from this study. Other forms of shared mobility services may use vans but are not categorized as vanpools because they can be booked to serve a variety of community destinations. *Ride-hailing* is a form of shared mobility that is provided by private companies known as transportation network companies (TNCs). Ride-hailing is not considered transit, but there are opportunities for transit agencies to partner with TNCs to subsidize trips to and from transit stations. These partnerships are described in more detail in Appendix A. *Bike-share, scooter-share,* and *car-share* are all nontransit shared mobility that can be used to support transit ridership and are described in Appendix A.

3. Local Context

3.1 Existing Transit Service

Creating an inventory of transit services operating within the Portland urban growth boundary provided a starting point for understanding travel needs beyond those that can be accomplished through the fixed-route network.

As noted above, the inventory proved challenging due to lack of data on private carriers and the value of accounting for transportation services with highly specialized eligibility requirements. Ultimately, a recommendation for what would remain in and out of the inventory was developed, as shown in Table 1, to acknowledge that an exhaustive list would not further the goals of this project.

Table 1. Transit Services Inventoried

What's In	What's Out
▪ Community connector services generally available to everyone **without** special eligibility requirements; **public** transit options. ▪ Service approaches for improving connections to **high-capacity transit and the fixed-route bus system.** ▪ Service approaches for improving or supplementing connections to **key destinations that are not already addressed by fixed-route transit or other existing services (public or private)**: → Health care facilities → Shopping → Social services → Employment → Education ▪ Approaches for **accessing regional recreation destinations** that are not served by fixed-route transit. ▪ **Supplemental community connector services** such as shuttles that serve shift workers at nontraditional times (e.g., late at night when fixed-route transit is not running). ▪ **Gaps and opportunities relevant to the above, where a public or private service is not filling an existing gap.** ▪ **Limited identification of existing micromobility services in the region as potential models to complement other services or infrastructure (but excluding identification of gaps or opportunities).**	▪ Planning for paratransit service expansion and gaps. ▪ Planning for micromobility services (e.g., scooter-share and bike-share). ▪ Non-emergency medical transportation service planning (offered by coordinated care organizations). ▪ Planning for intercity transit service and gaps. ▪ Planning for fixed routes and high-capacity transit. ▪ Privately funded services (e.g., homeowners associations, hotel shuttles, charter services, and tour services).

One note about shopping services; for many transit agencies, shopper shuttles—which operate between specific higher-density housing areas and specific grocery stores and pharmacies—are usually implemented as a means to reduce paratransit costs for anyone able to use the services (while still making paratransit available to those who need it). Services that are open to the public usually serve a greater variety of destinations and would not be considered shopper shuttles.

3.2 Identifying Transit Gaps

Gaps in the regional transit network were grouped into four key themes:

- Mobility services in low-density areas.
- Access to jobs.
- Access to recreation.
- Time-of-day mobility needs.

These themes arose from a review of regional and local published plans as well as community and stakeholder feedback. Understanding specific travel needs around the region is a critical first step to tailoring effective transit solutions. Jurisdictional plans that document gaps to the existing regional transit network or major destinations or that recommend implementation of community connector-style transit service indicate community and stakeholder outreach and jurisdictional support for transit. Appendix B provides an overview of regional and local plans that identify gaps in transit and summaries of previous outreach efforts.

4. Local and National Case Studies

The project team identified a broad range of regional and national examples of community connector services to consider that address the four themes of transit needs in this region. Table 2 summarizes the agencies and services that are profiled, organized by theme. This section highlights findings from case studies developed for a representative set of services drawn from these examples. The case studies highlight successes and limitations of different providers in operating first- and last-mile services to address mobility needs and challenges similar to those of our region. Appendix C provides additional details on these case studies, including images.

Table 2. List of Providers and Services Considered

Theme	Provider/Agency	Service Name	Service Type
Low-Density	Ride Connection	Community Connectors	Flexible Route
Low-Density	C-TRAN	The Current	On-Demand
Low-Density	CapMetro	Pickup	On-Demand
Low-Density	Multnomah County	ACCESS Shuttle	Fixed-Route
Job Access	City of Inglewood/Los Angeles World Airports	Iride	On-Demand
Job Access	California Vanpool Authority	CalVans Vanpool	Shared Mobility
Job Access	Pace	Feeder Vanpool	Shared Mobility
Recreation Access	King County Metro	Community Van	On-Demand
Recreation Access	King County Metro	Trailhead Direct	Fixed-Route
Time-of-Day Access	Utah Transit Authority	UTA On Demand	On-Demand
Time-of-Day Access	City of Belleville, Ontario, Canada	OWL Service	On-Demand

4.1 Theme 1: Mobility Services in Low-Density Areas

Suburban and rural areas may not have the density of population and jobs or land use patterns to support traditional fixed-route service. Particularly along the urban growth boundary in the Portland metropolitan area, the land use context can change quickly from urban or suburban to rural, producing a challenging environment for fixed-route transit service.

Improving transit options in low-density areas supports Metro's goals of safe and reliable transportation, vibrant communities, economic prosperity, and equity. In recent decades, low-income households have been increasingly priced out of central locations in the metropolitan region due to rising property values and home prices. Additionally, many industries with freight or space needs and with significant numbers of minimum-wage workers—such as package fulfillment centers, manufacturing centers, and call centers—are located in low-density areas. Higher transportation costs to reach dispersed destinations further strain already limited resources for low-income households, and when households with no or limited access to vehicles relocate outside of the fixed-route transit network, jobs can become increasingly difficult to reach, as can community centers, grocery stores, medical centers, and other key destinations.

Case studies of how public agencies and providers have tackled mobility gaps in low-density areas in the region are described below.

4.1.1 Community Connectors, Washington County, Oregon

Provider: Ride Connection, a private nonprofit.

Where it Operates: Various locations within Washington County, Oregon.

Eligibility: Free and open to the public.

Service Purpose: Serves grocery stores, employment hubs, healthcare, community hubs, social services, regional transit network.

Service Delivery Model: Flexible fixed-route shuttles.

Cost to Operate: $80.32 per revenue hour for shuttles. Average cost per ride of $24.85. Cost includes vehicle replacement.

Ride Connection is a private nonprofit based in Portland, Oregon, that provides essential transit services to communities across rural Washington County, Forest Grove, Tualatin, King City, and Hillsboro. The nonprofit service emerged in 1988 from recommendations made by TriMet's Committee on Accessible Transportation to fill service gaps for older adults and people with disabilities who did not meet paratransit eligibility requirements, and it initially relied on volunteer drivers and grant funding to serve diverse populations. In 2009, Ride Connection launched its free community shuttles, now known as Community Connectors, to fill fixed-route network gaps for the general public.

Ride Connection Community Connector shuttles operate as a flexible fixed-route service, allowing passengers to schedule an off-route pickup or drop-off within a half mile of the route. Ride Connection operates eight Community Connector shuttle routes and subsidizes fare-free service between Banks, North Plains, and Portland on the Tillamook Transportation District Route 5 intercity bus to Portland. Ride Connection delivers community shuttle services effectively with a mix of paid drivers, volunteer drivers, and community partnerships to ensure cost-effective and accessible service. The productivity of Ride Connection's community connector shuttles, measured by rides per driver hour, varies by line, with more established shuttles, namely Hillsboro Link and GroveLink, providing four to six rides per driver hour (Figure 1 of Appendix C). Shortly before the onset of the COVID-19 pandemic, Hillsboro Link and GroveLink were providing close to ten rides per driver hour. Productivity and ridership (Figure 2 of Appendix C) dropped sharply during COVID-19, and progress toward pre-COVID ridership numbers has varied for each line. Among three several shuttles that only began operation in Fall 2024, productivity ranges from below one ride per driver hour to over five rides per driver hour.

Ride Connection also offers the Door-to-Door Program, which provides rides for any purpose—including medical appointments, shopping, and social visits—using a mix of paid and volunteer drivers for older adults, people with disabilities, and people living in rural areas in Washington County. In Multnomah County, it operates an on-demand service called Dial-A-Ride that is free for residents that live in or travel to rural areas in the county that are outside of the TriMet service area.

Ride Connection is in the planning phase with Washington County to pilot a new on-demand microtransit service in the next year in a very low-density area of Washington County where pockets of need have been identified. This service will target new and growing areas that TriMet does not yet serve. They have been coordinating with C-TRAN in Vancouver, Washington, to learn from C-TRAN's experiences with on-demand microtransit service.

A key lesson is that collaborative outreach can help boost awareness of service: Ride Connection has successfully partnered and coordinated with counties, school districts, and community-based organizations to reach potential riders.

Challenges and Opportunities

Ride Connection faces challenges meeting the costs of new vehicles with limited funding. The Community Connector program has constraints on how many riders it can serve, and 15% to 20% of service requests for its door-to-door rides for seniors and adults with disabilities (separate from its Community Connector program) are turned down annually due to high demand. Ride Connection has limited service operating on weekends, and it is currently unable to offer late-night service.

Possible opportunities to support these services are additional funding and exploring recreational transit options that can support multi-agency funding. Ride Connection is actively exploring opportunities for growth, including the recently implemented Community Connector in Bethany and a microtransit pilot program aimed at underserved areas such as south Beaverton's Cooper Mountain. By prioritizing equity and community-driven decision-making, Ride Connection offers a model for future transit providers seeking to address unique challenges in smaller, rural, and growing communities.

Ride Connection is in a unique position in the region because it also supports other nonprofits and jurisdictions though programs instead of directly operating service. This includes providing travel training, vehicles, offering technical support, and funding.

4.1.2 The Current, Vancouver, Washington

Provider: Clark County Public Transit Benefit Area Authority.

Where it Operates: Five zones of various sizes within Clark County, Washington.

Eligibility: Open to the public.

Service Purpose: Trips for all purposes for people in areas outside of the fixed-route network. All zones connect to the C-TRAN fixed-route network.

Service Delivery Model: On-demand.

Cost to Operate:

The Current is an on-demand microtransit service offered by the Clark County Public Transit Benefit Area Authority (C-TRAN). It operates vehicles in five zones in Clark County where fixed-route transit may not be cost-effective or meet the needs of local communities. The Current provides point-to-point rides within each service area and connections to major transit networks outside of each service area for $1.25 per ride. Funding for The Current comes from sales tax revenue and general fund allocations. C-TRAN does not use federal funds to operate the service.

C-TRAN evaluates the program based on quantitative metrics such as productivity, ridership, wait time, and percentage of shared trips and on qualitative measures such as customer experience, access and mobility, new riders, trip purpose, and connections to fixed-route services. C-TRAN compares the zones against each other when evaluating service rather than comparing on-demand numbers to fixed-route numbers. The agency is most interested in evaluating destinations, types of trips, and concentrations of trips.

C-TRAN uses the software platform Spare for planning, operations, dispatch, and reservations for a cost of approximately $30,000 annually. The routing of vehicles and reallocation of trips to vehicles is calculated automatically within the application. C-TRAN believes this saves money by operating the service in-house using existing demand-response drivers who are all union-represented C-TRAN employees instead of contracting out the work. The agency can also use vehicles it currently owns, which are all repurposed paratransit vehicles.

Challenges and Opportunities

C-TRAN has not been able to expand to meet demand for The Current service due to the cost of operating the service in its existing zones and the limited number of vehicles available. The agency has encountered some challenges in operating capacity; paratransit and The Current trips are not comingled on the same vehicles, but operators and vehicles may need to preferentially serve paratransit trips when demand is high because paratransit trips cannot be denied under the Americans with Disabilities Act.

C-TRAN has also experienced some difficulties evaluating how equitable the service is. It is challenging to evaluate who is benefiting most from the service and whether that meets equity goals for service. Because the service does not receive federal funds and is therefore not governed by Title VI, the parameters for providing equitable service are not as clear as they are for fixed-route service.

4.1.3 CapMetro Pickup, Austin, Texas

Provider: Capital Metropolitan Transportation Authority.

Where it Operates: Austin, Texas.

Eligibility: Open to the public.

Service Purpose: Provides transit in low-density and equity-focus areas.

Service Delivery Model: On-demand.

Cost to Operate: $29.41 per ride.

CapMetro Pickup is an on-demand, door-to-door microtransit service operating in 12 zones in the Austin, Texas, metropolitan region. Pickup was piloted in 2017 in a redevelopment area that was challenging to serve with fixed-route service. It quickly expanded to other zones that were developed for three main reasons: (1) to replace poorly performing fixed-route service, (2) to fill a gap in the service network, or (3) to provide transportation options in areas that have low-density land use.

CapMetro uses Via software to run its on-demand service, but it handles operations, staffing, and vehicles in-house. Dispatcher operations are shared with MetroAccess, CapMetro's paratransit service; this yields operational efficiencies for both programs. All operators are cross-trained for MetroAccess and for Pickup, and all vehicles are accessible 12-passenger vans. This allows CapMetro to dispatch Pickup vehicles for paratransit-eligible riders who want to book trips on demand rather than scheduling in advance as required for MetroAccess.

CapMetro uses a scoring matrix to identify potential zones for service. The matrix is based on three categories: community characteristics, service quality, and sustainability. For the community characteristics category, points are awarded based on zero-car households, median household income, households in poverty, minority population, population age 65 and older, and presence of essential services (i.e., medical services, grocery stores, schools, shopping centers, and affordable housing). The three metrics used to evaluate service quality are passenger wait time, square

mileage, and ridership. Productivity of a zone is measured by cost-effectiveness and the percentage of rides that are shared, that serve MetroAccess (paratransit) customers, and that serve mobility impaired passengers.

There is a well-defined structure for working with jurisdictional partners. CapMetro has a cost-sharing system in place that divides responsibility for funding based on the percentage of the zone that is in each jurisdiction's boundaries. For example, if 70% of a zone is in CapMetro's service area and 30% of the zone is outside of the service area in the county, CapMetro will cover 70% of costs and the county will cover 30% of costs. For areas that fall outside of CapMetro's service area, CapMetro will plan and operate a Pickup zone if the jurisdiction covers 100% of costs.

Challenges and Opportunities

There is high demand for the CapMetro Pickup service and consistent demand for expanded zones and more vehicles within existing zones. On-demand service is expensive to operate, with an operating cost of $29.41 per ride, and it is inexpensive to ride, with a standard fare of $1.25 per ride and a discounted fare of $0.60 for low-income riders, seniors, riders with disabilities, and active military. Therefore, CapMetro has constraints in terms of staff time and funding for expanded Pickup service. CapMetro is currently facing staffing and funding challenges and has operator shortages for both Pickup and for fixed-route services.

There is very high demand for service during peak hours, which increases wait times for riders. CapMetro is not able to staff in a way that meets demand during peak hours but does not leave many underused drivers outside of peak hours. Split shifts for drivers have not been feasible because they are harder to hire for. People under 18 ride free on Pickup, and while transportation to and from schools drives ridership, it also creates peaks in demand around school bell times. In some cases, the number of vehicles used to meet students makes it difficult for people to get to work or make crucial rail connections into Austin.

The Multnomah County ACCESS Shuttle

The ACCESS Shuttle is operated by a private company through a contract with Multnomah County. It connects an affordable housing development; community and employment destinations such the Portland International Airport, USPS, the IKEA warehouse; and Albertsons in a lower-density area of Northeast Portland. It also offers a connection to the Parkrose Transit Center.

The service is performing well with more than 10 rides per service hour.

Why this matters to Metro: There is no formal process in place between TriMet and local jurisdictional partners or other transit providers on what criteria should help determine whether a route should become part of a regional transit agency's fixed route system. Working with the local partners involved with this specific shuttle could provide insight into creating effective future policy that centers riders and transit providers.

4.1.4 Mobility in Low-Density Areas Key Takeaways

- Community shuttles such as those operated by Ride Connection and Multnomah County work well to complement the fixed-route system by providing additional flexibility to increase transit access. They can help build a transit market and ultimately transition into a fixed route when appropriate thresholds are met, as was the case when Multnomah County–operated shuttles to the Troutdale Reynolds Industrial Park and Swan Island transitioned to TriMet-operated fixed-route bus service.
- On-demand microtransit works well in areas with lower-density land uses because trips are only made when requested rather than running on a fixed schedule.

- A common challenge for on-demand transit services is that they are expensive to operate, and it can be difficult for these services to keep pace with demand with limited funding and staff time. Most on-demand systems operate within specific service areas and tend to perform well when they serve a limited area.
- Some services such as The Current and Utah Transit Authority On-Demand (see Section 4.4) connect to transit facilities outside of these service areas.
- On-demand microtransit can also help meet the needs of people with mobility challenges that may find it harder to access fixed-route transit.

4.2 Theme 2: Access to Jobs

Before the COVID-19 pandemic, most cities focused on transit service that carried commuters to a downtown core, with service frequencies and hours that supported daytime work schedules. The pandemic highlighted the importance of non-downtown travel patterns; since the pandemic, travel demand has become less oriented toward traditional peak travel hours, and service demand during weekends and midday hours has increased as a percentage of trips taken. Portland is no exception; TriMet has been adding frequency to routes with the highest ridership and adding weekend service.

When major employers are located in rural areas or at the regional edges—particularly if they are farther from major roadways—or employees have night shifts or swing shifts, it is harder for transit agencies to provide services to help them get to work. Providing people who do not own a car (or have limited access to a vehicle) with the ability to access jobs is essential for maintaining steady employment.

4.2.1 Iride Inglewood, Inglewood and Lennox, California

Provider: City of Inglewood, partnership with (funded by) Los Angeles World Airports/City of Los Angeles.

Where it Operates: Inglewood and Lennox, California.

Eligibility: Employees of Los Angeles International Airport (LAX) who live in Inglewood or Lennox.

Service Purpose: Provides employee access to a major employer not currently served by transit.

Service Delivery Model: On-demand.

Cost to Operate: $21.63 per ride.

Iride Inglewood is a free on-demand microtransit service that is available for employees of LAX who live in Inglewood or Lennox, across I-405 from the airport. LA Metro's light rail system does not serve LAX directly, with a 2.25-mile gap between the LA Metro Aviation/Century Station and the airport. The Automated People Mover, anticipated to be complete in 2026, will fill this gap in transit service, connecting to the new LAX/Metro Transit Center Station. Construction through 2026 contributes to longer commutes for many LAX employees who drive to work, and Iride provides an alternative for people commuting from Inglewood and Lennox.

Iride service is only available to LAX employees who have signed up for service, and it provides point-to-point trips between LAX and employees' homes at no cost. Riders are required to show the driver their LAX employee badge when they board Iride vans. Iride operates 7 days a week from

4 a.m. to 8 a.m. and from 12:45 p.m. to 4:45 p.m. Iride bookings can be made on the same day between specific pickup and drop-off locations in the service area.

The service is funded by Los Angeles World Airports (LAWA), a department of the City of Los Angeles that operates three airports in the greater Los Angeles area. The program costs $1.2 to $1.3 million per year, and LAWA's funding comes from airline fees and landing fees at LAX. By providing this service free of charge, LAWA and the City of Inglewood have decreased cost-based barriers to stable jobs at LAX.

Employee information is central to LAWA's success in rolling out the Iride program. Because employee information is recorded as part of the badge data and employers report shift times at LAX, LAWA was able to target the service hours and service area for Iride based on airport data. Today Iride provides 700 trips a week, beyond LAWA's initial goals for the service of 600 trips a week. Iride's average cost per ride is $21.63, and the service has an on-time performance of 91.5%. Current riders report being very satisfied with the service.

Challenges and Opportunities

One of the main benefits of the service to riders compared to other on-demand services is that it does not rely on advanced scheduling to book trips. Trips to and from work at LAX can be booked on the same day, which gives employees the flexibility they need for schedule changes. Getting carpooling and vanpooling to work can be challenging for airport workers because shift schedules can change on short notice as flight timetables change.

LAWA has encountered challenges in launching and operating the Iride service. Because of the Iride service hours, drivers must be willing to work split shifts, with two 4-hour working times separated by an extended gap from 8 a.m. to 12:45 p.m. LAWA has had some difficulty hiring drivers that are willing to work a split shift schedule.

LAWA has also run up against constraints in operating the Iride service. The service operates with a fleet of four vans, which limits the number of trips Iride can serve in a day and can lead to longer wait times. Current service hours align with the highest peaks in employee demand throughout the day, which are primarily based on shift hours. Many airport employees (including Transportation Security Administration workers) have shift hours that would require them to commute at times outside of Iride's service hours. The primary limitation on Iride's service hours is the funding available for the service.

Programs to Improve Access to Jobs

Appendix A highlights several types of programs that can improve access to jobs.

Transportation management associations coordinate transportation options for employers and commuters within a specific geographic area. Two examples profiled in Appendix A are operated by LAWA, serving LAX, and the Westside Transportation Alliance, which serves Washington County.

Voucher and pass programs include financial incentives or discounts to help make transportation more affordable. Case studies in Appendix C include the City of Portland's Transportation Wallet program and the Pinellas Suncoast Transit Authority Transportation Disadvantaged Late Shift program.

Reaching LAX employees has also been a challenge since LAX workers are employed at over 167 different companies. To overcome barriers to outreach, the Iride team advertises the service on Altitude, the app for LAX employees that gives employees tools for problem reporting, food and retail discounts, and commute planning. Iride staff also talk to people in person, tabling at major employers and walking through the airport terminals. Iride advertises the service locally in Lennox

and Inglewood using geofenced Facebook and Instagram ads (i.e., ads targeted to people in specific geographies), which also helps reach potential future employees in the area who might think that jobs at LAX would be difficult to access without a car.

4.2.2 CalVans, California

Provider: California Vanpool Authority (CalVans).

Where it Operates: 12 counties in California.

Eligibility: Agricultural vans are only available to agricultural workers. General purpose vanpools are open to all.

Service Purpose: Provides employment access, especially to agricultural workers whose job sites and schedules change throughout the year.

Service Delivery Model: Vans are provided by the agency and are driven by an employee who organizes other employees to ride together.

Cost to Operate: $41.16 per revenue hour, $3.71 per ride.

CalVans is a public agency operating in 12 counties in California that provides 8–15-seater vans for approved drivers to drive themselves and other employees to work. Vanpools are made up of coworkers who travel together in a van that is borrowed or leased for commuting purposes. Vanpools generally have one assigned driver who is responsible for collecting payment from riders. Drivers take responsibility for driving their coworkers in exchange for free or discounted use of the van, thereby eliminating the cost of paying drivers. The majority of CalVans vanpools (635 out of 736) serves agricultural workers. Other users of CalVans vanpools include state employees that must commute long distances or, increasingly, any employers that are required to decrease single-occupancy vehicle commutes by their employees in accordance with the employer-based trip reduction rule in the San Joaquin Valley Air Pollution Control District.

Strengths: Vanpooling is particularly well-suited for agricultural workers. Agricultural workers work in rural areas that have population densities too low to support traditional transit. Moreover, seasonal changes in planting and harvesting mean that work site locations and working hours vary throughout the year. These factors make both fixed-route service and zonal on-demand service unfeasible for most agricultural workers. Additionally, many agricultural workers are migrants, which generates a set of important equity considerations. Some migrant workers have limited English proficiency, and some have limited access to banking options and driver's licenses. App-based transportation services that require banking and transportation services that are

Pace Feeder Vanpool

Pace, the suburban transit agency in the Chicago area, helps fill first- and last-mile gaps in Chicago's fixed-route transit service by providing feeder vanpools that can be either used before a transit trip or after. Vanpools used for first-mile connections can support commutes to many employment destinations. Vanpools that are used for last-mile connections can be used to support reverse commutes from the city to the suburbs.

Why this matters to Metro

Last-mile vanpools can facilitate access to employment sites in low-density areas. Supporting reverse commutes is an important equity consideration as employment opportunities shift outside of urban areas. As last-mile vanpools must be parked overnight and over weekends at transit stations, implementation may require evaluation of parking policies at transit stations.

advertised only in English may therefore be undesirable or unusable by some agricultural workers. The use of vanpools can also avoid some of the barriers associated with the equitable transportation of migrant workers. Vanpools are organized amongst coworkers, decreasing the potential of language barriers. Drivers can collect funds from riders in a variety of ways, so participants are not required to use technology in any way to access the service.

CalVans received an initial start-up grant to purchase vans, but since the initial capital investment, the price that workers pay to become part of the vanpool has funded the program, including maintaining, ensuring, and replacing vans. In 2023, the program had a farebox recovery rate of 96.8%, and the program had no capital expenses. CalVans vanpools traveled 105,110,659 passenger miles across 3,569,288 unlinked passenger trips, for an average trip length of 29.4 miles. CalVans is currently collaborating with Affordable Housing and Sustainable Communities projects to provide electric vans to multifamily affordable housing projects.

Challenges: There have been some challenges in setting up the service. Firstly, there are legal challenges related to operating transportation specifically for agricultural workers. Because the lack of transportation options available to agricultural workers has historically given rise to dangerous travel conditions, such as overcrowded vans and trucks without seatbelts, transportation of agricultural workers is now regulated by the U.S. Department of Labor under the Migrant and Seasonal Worker Protection Act. Implementing a similar service would entail reviewing federal and state regulations on the subject. Secondly, the cost of providing or participating in a vanpool varies based on several factors, including the number of miles traveled, the size of the van, and the number of riders in the van. The large number of variables involved in calculating costs makes it challenging to estimate cost per ride or cost to rider before the program is established.

4.2.3 Access to Jobs Key Takeaways

- On-demand employer services can help expand access to employment centers in areas where there are gaps in transit service and help employees get to work with changing time constraints based on work shifts. This type of service can be effective for large employers or where employers are clustered together in one place or when tailored specifically to employee travel demand and service needs.
- Vanpools are cost-effective and well-suited for jobs that have variable work sites and work hours, such as agricultural work.
- Programmatic solutions such as transportation management associations and voucher/pass programs complement agency-provided services by providing vehicles, coordination, information, and financial incentives.

4.3 Theme 3: Access to Recreation

Natural areas with regional draw are often remote and accessible only by personal vehicle. Transit service that can connect people to parks and other outdoor attractions in areas not already served by traditional fixed-route transit can help Metro achieve safe and reliable transportation, vibrant communities, and equity goals. For major recreational areas that employ many people, transit services can also offer an opportunity for economic prosperity.

From the equity perspective, underserved communities in particular are more likely to face barriers to accessing green spaces in the region due to lower access to personal vehicles. Metro's Connect with Nature project seeks to identify barriers to park access and plan parks that are more welcoming to communities of color. Through a series of community engagements, access to outdoor spaces by public transportation was consistently identified as a top priority.

4.3.1 Trailhead Direct, King County, Washington

Provider: King County Metro, in partnership with King County Parks, Seattle Department of Transportation, and sponsored by Amazon. Other private companies also contribute funding for the Trailhead Direct service, but these funds can only be used for advertising and awareness (not operations).

Where it Operates: King County, Washington.

Eligibility: Open to the public.

Service Purpose: Improve (equity) access to major regional outdoor attractions, reduce congestion.

Service Delivery Model: Fixed-route service.

Cost to Operate: $179 per revenue hour.

Trailhead Direct is a seasonal King County Metro (KC Metro) transit service connecting Seattle and Bellevue to trailheads on two routes. Both routes run on weekends and designated holidays from late May to mid-September. The service uses smaller transit vehicles with a capacity of 14 to 32 people and two bikes that the agency uses for weekday service. Trailhead Direct fares and payment are the same as for other KC Metro bus services, with a cost of $2.75 per ride for adults. Riders can use the KC Metro online trip planner or mobile apps to plan trips and learn about stops, routes, and planned schedules.

The Seattle Department of Transportation funds 50% of Trailhead Direct operating costs through the Seattle Transit Measure, which uses sales tax revenue to fund improved KC Metro service in Seattle's Transportation Benefit District. Private funding from the REI Co-op, Clif Bar, and the Wilderness Society has helped KC Metro market the service and attract new riders. The Trailhead Direct blog reports that passengers used the service for 11,400 hikes in 2023 and for more than 78,500 hikes since the service was launched in 2017.[3] KC Metro's partnerships with public agencies and private companies have been instrumental to success of the Trailhead Direct program.

Trailhead Direct was developed with several equity principles in mind but initially was focused on reducing congestion at trailheads. Since it began the service, KC Metro has placed more emphasis on connecting people to nature. Trailhead Direct stops in Seattle were selected based on the average equity and social justice score of nearby census tracts or by the ability to facilitate transfers from Sound Transit Link light rail stations. Onboard surveys show that approximately 70% of riders do not have access to a personal vehicle.

KC Metro partnered with the Environmental Coalition of South Seattle and the Wilderness Society to expand usage of the Trailhead Direct program amongst the Bhutanese, Chinese, Congolese, Japanese, Kenyan, Korean, Latinx, Vietnamese, and Ghanaian communities. Providing marketing materials in a variety of languages has been crucial for reaching these communities. Onboard surveys revealed that the riders surveyed were more likely to be lower income or people of color than are county residents as a whole.

Challenges and Opportunities

KC Metro has faced challenges in providing the service due to operator shortages with its contracted operator, Hopelink. KC Metro would like to maintain consistent service from year to year, but that

[3] https://trailheaddirect.org/2024/05/14/trailhead-direct-2024-update/

has not been possible. Another challenge for the agency is operating transit vehicles at busy times, particularly near trailhead parking areas where many drivers park illegally and can obstruct bus access. Finding layover space with appropriate facilities is also challenging at trailheads.

Service disruptions and cancellations on Trailhead Direct can be difficult for KC Metro to remedy. Because there are no transit alternatives for Trailhead Direct service and the bus lines operate at approximately 60-minute frequencies, the potential for a missed or cancelled trip on the Trailhead Direct service can be more disruptive and create anxiety for riders.

KC Metro's shift in focus to equitable access to nature and the outdoors, rather than on parking or congestion mitigation at trailheads, has helped the service more successfully meet the needs of local communities. KC Metro sees opportunities for more engagement with tribes in the region to help encourage responsible and respectful recreation. Proactive outreach with the outdoor community, including search and rescue groups, to educate people with limited outdoor experience about safety and outdoor destinations is also something KC Metro noted the agency could have started earlier in launching the service.

4.3.2 Community Van, King County, Washington

Provider: King County Metro.

Where it Operates: King County, Washington.

Eligibility: Open to the public.

Service Purpose: Improve (equity) access to major regional outdoor attractions, reduce congestion.

Service Delivery Model: On-demand.

KC Metro's Community Van is an on-demand rideshare program that allows groups to reserve vans for outings or trip-matches two or more riders traveling to similar destinations with a volunteer driver. The service is available for all kinds of trips but has been specifically marketed for access to recreation. This service is an option for travel at times of day when fixed-route service levels tend to be lower, including late nights and early mornings. Community Van trips can be booked for any time of day if an approved volunteer driver is available.

Community Van rides have the same fare structure as the KC Metro bus system. KC Metro covers the cost of gas, insurance, tolls, and the Washington State Discover Pass to access parking at state-managed parks, natural areas, and public lands.

Rides are scheduled in advance by contacting a KC Metro community transportation coordinator (there are currently 10). Wheelchair-capable vehicles are available upon request, and vans can hold up to 6 or 12 riders depending on the vehicle. The service is geared toward group rides as opposed to individuals who happen to be heading to similar locations at the same time. Trips must be booked at least 2 business days in advance if a driver is needed; a group making a reservation might include a volunteer driver and therefore will not need to reserve a driver. Volunteer drivers can complete the application and training online; it can take up to 2 weeks to complete the process.

Community Van is intended to provide service to destinations within a 2-hour drive from the van's location. It is also promoted as part of the Transit to Nature Program in partnership with King County Parks. This program provides limited funding for organizations in King County that serve the agency's equity priority populations and residents of unincorporated King County for nature outings.

Tompkins Consolidated Area Transit to Trails

TCAT to Trails is an information portal for existing transit service to natural areas in the Ithaca, New York, area. The brochure and website display maps of nearby natural areas and the bus lines that can be used to access those areas. The maps include information about the length and difficulty of trails available at each natural area. Highlighting existing service is an easy, low-cost way to connect more people to the outdoors using public transportation.

Why this matters to Metro

Increasing transit ridership access does not always require providing new service. Maintaining a list of parks that are accessible using transit—and providing instructions on how to do so—is a low-cost method for getting people into nature without a car. This information can be maintained on the Metro website and shared via social media and outreach to community partners.

Opportunities and Challenges

The Community Van is a unique ridesharing model. The program serves group trips with vehicles that KC Metro owns and maintains but with volunteer drivers that are members of the community. This reduces the cost and constraints of operating an on-demand service with professional operators. The Community Van program carries riders on trips for a variety of purposes and is primarily limited by the pool of available Community Van drivers. This operating model allows the Community Van service to reach the broader communities in areas that have lower-density land uses or that may be difficult to access by fixed-route transit services.

4.3.3 Access to Recreation Key Takeaways

- Transit services that provide access to specific recreation sites on set schedules help connect people who do not own a car or do not drive to recreation destinations that are beyond the reach of the transit network. These services work well when connected to high-density population centers with good transit access (enabling transfers from the regional transit network). Selecting stops in areas with equity priority populations directly serves people that may not otherwise have access to outdoor destinations. Operating these services on weekends or seasonally makes use of vehicles that transit agencies already own and maintain.
- Although operating costs for recreational services may be high on a per-passenger basis, they serve other goals and objectives.
- Providing vehicles that are operated by volunteer drivers or organizations, such as through KC Metro Community Van, can address specific community needs and serve a low volume of riders for trips to a broad range of recreation sites (or other common destinations). Volunteer drivers help reduce the operating cost of the program and addresses challenges with driver availability, but this also limits the availability of vans and trip times for potential riders in eligible communities.

4.4 Theme 4: Time-of-Day Mobility Needs

The transit spectrum (see Figure 1) illustrates how different modes can work in different operating circumstances to best meet local transit needs. There is demand for work and non-work trips outside of the peak hours. Late night and early morning are particularly challenging times for agencies to serve with traditional fixed-route transit because of lower and dispersed demand.

People who work night shifts or swing shifts have limited transit options, even if they live and work in urban areas. In areas with lower-density land uses, jobs can be difficult to access for people without cars. People with lower incomes or people of color are more likely to work swing and night shifts,[4] and addressing this imbalance can help Oregon Metro achieve its goals of equity, safe and reliable transportation, and economic prosperity. Workers in rural areas are also more likely to work nontraditional shifts.[5]

Transit service designed around typical workday hours can also limit opportunities to serve non-work trips. Most people have some travel needs that fall outside of typical working hours or need to travel on weekends when transit tends to operate at much lower service levels.

4.4.1 UTA On Demand, Salt Lake City, Utah

Provider: Utah Transit Authority.

Where it Operates: Four zones in and around Salt Lake City, Utah.

Eligibility: Open to the public.

[4] Ferguson, J. M., Bradshaw, P. T., Eisen, E. A., Rehkopf, D., Cullen, M. R., & Costello, S. (2023). Distribution of working hour characteristics by race, age, gender, and shift schedule among U.S. manufacturing workers. *Chronobiology international*, *40*(3), 310–323. https://doi.org/10.1080/07420528.2023.2168200

[5] Saenz, R. (2009). Rural Workers More Likely to Work Nontraditional Shifts. *Carsey Institute (Issue Brief No. 5)*. https://scholars.unh.edu/cgi/viewcontent.cgi?article=1073&context=carsey

Service Purpose: Provide access to low-density areas and/or at lower-demand times.

Service Delivery Model: On-demand.

Cost to Operate: $20 per ride.

Utah Transit Authority (UTA) On Demand is an on-demand microtransit service in the Salt Lake City area that connects low-density communities to transportation services and destinations. UTA On Demand covers 184 square miles around the Salt Lake City metropolitan area. Rides are completed in minivans; riders using mobility devices can request an accessible van through their profile in the UTA On Demand app. UTA On Demand serves 2,000 point-to-point trips per day at a cost of approximately $20 per ride, or $7.48 per revenue mile of operation. Users pay a $2.50 fare, and UTA On Demand serves on average 2.7 trips per hour throughout the day.

On Demand service is one variety of UTA's Innovative Mobility Solution, which are intended to serve geographic areas and/or times of the day that do not have enough transit demand for fixed-route service. In addition to on-demand services, these zones can include bike-share, autonomous shuttles on a fixed guideway, and partnerships with TNCs (such as Lyft or Uber). The service connects riders to destinations within the zones and to fixed-route bus or rail transit options.

UTA has four UTA On Demand zones, two of which have late-night service, with a service span from 4 a.m. to 12:15 a.m. on weekdays and 6 a.m. to 1:15 a.m. on Saturdays, which extends beyond the hours of UTA fixed-route service.

UTA evaluates the effectiveness of the program based on several key performance measures including ridership growth, on-time performance, service quality, passengers served per hour, and cost per ride. UTA also tracks other indicators in its On Demand zones including share of trips made by Uber or Lyft, the percentage of shared rides, and the community characteristics of locations served including priority equity populations.

Belleville On-Demand Nighttime Service

In 2020, Belleville, Ontario, Canada, replaced its existing nighttime bus service with on-demand service. Riders use an app to request rides on the bus from and to any bus stop within the nighttime system. Belleville uses Pantonium, an artificially intelligent routing software, to take requested rides and create the most efficient route for the bus. In the first month of the program, nighttime on-demand ridership grew by 300% compared to the previous nighttime bus service, and analysis of the service found that users had lower incomes and were more likely to not own a car than the Belleville residents as a whole.

Why this matters to Metro

The success of this program demonstrates how technological advances (in this case, artificial-intelligence routing software) can use algorithms to efficiently assign vehicles, which can reduce wait times and serve more people.

Opportunities and Challenges

Prior to launching the On Demand service, UTA interviewed peer agencies that have active on-demand microtransit programs and compiled the following key findings regarding the factors that lead to successful services.

- Smaller service areas are important for reliability and adaptability of the service and allow the agency to more easily scale service as needed.

- Partnerships with TNCs such as Uber and Lyft along with private taxis and shuttles lower operating costs for the agency and increase customer satisfaction.
- Establishing clear procedures is important for creating or modifying service hours.
- Linking on-demand microtransit to fixed-route service is effective in increasing the transit mode share.

UTA's proposed 2025 budget proposes $16.8 million for microtransit. The agency's long-range Transit Plan[6] identifies additional Innovative Mobility Zones that it hopes to put in place by 2050.

4.4.2 Time-of-Day Mobility Needs Key Takeaways

- On-demand microtransit can fill gaps in transit service at specific lower-demand times (such as late at night) when it is less cost-effective to operate fixed-route service. This can help provide customers with more travel options and shorter travel times during off-peak hours.
- Many on-demand services have the same cost per passenger as on prior fixed routes operating in lower-density area; the UTA On Demand service has more cost-effectively served lower-density zones where it replaced fixed-route service. These services generally come with moderate to high operations costs per trip but can be an attractive alternative to people who would otherwise rely on rideshare.

4.5 Case Study Takeaways

The on-demand and flex-route service examples highlighted in these case studies illustrate how these types of services could expand the range of transit options available in this region to better meet travel needs. These services can connect people and destinations to existing regional transit service and extend the reach of the transit network to areas—and at times and on days—that may not be ideal for fixed-route service. These services provide opportunities for people without a car to access employment or recreation where there are limited transit options or geographic or temporal gaps in transit service coverage.

Effective services can be operated by organizations and agencies including transit agencies, cities, nonprofits, and private providers. Partnerships with both public entities and private corporations and organizations can help provide information on potential riders, build awareness and promote the service, and provide funding to help balance the costs of service. Transit providers can also stretch funding to apply delivery models that are less expensive per passenger and that provide better service to passengers where fixed-route transit is not cost-effective. Transit agencies have also found cost savings in repurposing vehicles they currently own or using their existing fleets in periods when service levels are lower.

Providers use a wide array of metrics to track the performance of these services, but they often include ridership and cost-effectiveness (e.g., cost per trip). Success is generally not measured relative to existing fixed-route systems, though some services may be compared to previously operating fixed-route service. Other goals including service coverage or reaching equity populations can be more of a focus for these services. Prioritizing equity through outreach and local partnerships or through locating transit stops and service areas in equity priority areas tended to increase ridership on these services.

[6] UTA Moves 2050 (2023). https://www.rideuta.com/-/media/Files/Current-Projects/Long-Range/UTA_Moves_2050_Nov2024.pdf

The agencies and organizations that operate fixed-route, flexible, or on-demand services to meet community needs that fit under the four key themes faced common challenges. Driver shortages and funding constraints were the most common limitations for providers in operating these services. Demand for these services can outpace available fleet and staff resources, and agencies may need to limit service hours to balance the cost of service.

Flexible and on-demand services can be less costly than fixed-route transit if they are replacing low productivity routes. However, if demand for on-demand service is high, the wait times for these services can become longer or providers may need to use additional vehicles or staff, which increases the cost of the service. Ridership demand for on-demand services often outpaced the level or service provided. Additional funding could help providers extend the span of service and supplement staff and vehicle fleet for the highest level of service.

Community connectors are not always the right solution for gaps in access to the transit network. In some cases, nontransit shared mobility and transit-supportive programs are enough to fill access gaps. These programs can work together with transit services to improve first- and last-mile connections. Agencies can also help create policies and programs that incentivize non-single-occupancy-vehicle commuting and work with employers to expand transit options and incentives for their workers.

5. Next Steps

Findings from this study will inform potential transit solutions to help expand access for people traveling to, from, or within areas that may not be best served by traditional fixed-route transit in the Portland Metro region. In future phases of work, appropriate community connector solutions for gaps in the regional transportation network will be identified and evaluated.

Appendix A

Services and Programs that Support First- and Last-Mile Travel Needs

SERVICES AND PROGRAMS THAT SUPPORT FIRST- AND LAST-MILE TRAVEL NEEDS

Providing first- and last-mile community connector services like the case studies profiled in the report is not the only way to encourage transit ridership and fill mobility gaps. Nontransit shared mobility service and transit-supportive programs can improve access to transit or provide alternative forms of mobility when transit is not the right solution. Below are examples of shared mobility services that are not considered transit and programs that enhance and encourage transit ridership.

Nontransit Shared Mobility Services

Shared Mobility is a transportation service that allows users to share the same vehicle as a group or at different times. Examples of transit shared mobility are described in Section 2, Transit Spectrum. Examples of nontransit shared mobility services include the following:

- Micromobility
- Car-share or van-share

Both of these can be used either to access transit or as an alternative to transit.

Micromobility

Micromobility services like bike-share and scooter-share allow people to travel relatively short distances faster than walking and without a wait. Depending on where micromobility stations are located, they can either support transit trips or replace them. Co-locating micromobility stations at transit hubs to create mobility hubs can help fill first-mile and last-mile gaps in access to transit services. The quality of the active transportation network and other safety considerations like the availability of helmets will impact whether someone feels comfortable using micromobility services.

Lime Scooter Share

Lime is a scooter-share program operated by Lyft, a private company. People over the age of 18 can access scooters by registering for an account. Though it is a service accessible through a mobile app, using Lime does not require having a smart phone or credit card—riders can call a phone number to unlock scooters and can pay with cash at certain locations. Lime is working on many projects to improve the usability of scooters for people with disabilities and low-income populations. Through the Lime Assist program, people with disabilities can have an adapted vehicle delivered to the user's home for use for 24 hours for free. Adapted vehicles include scooters with seats and three-wheel scooters. Lime Access is Lime's discount-rate program. Eligibility for the program is determined by participation in income-restricted programs such as Medicaid and the Children's Health Insurance Program; this streamlines the process of determining eligibility.

Lime has partnered with the Portland-based nonprofit, suma, to overcome the digital divide for frontline communities and to identify why communities who are eligible for Lime Access are not using the service. Suma found that the communities it works with are often hesitant to share bank or location data with large corporations. To overcome this, users can access scooters through the suma app, which is more trusted by community members. The suma app consolidates opportunities for low-income community members to save money on goods and services onto one platform.

Key Takeaways

- Improving access to transit includes consideration of how people access transit.
- Micromobility can either complement or replace transit trips depending on the location of scooter and bike docks and the quality of the transit and active transportation networks.
- Sidewalk, street, intersection, and curb infrastructure can play a role in whether people feel safe using micromobility transportation options such as scooters, regardless of ability.
- Partnerships with community-based organizations can help uncover the barriers to access and identify tailored solutions for specific community groups that Metro hopes to reach.

Car-Share or Van-Share

Car-share services allow people to rent a vehicle for short periods of time. Some programs require the vehicle to be returned to the same location as the pickup, such as Zipcar, while others allow users to return their cars anywhere within a service area, such as HOURCAR. Car-share can be used as an alternative to a transit trip or to access transit, particularly if policies allow for a different drop-off location.

Zipcar

Zipcar is a car-share offering hourly service operating in the Portland region and across the country. Zipcar provides a variety of memberships, including business and student memberships.

This station-based service generally works well in environments that have existing transit and active transportation facilities and infrequently require personal vehicles since the user is responsible for payment from the time they start their trip to the time they end the trip in the same location. They do not work well in very rural areas without other transportation options.

Zipcar's goal is to reduce the need for car ownership, which in 2024 was estimated to cost $12,297 a year on average by AAA. Reducing personal vehicle ownership also increases the amount of urban space that can be used for other purposes. Zipcar has the goal of electrifying its fleet by 2030 to increase the environmental health benefits of the service.

HOURCAR

HOURCAR is a hub-based, nonprofit car-share service in Minneapolis, Saint Paul, and the metro area for trips between 30 minutes and 3 days. It provides a variety of membership options including reduced-price programs for income-verified members and for university students, faculty, and staff. HOURCAR memberships include membership in Evie Carshare, a free-floating all-electric car-share service. All HOURCAR vehicles include Minnesota State Park Passes to encourage their use in state natural areas.

Dockless car-share can facilitate first-mile and last-mile connections to transit stations because users can drive to transit stations and leave the vehicle there without paying for it during the day. These can be used in areas that transition quickly from urban to suburban or urban to rural because it allows people in lower-density areas to access fixed-route transit in more urbanized areas.

The program is funded by grants, donor giving, members, and visitors.

Key Takeaways

- Car-share services can reduce the need for personal vehicle ownership and can provide mobility options outside of transit service hours.
- The form of car-share service (station-based or free-floating) impacts how car-share is used; station-based services promote community-based or home-destination-home trips, whereas free-floating services support trips to work, school, or transit stations.
- Car-share services can support outdoor access in areas that are not reachable by public transit, especially through partnerships that provide passes to outdoor areas.
- Services provided by nonprofit organizations, such as HOURCAR, require grant funding to offer affordable transportation options.
- Car-share services are not a solution for people who cannot or do not drive, and the availability and geographic spread of accessible vehicles may be limited.

Transit-Supportive Programs

Transit-supportive programs encourage the use of existing mobility services and include the following:

- Transportation Management Associations (TMAs) and Transportation Management Organizations (TMOs).
- Mobility wallets and other voucher programs.

Transportation Management Associations and Transportation Management Organizations

TMAs and TMOs coordinate transportation options for employers and commuters within a certain geographic range. In regions with requirements regarding commute mode shares, they help employers meet these regulations. TMAs coordinate transportation options in a variety of locations including low-density areas. Some provide transit as part of their offerings, and some do not. TMAs/TMOs can coordinate transportation options for a region (see Westside Transportation Alliance example) or for a major employer (see the commuteLAX example).

Westside Transportation Alliance

The Westside Transportation Alliance (WTA) is a 501(c)(6) nonprofit TMA that partners with employers and public agencies to improve commute options for employees and employers in Washington County, Oregon. Established in 1997 as part of the City of Beaverton, WTA now operates independently, providing businesses with customized workplace services and programs encouraging employees to commute using transit, carpooling, vanpooling, biking, walking, or teleworking. By promoting sustainable transportation options, WTA supports stronger businesses and healthier communities, aligning with its vision to create an engaged alliance of partners and increase the use of transportation alternatives.

WTA's tiered membership structure makes its services accessible to organizations of all sizes. It offers employee commute surveys, toolkits, and incentive programs tailored to employer needs. Its ability to secure funding from grants, including the Metro Core Partner Grant and smaller project-based grants, provides financial stability and facilitates innovative programming. Programs such as e-bike loans and team-based active transportation challenges promote camaraderie among

employees. WTA's expertise in conducting Employee Commute Options surveys helps employers identify transit needs, adding value to membership. WTA partnerships with public agencies and delivery of cost-effective, impactful services strengthen its reputation as a trusted resource for transportation solutions.

The WTA faces challenges in raising awareness and engagement among businesses. Many employers are unaware of the available programs or find it difficult to assign internal responsibility for implementing them. Additionally, transportation limitations in Washington County, such as infrequent transit service and long transfer times, pose barriers to the wider adoption of nondriving commutes. Marketing and promoting lesser-known transit services and employer-sponsored shuttles also present difficulties. Nevertheless, WTA continues to advocate for accessible and sustainable transportation options, while addressing the unique needs of the community.

CommuteLAX at Los Angeles World Airports (LAWA)

CommuteLAX is a TMO that was launched in 2021 to address the need for tens of thousands of employees to access the LAX airport. In 2024, there were 40,000 TMO-represented employees and LAWA employees.

The commuter shuttle program Iride, detailed in Section 4.2.1 in the report, is only one of a suite of transportation offerings from commuteLAX. Other programs include vanpool, carpool, subsidized transit passes, and up to two guaranteed rides home per year in cases of emergencies.

LAWA reports that a trip of up to 10 miles is generally appropriate for on-demand service, and more than 10 miles is better suited for vanpools and carpools. Carpooling and vanpooling can be more effective for concessions employees at LAX, who have more stable work hours compared to airline staff such as flight attendants, baggage handlers, and pilots. A challenge to coordinating carpools and vanpools for concessions staff is the inability to communicate across the 167 employers at LAX. To overcome this issue, LAWA is rolling out a new carpool matching service that it will make available to all employees on its app for LAX employees.

Key Takeaways

- Organizations that provide a consolidated source of information on transportation options for employers and employees can more easily maintain accuracy of their inventory of available transportation and direct people to appropriate services.
- TMAs and TMOs are essential for helping employers meet regional and statewide requirements regarding commute shares.
- Some TMOs and TMAs operate service directly, and others only connect employers and employees to existing transportation options.
- For organizations that provide service, providing specialized trips for limited-eligibility riders (such as the LAWA Iride service) is expensive, and this expense limits the scope of available services.
- Providing service directly can effectively compete with single-occupancy-vehicle trips but may also compete with transit. Providing specialized service when or where transit is not operating is most likely to lead to favorable commute share outcomes.

Mobility Wallets and Vouchers

Vouchers are tickets provided by a public agency that are used to access transportation options that would otherwise be prohibitively expensive for lower-income households, options such as taxis or

TNCs such as Uber and Lyft. By partnering with TNCs, transit agencies can subsidize on-demand service at an affordable level without having to provide the service themselves. Pinella Suncoast Transit Authority's Late Shift program is profiled below as an example of a voucher service targeted to off-peak employee access, and its Direct Connect program is included as an example of a voucher program that supports transit ridership.

Mobility wallets provide users with vouchers or passes for a variety of transportation services. Mobility wallets are one type of universal basic mobility strategies, which seek to provide a certain level of mobility to all people, regardless of their income or location. The City of Portland's Transportation Wallet Access for All program is provided as an equity-focused mobility wallet program example.

Transportation-Disadvantaged Late Shift

The Pinellas Suncoast Transit Authority (PSTA) Late Shift program provides vouchers to transportation-disadvantaged (TD) communities—those with an income that is less than 200% of the federal poverty line and that do not having reliable access to a vehicle—and people who work night shifts. Users pay $9 per month to access 25 Uber or taxi rides that can be used only to access work shifts that begin or end between the hours of 10 p.m. and 6 a.m. Late Shift program participants must already be part of the Transportation Disadvantaged Program, which costs $11 per month for a discounted bus pass.

Because the program is limited to those without reliable vehicle access who work outside of PSTA's service hours, the program allows TNC trips to fill a gap in transit service hours and supports stable employment that would not otherwise be accessible. This program is part of a larger suite of offerings for TD communities, including reduced-fare bus trips and door-to-door service. 90% of the programs funding comes through state TD funds, which are gathered via a $1.50 charge on every vehicle registration or renewal plus additional voluntary donations.

A challenge of providing specialized services with limited eligibility is that verifying that riders are eligible and that their trips are used for the approved purposes during the correct times can be time-consuming and requires origin and destination data to be shared by TNCs. Another consideration when implementing the program is that non-shared rides in TNCs and taxis do not remove single-occupancy vehicles from the region's roads, which precludes some of the congestion and environmental benefits associated with transit and other shared-ride services. Balancing equitable job access and environmental concerns should be carefully considered when pursuing similar services.

In addition to the Late Shift voucher program, PSTA also offers a voucher program intended to facilitate first- and last-mile connections to transit. Riders who begin or end their TNC or taxi trip at one of the 26 Direct Connect locations found at transit stops throughout the county receive a $5 discount on their ride. Riders booking an ADA-accessible ride through wheelchair transport receive a $25 discount on their ride.

The City of Portland's Transportation Wallet Access for All Program

The City of Portland's Transportation Wallet Access for All program provides free transportation options to people and households living on low incomes. These options include transit, e-bike and e-scooter-share, rideshare, and taxis. Eligibility for the program is determined based on income (verified through membership in an income-restricted program such as Medicaid or Supplemental Nutrition Assistance Program) and membership in one of 18 community-based organizations that have partnered with the Portland Bureau of Transportation (PBOT) for the program. Individuals can choose between two transportation wallet options—one that provides a 1-year transit pass and

another that includes a mix of transit benefits, Biketown benefits, and a prepaid Visa card for use on rideshares, taxis, and TriMet—based on their travel needs. The program is funded by a surcharge on parking and a grant through the Portland Clean Energy Fund. A 2023 survey distributed by PBOT found that 54% of respondents do not own or have access to a private vehicle, 39% of respondents reported having a disability, and 52% of respondents tried using new transportation modes they had never used before.

The Transportation Wallet Access for All program joins two other transportation wallet programs provided by PBOT. The Transportation Wallet in Parking Districts program is for residents who live in the Central Eastside and Northwest Parking Districts and is intended to manage demand for parking in those areas. The Transportation Wallet New Movers program is limited to residents moving into new multifamily apartment buildings in certain zones.

Key Takeaways

- Voucher programs can support mobility needs in times or areas where transit is not feasible, such as late at night or in very low-density areas, and when demand for service is very low.
- Vouchers can also support transit use by facilitating first- and last-mile connections to transit stations.
- The flexibility of transportation wallets allows jurisdictions to offer voucher packages that make sense for the transportation offerings available.

Appendix B

Documented Gaps in Transit

Regional and Local Plans

The team reviewed existing plans published by Oregon Metro (Metro), counties, cities, and subarea plans led by cities or the Oregon Department of Transportation (ODOT). Transportation system plans or specialized plans for the following cities mention or address key terms such as shuttle, circulator, vanpool, first/last mile, and access gaps:

- Beaverton (2015)
- Damascus (2013)
- Gresham (2013)
- Happy Valley (2021)
- Oregon City (2013)
- Portland (2020)
- Troutdale (2013)
- Tualatin (2013)
- Wilsonville (2013)
- Clackamas County (2013)
- Clark County (2021)
- Multnomah County (2016)
- Washington County (2024)

Local jurisdictions also have other plans that include policies, recommendations or references to similar types of first- and last-mile services. Regional and statewide plans also address potential first- and last-mile flexible and on-demand services have been identified as part of numerous Metro- and ODOT-led planning efforts. Recent efforts include:

- ODOT Historic Columbia River Highway Congestion and Transportation Safety Improvement Plan (2019) and Transit Vision Around the Mountain (2021)
- Clackamas County Clackamas to Columbia Corridor Plan (2020), Transit Development Plan (2021), Sunrise Community Visioning Project (underway) and RideClackamas.org website
- Washington County Countywide Transit Study (2023) and Transit Development Plan (2022)
- TriMet Forward Together (2023) and Forward Together 2.0 (anticipated in 2025), Reimagining Public Safety and Security Plan (2021), Coordinated Transportation Plan for Elderly and People with Disabilities (2020, update underway), Pedestrian Plan (2020), Equity Lens/Index (2020), Red Line MAX Extension Transit-Oriented Development & Station Area Planning (2022)
- City of Hillsboro Sunset Highway Corridor Study (2023)
- City of Portland PBOT Mobility Hub Typology Study (2020), Transit and Equitable Development Assessment (2022) and 2040 Portland Freight Plan (2023)

- SMART Transit Master Plan Update (2023)
- City of Troutdale Destination Strategy (2024)
- SW WA RTC Regional Transportation Plan (2024)
- C-TRAN 2045 (anticipated in 2025)

Metro has many plans that reference opportunities for these services.

Guiding Study and Informing Development

- 2040 Growth Concept
- Mobility Corridors Atlas (2014)
- Strategic Plan to Advance Racial Equity, Diversity and Inclusion and Equity Framework (2016)
- Regional Transit Strategy (2018)
- Southwest Corridor Equitable Development Strategy (2017) and Locally Preferred Alternative (2018)
- Regional Travel Options Strategy (2018)
- Division Transit Locally Preferred Alternative (2019)
- Regional TDM Inventory Needs and Opportunities Assessment (2019)
- Designing Livable Streets and Trails Guide (2020)
- Transportation System Management and Operations Strategy Update (2021)
- Emerging Technology Strategy (2018) and Emerging Transportation Trends Study (2022)
- Transit-Oriented Development Strategic Plan (2022)
- Metro Commute Program Current State Report and Action Plan (2022)
- Regional Transportation Plan and High Capacity Transit Strategy (2023 Update)
- Westside Multimodal Improvements Study (2024)

Coordinated with the Study

- Regional Transportation Demand Management Strategy and Regional Travel Options Strategy Update (2025)
- Tualatin Valley Highway Corridor Study (2026)
- 82nd Avenue Corridor Study (2026)
- Local work, specifically:
  - → TriMet's Forward Together 2.0
  - → Washington County's Transit Development Plan

To Be Potentially Informed by the Study (2026+)

- Regional Transit Strategy Updates
- Regional Transportation Plan updates
- Regional Transportation Functional Plan updates
- Urban Growth Management Functional Plan updates
- Future partner work

Local Feedback on Gaps in Transit Network

Drawing on local outreach efforts from previous plans provided an understanding of key themes for transit services and gaps in existing service. Feedback from transit providers, local agencies, and other groups through the project's Transit Working Group also informed this study. Appendix A summarizes feedback Metro has documented between 2016 and 2024. Using feedback from local stakeholders and past community outreach comments, four key themes were identified as primary gaps that could be addressed by this study. These themes (see Section 4) then informed the case studies and best practices reviewed in the following section.

It is important to note that these themes and gaps pertain to the markets and geographies that are or could be served by community connector services. TriMet, SMART, and local jurisdictions have separate planning efforts that address the future of transit in the region, such as TriMet's Forward Together plan which examines the future fixed-route transit network. Therefore, the gaps and themes described in this report are narrowly focused on community connector transit and not on planning for the fixed-route network itself.

Appendix C

Case Studies

Appendix C: Case Studies

Case Study Themes

- Mobility in low-density areas
- Employee access
- Transportation during off-peak times
- Access to parks and outdoor areas

The Current

Who runs it? C-TRAN

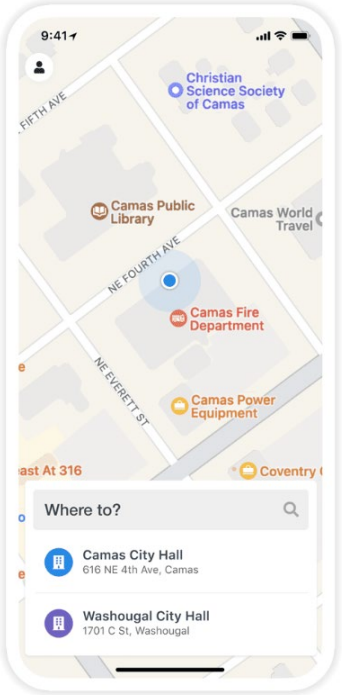
Who rides it? Anyone within five zones

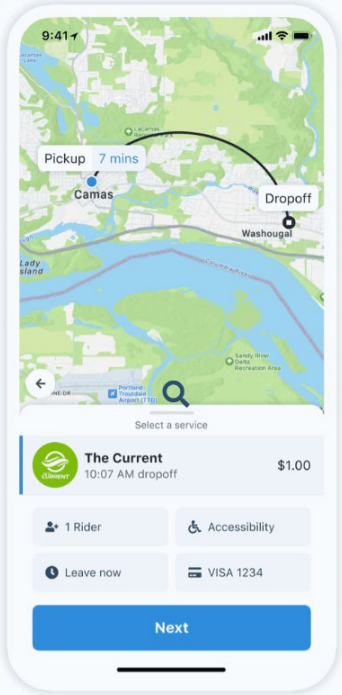
Who pays for it? Sales tax + $1.25 fare

How is it equitable? The service expands access to key employment destinations

The Current

What's working well	Things Metro Region should consider
Fully accessible vans allow interoperability with paratransit service	On-demand service can bolster mobility for people with disabilities as well as the general public
Using the Spare software but otherwise providing the service in house saves operating expenses	Ability to successfully operate in house demands on scale of the service provided: fewer, smaller zones are easier to manage in house





The Current

Challenges of providing this service	Things Metro Region should consider
Cannot meet demand for expansion of the service due to operating expenses	Create clear system for deciding when/where a zone is created so that resources are used most efficiently
Can be challenging to complete microtransit rides because drivers prioritize completing paratransit trips	Overlap between paratransit and general on-demand service can lead to operational efficiencies but can also degrade on-demand service due to prioritization of paratransit trips

The Current

Key Performance Indicators

Cost to user	Operating expense per revenue hour	Operating cost per ride	Boardings per hour	Average wait time	Percent of rides that are shared
$1.25 ($0.60 reduced fare)			3.3–3.5	14 minutes	70%

CapMetro Pickup

Who runs it? Public agency, operated by Via

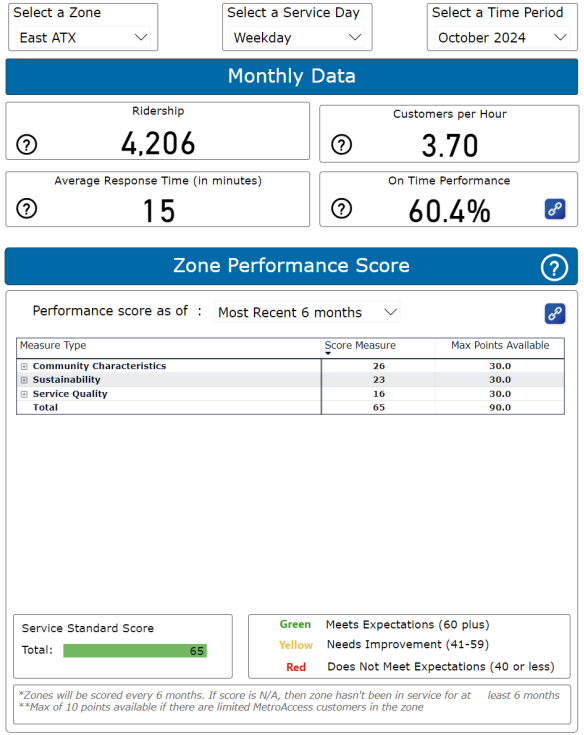
Who rides it? Anyone within its 11 service zones

Who pays for it? Property taxes & $1.25 fare per ride

How is it equitable? Serves areas not well-served by fixed-route transit. All vehicles are wheelchair accessible

CapMetro Pickup

What's working well	Things Metro Region should consider
Cap Metro uses a zone scoring matrix that includes community characteristics (population 65 or older, zero car households, MHI, households in poverty, minority population, essential services within zone), service quality (passenger wait time, square mileage, ridership), and sustainability (cost effectiveness, MetroAccess customers, mobility impaired passenger, shared rides).	Choosing zone locations based on community characteristics can help ensure that benefits of this service are equitably distributed. Once established, service quality and sustainability metrics can be used to evaluate the success of the program in each zone.
Pickup and MetroAccess, Cap Metro's ADA paratransit service, share facilities and backend operations, which increases operational efficiencies and saves money.	Explore opportunities to share operations with current transit service in the region.



CapMetro Pickup

Challenges of providing this service	Things Metro Region should consider
Fare is the same as a bus ticket but has lower productivity than the bus	The service is funded mostly through sales tax, which is not an available funding source in the Metro region
Spikes in demand during peak hours makes staffing challenging, and split shifts are generally unappealing to potential drivers	Serving a variety of trip types can help distribute demand across the day

CapMetro Pickup

Key Performance Indicators

Cost to user	Operating expense per revenue hour	Operating cost per ride	Boardings per hour	Average wait time*	Monthly riders*
$1.25 (or $0.60 for reduced fare)		$29.41 per rider	3.4	15.7 minutes	39,155

*December 2024

UTA On Demand

Who runs it? Public Agency

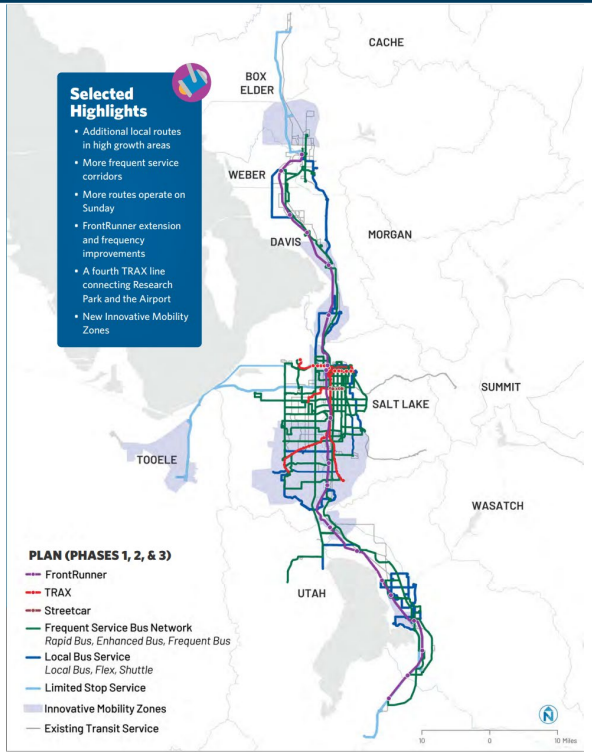
Who rides it? Anyone within four zones

Who pays for it? UTA general fund, $2.50 per ride

How is it equitable? Extends UTAs service hours

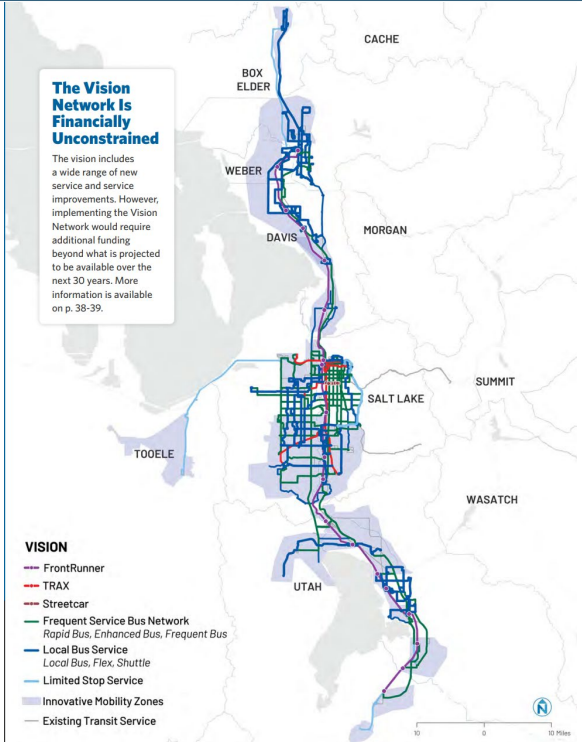
UTA On Demand

What's working well	Things Metro Region should consider
Long-term plans for on-demand service and other Innovative Mobility Services are established in 2050 Transit Plan, which holistically considers the full range of public transportation options in the region and captures the full cost of implementing this range	Consider concurrent planning of future high-capacity transit and community connector services
Tracks program success using well-developed KPIs based on peer research	Appropriate KPIs for on-demand service vary based on service goals and zone land use



UTA On Demand

Challenges of providing this service	Things Metro Region should consider
The 2050 Vision Network that includes fully expanded on-demand zones is not possible with existing funding levels	Not all areas that would be well-served by on-demand service are likely to be feasible, which underscores the need for a robust evaluation system for potential zones
Based on current development patterns in the Salt Lake City metropolitan region, a much lower percentage of people will live within a half-mile walk of transit by 2050, which increases the need for on-demand service	Efficient land use planning is crucial for reigning in the need for on-demand service, which is more expensive to operate than fixed-route service



UTA On Demand

Key Performance Indicators

Cost to user	Operating expense per revenue hour	Operating cost per ride	Boardings per hour
$2.50		$20.00 per ride	

Iride Inglewood

Who runs it? City of Inglewood and Los Angeles World Airports (LAWA)

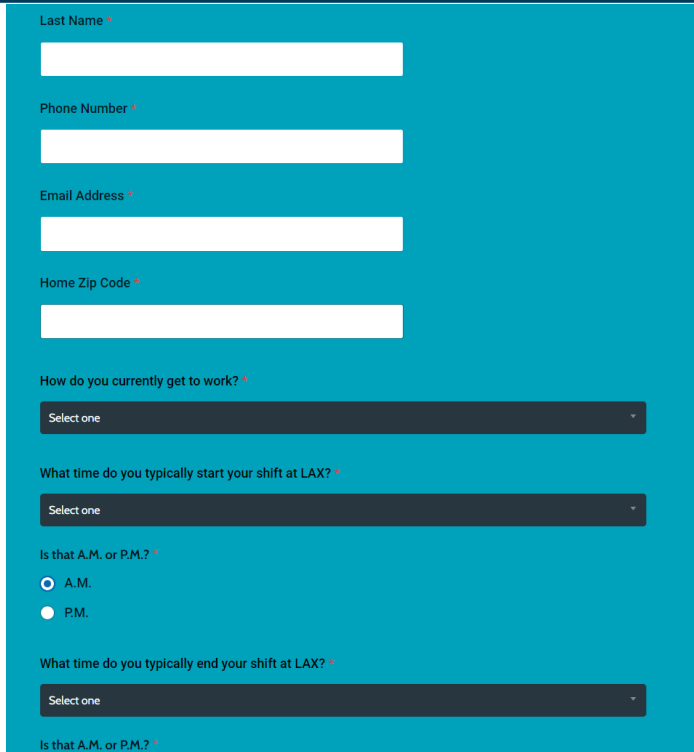
Who rides it? LAX employees who live in Inglewood or Lennox

Who pays for it? LAWA, which is funded through airline fees and landing fees

How is it equitable? Increases access to stable, low-barrier employment at LAX

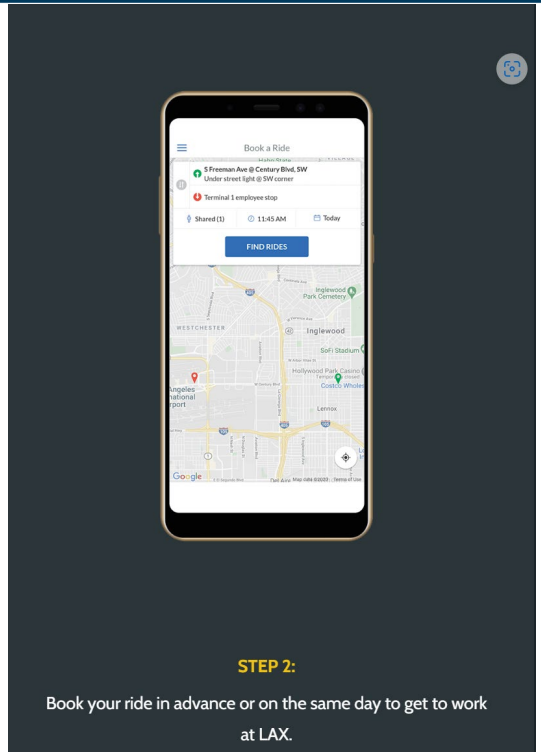
Iride Inglewood

What's working well	Things Metro Region should consider
Eliminates cost-based barriers to accessing employment opportunities at LAX without driving alone	Services focused on low-barrier employment sites can have major equity payoffs
Individualized service fills a gap that can't be filled by vanpools/carpools because of shift times and variability of schedules	Shift schedule and type of work can heavily impact what kind of service is most appropriate for serving job sites
Easy verification of eligibility – riders simply show their employee badge to the driver when boarding	Simple eligibility verification saves staff time and money
Robust data collection from employer surveys yields important information on employee home addresses and peak shift times	Using data to determine service hours and service zones can help efficiently allocate limited resources



Iride Inglewood

Challenges of providing this service	Things Metro Region should consider
Due to funding constraints, service is only provided between 4 a.m. and 8 a.m. and from 12:45 p.m. to 4:45 p.m.	Use data on shifts and existing transit service to ensure that employees have transportation available for trips to and from work
Finding drivers who will drive split shifts that start early in the morning is challenging	Balance shift schedules with feasibility of staffing driving shifts
Spreading information at a job site that is open 24/7, especially to service workers, can be challenging	Use existing communication channels (the Altitude app, in this case) to share information. Use in-person methods to reach those not on the app.



Iride Inglewood

Key Performance Indicators

Cost to user	Operating cost per ride	Boardings per revenue hour	On-time performance	Average commute time	Customer satisfaction
Free	$21.63 per ride	12.3	91.5%	22.5 minutes	4.9 stars

Ride Connection Community Connector

Who runs it? Nonprofit

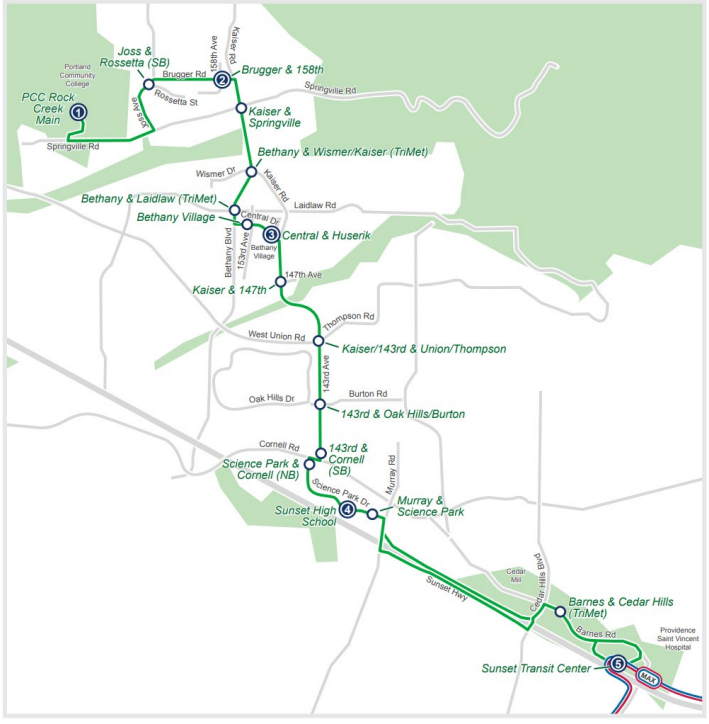
Who rides it? Mostly residents in areas underserved by fixed-route transit service

Who pays for it? Funded through public grants and donations, free to riders

How is it equitable? Removes cost barriers for transportation

Ride Connection Community Connector

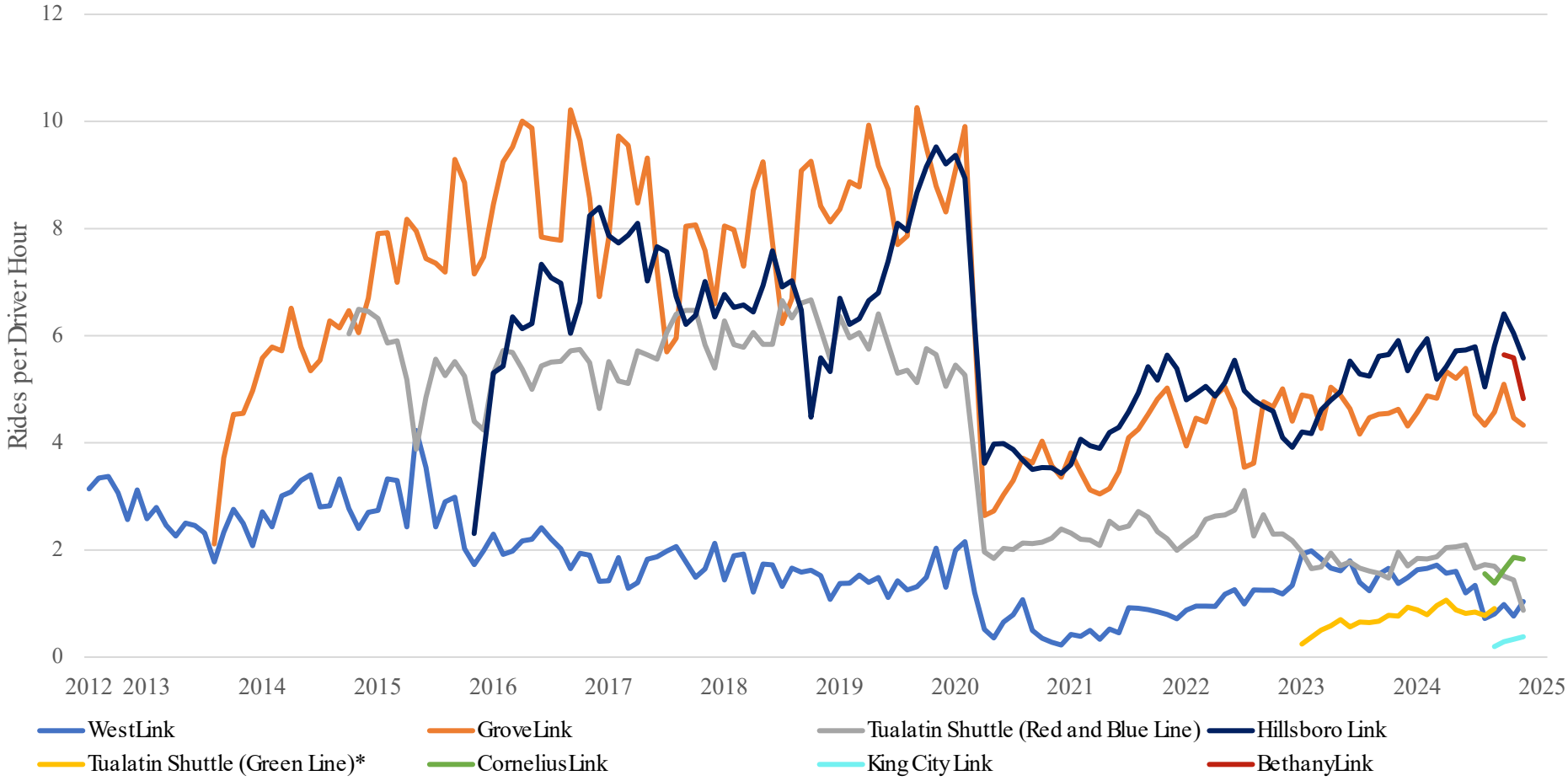
What's working well	Things Metro Region should consider
Deviated fixed-route service strikes a balance between reliability and flexibility	When setting up routes consider existing destinations and travel patterns
Functions both as a first-mile/last-mile connection to TriMet service and as a standalone mode of reaching community destinations, including employment sites, grocery stores, and schools	Providing a mix of destination types helps avoids major peaks in service demand around commuter hours only
The organization's flexible offerings is based on community engagement built from long-term relationships with various communities	Partner with existing organizations when evaluating need for new service in the region



Ride Connection Community Connector

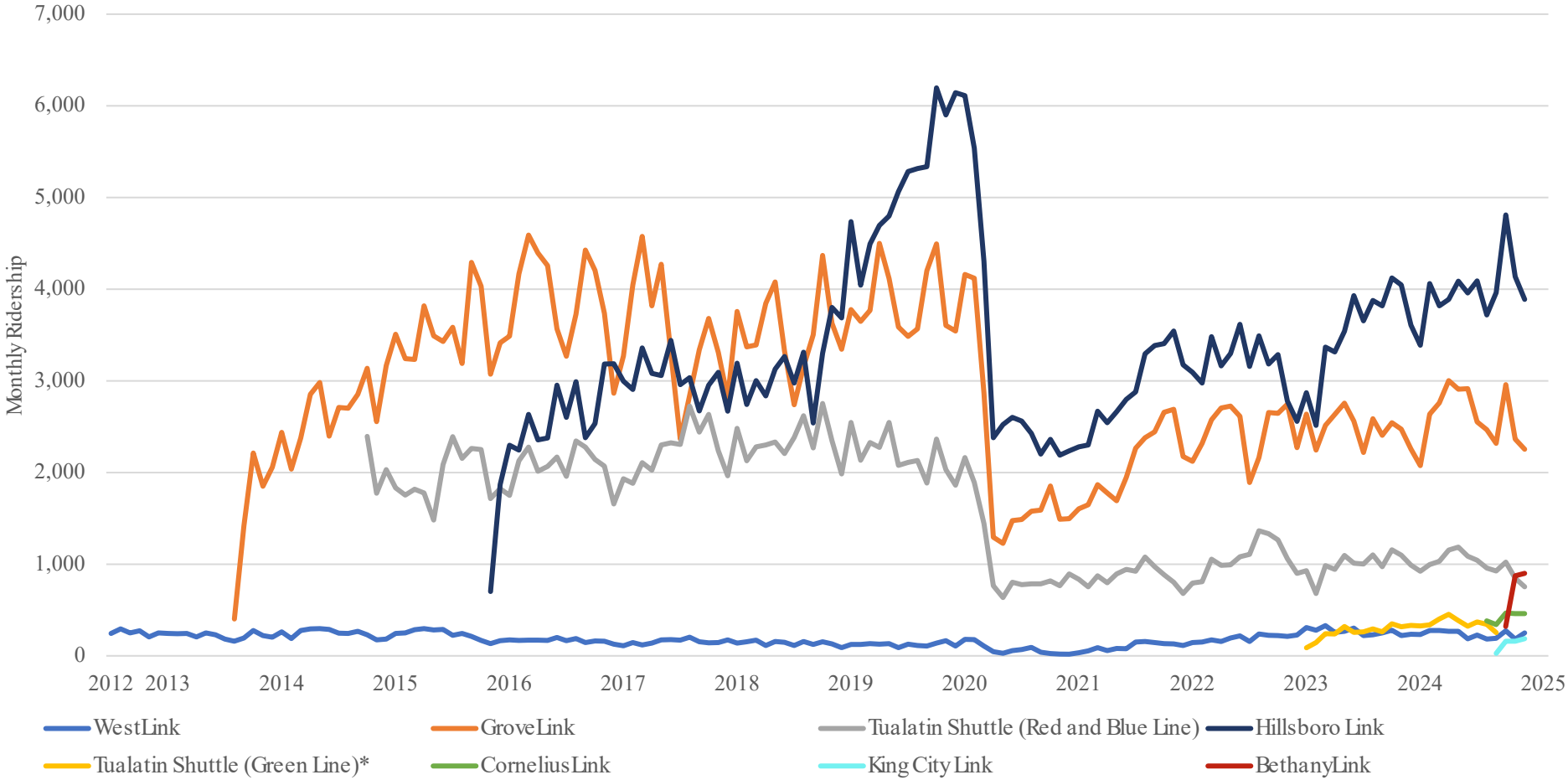
Challenges of providing this service	Things Metro Region should consider
Demand for service outstrips available funding	Ride Connection (RC) is an essential service provider in the region, and support for RC and other non-profits is important for maintaining quality of services in the region
As a nonprofit, Ride Connection must cobble together funding from public and private sources, some of which has very specific regulations around spending (e.g., 5311 funding must be used only in rural areas)	Navigating multiple funding sources makes providing transportation services more challenging

Figure 1: Ride Connection Community Connector Productivity, 2012–2024



*The Tualatin Shuttle Green Line was discontinued in mid-2024 when TriMet's Line 76 bus began operating hourly service seven days a week in Tualatin. Data provided by Ride Connection through 12/2024.

Figure 2: Ride Connection Community Connector Ridership, 2012–2024



*The Tualatin Shuttle Green Line was discontinued in mid-2024 when TriMet's Line 76 bus began operating hourly service seven days a week in Tualatin. Data provided by Ride Connection through 12/2024.

CalVans

Who runs it? Public agency

Who rides it? Mostly agricultural workers (635 of 736 vans)

Who pays for it? Self-funded after initial cost of acquiring van fleet

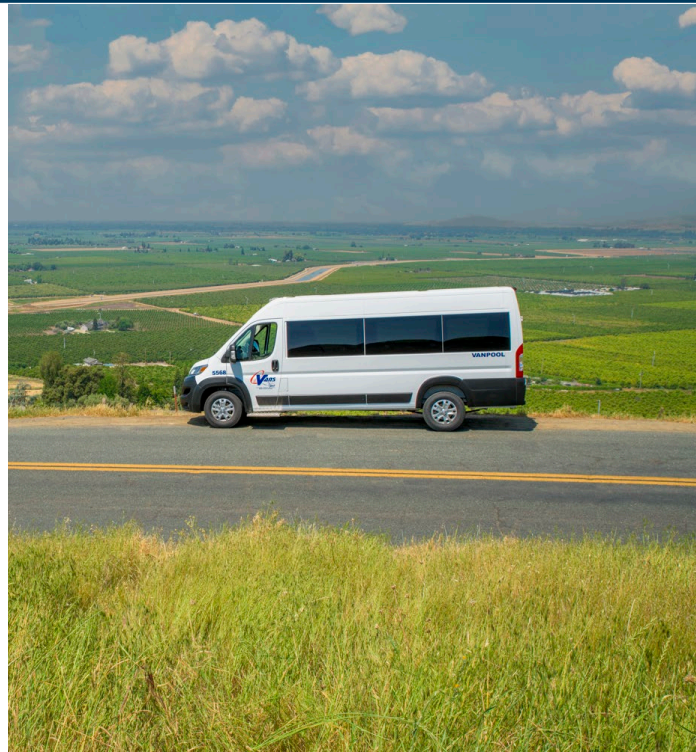
How is it equitable? Provides transportation for underserved population, partners with affordable housing providers

CalVans

What's working well at CalVans	Things Metro Region should consider
Flexible routes and departure times	Agricultural workers often work on multiple hard-to-access sites throughout the season. Having autonomy over where the vanpool goes helps meet the needs of their job.
Self-funding after initial investment	Low out of pocket costs can help encourage more participants
Can be set up through employer to meet requirements for decreasing employee SOV use	Explore opportunities for programs like this to be funded by Metro's RTO program

CalVans

Challenges of providing this service	Things Metro Region should consider
Legal challenges in providing agricultural worker transportation	Get an understanding of what can and cannot be provided in the state of Oregon
Difficulty estimating cost per ride or cost to rider	Up front coordination is needed to ensure the program is set up for success and riders cover the cost of operation and maintenance of the vehicle



CalVans

Key Performance Indicators

Cost to user	Operating expense per vehicle revenue hour*	Operating cost per ride*	Boardings per revenue hour*	Operating expense per passenger mile traveled*	Farebox recovery rate
Low, varies based on number of passengers and commute length	$41.16	$3.71	11.1	$0.13	96.8%

*NTD data from 2023

Pace Feeder Vanpool

Pace, the suburban transit agency in the Chicago area, helps fill first- and last-mile gaps in Chicago's fixed-route transit service by providing vanpools that can be either used before a transit trip or after. Vanpools used for first-mile connections can support commutes to many employment destinations. Vanpools that are used for last-mile connections can be used to support reverse commutes from the city to the suburbs, which is an important equity consideration as employment opportunities shift outside of urban areas. Using vanpools for these last-mile connections requires parking at transit stations so vans can stay there over the weekend. The cost of acquiring vans is funded through public funds appropriated for suburban job access.

Trailhead Direct

Who runs it? Public agency

Who rides it? General public

Who pays for it? KCM, riders ($2.75 fare), private sponsors

How is it equitable? Increases outdoor access for populations without cars, partners with community-based organizations, provides discounted rates

Trailhead Direct

What's working well	Things Metro Region should consider
Provides better outdoor access to populations without cars	• Departure points that are well-served by transit increase equitable access to the service • Partner with parks organizations to get on the same page about mission of service (providing access vs relieving parking congestion)
Service uses buses that are otherwise not in service on weekends	Explore opportunities to decrease capital costs through use of existing vehicles
Strong partnerships across agencies and with private firms pays for marketing that increases awareness for the service	Consider sponsorship opportunities with outdoor-related companies in the Portland region Consider potential limitations on how private money can be spent
Partnerships with community-based organizations support outdoor access for equity priority groups	Partner with organizations like Wild Diversity, Adventure Without Limits, and Latino Outdoors to increase the equity benefits of the program

Trailhead Direct

Challenges of providing this service	Things Metro Region should consider
Challenging to find drivers to work shifts on weekends and holidays (operator shortage persists)	Shifts must be incorporated into existing transit operator schedules rather than staffed separately
Fixed-route transit only serves urban areas that have population densities high enough to support it	More flexible services, like KCM's Community Van (next slide) can expand coverage to areas that are less dense
Resistance from park stewards, fire & rescue workers / locals who may be concerned about overuse or missuse of trails or wild lands	Trailhead Direct provides safety information and hiking tips to riders. Metro should consider partnering with local fire and rescue workers to understand concerns.

Trailhead Direct

Key Performance Indicators

Cost to user	Operating expense per revenue hour	Operating days in 2024	Total annual operating cost	Percentage of riders who don't have access to a personal vehicle*
$2.75	$179	37	$404,000	70%

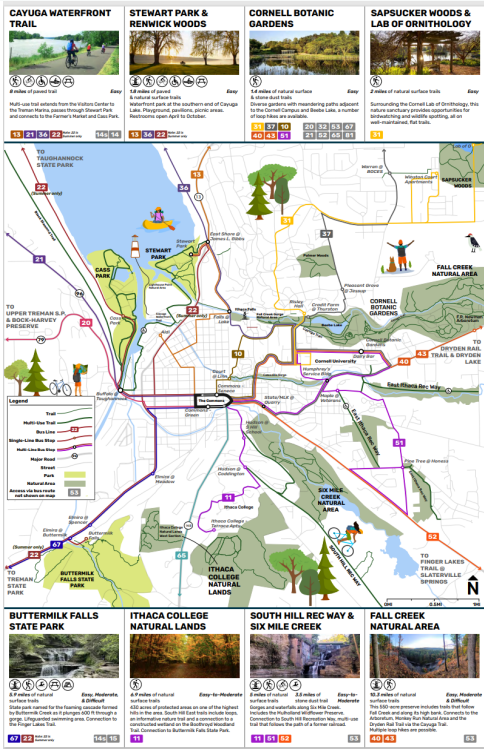
*Average based on ridership surveys

King County Metro Community Van

Trailhead Direct departs from downtown Seattle, which provides connections to fixed-route transit but does not serve all King County residents. To further encourage access to outdoor areas, KCM has been advertising the use of the Community Van for outdoor recreation and will cover the cost of Discover Passes. The Community Van is a volunteer-driven microtransit service that can be booked for any destination that is within a two-hour drive of the departure point. The Transit to Trails partnership has limited funding for King County residents who are people of color, immigrants, refugees, non-English speakers, disabled, LGBTQIA+, youth, and/or elderly to use the Community Van for outdoor recreation.

TCAT to Trails

TCAT to Trails is an information portal for existing transit service to natural areas in the Ithaca, New York, area. The brochure and website display maps of nearby natural areas and the bus lines that can be used to access those areas. The maps include information about the length and difficulty of trails available at each natural area. Highlighting existing service is an easy, low-cost way to connect more people to the outdoors using public transportation. Maintaining a list of parks that are accessible using transit – and providing instructions on how to do so – is a low-cost method for getting people into nature without a car. This information can be maintained on the Metro website and shared via social media and outreach to community partners.



Westside Transportation Alliance (WTA)

What is it? Transportation management association (nonprofit)

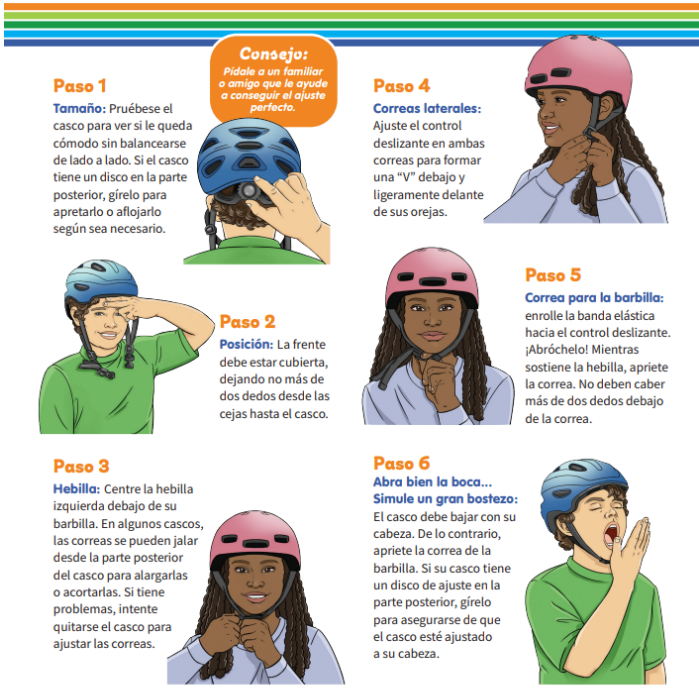
What does it do? Partners with businesses and commuters in Washington County to increase use of non-SOV transportation options

How is it funded? Memberships, grants from Metro and the Federal Transit Administration (FTA)

How is it equitable? Targeting equity populations through community engagement and Equity Work Force

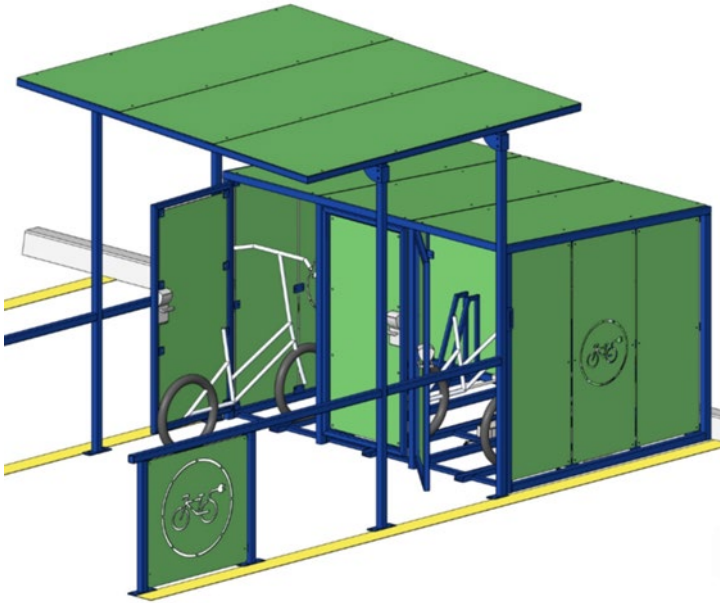
Westside Transportation Alliance

What's working well	Things Metro Region should consider
Membership from major companies and agencies, including Washington County, Nike, Intel, and Columbia, supports WTA's work	Evaluate differences between the three counties in the Metro region when evaluating appropriate transportation options
Operates within the policy framework of the DEQ ruling for businesses to decrease their SOV commute share	Consider what other regional regulations could be used to support transportation options
Three-year funding through Metro's RTO program allows WTA to focus on their work rather than constantly fundraising	Indicator of success of Metro's RTO program



Westside Transportation Alliance

Challenges of providing the service	Things Metro Region should consider
Promoting non-SOV commutes can be challenging in areas of Washington County that have limited transit options, especially for trips that do not go into Downtown Portland	In Washington County, pay attention to how the transportation system built to feed into Downtown Portland makes suburb-to-suburb commutes challenging
The ECO survey does not count contractors as employees, and employee-only communication channels leave contractors out of information-sharing about commute options	As major corporations increasingly use contractor labor, work together with the Oregon DEQ to re-evaluate best practices for gathering data on contractor commutes



PSTA Late Shift

Who runs it? Pinellas Suncoast Transit Authority

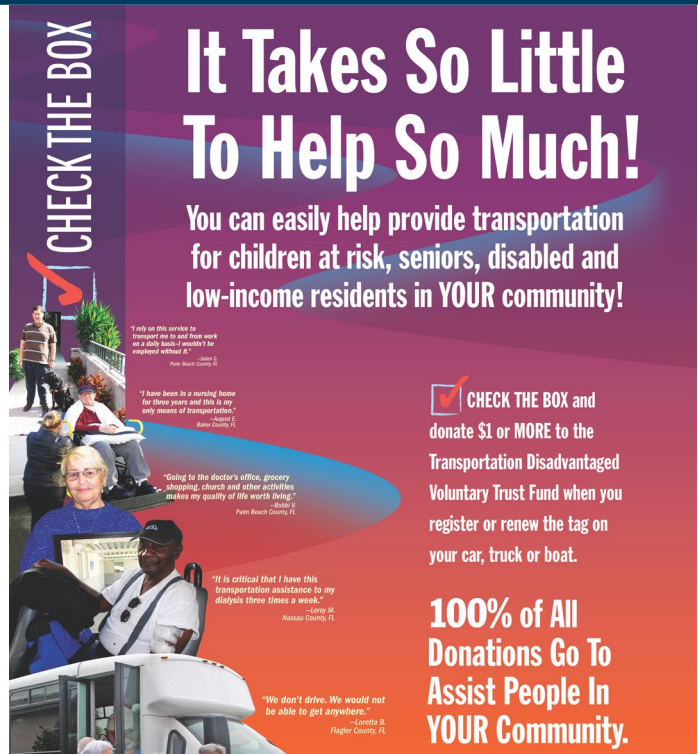
Who rides it? Transportation Disadvantaged (TD) communities who work night shifts

Who pays for it? 90% state funding, 10% local match, $9 per month for users

How is it equitable? Provides 25 Uber or taxi rides to work per month to residents who make less than 200% of federal poverty line, do not have reliable access to a vehicle, and work night shifts

PSTA Late Shift

What's working well	Things Metro Region should consider
Providing transportation outside of the operating hours of PTSA's fixed-route service to residents without reliable access to a vehicle creates employment opportunities that might not otherwise be feasible	Consider the times in which rides are eligible to ensure that potential transit trips are not replaced by SOV trips
Program works together with a suite of other options for Transportation Disadvantaged communities to provide mobility options for underserved communities	Funding for the program comes from the statewide Transportation Disadvantaged Program, which includes $1.50 from every vehicle registration or renewal plus additional voluntary donations



PSTA Late Shift

Challenges of providing this service	Things Metro Region should consider
Uber was hesitant to provide origin and destination data, making it difficult to verify that trips were used for work purposes	Establish data-sharing expectations in initial contract negotiations
The agency is responsible for enforcing rules (e.g., only using the trips for work that begins or ends during the hours of 10 p.m. and 6 a.m.)	Consider staff capacity for rule enforcement before program initiation
Program participants must first apply to be part of the TD program and then apply to be part of the Late Shift program, both by mail, which increases the time required by both applicants and staff	Look into partnering with existing programs, like TriMet's Honored Citizen Program, for operational efficiencies

PSTA Late Shift

Key Performance Indicators

Cost to user	Operating expense per revenue mile*	Operating expense per ride**	Unlinked passenger trips per vehicle mile*	Operating expense per passenger mile traveled*
$9/month, must also be enrolled in TD program ($11/month)	$118.62	$25.27	0.1	$9.56

*NTD data from 2023 for all PSTA demand response, including paratransit.
*Includes PSTA Late Shift, Direct Connect, and Mobility on Demand. Excludes paratransit.

Portland Transportation Wallet Access for All

The City of Portland's Transportation Wallet Access for All program provides free transportation options to people and households living on low incomes. These options include transit, e-bike and e-scooter share, ride-share, and taxis. Eligibility for the program is determined based on income verification and membership in one of 18 community-based organizations that have partnered with PBOT for the program. Transportation options include transit benefits, bikeshare benefits, and a Visa card for ride-shares and taxis. The program is funded through a $0.20 Climate and Equitable Mobility Transaction Fee on parking.

Lựa chọn 1 — Quá cảnh trong một Năm – Cá nhân

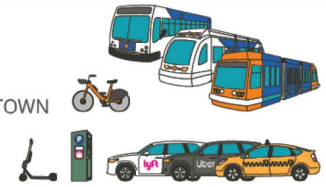
Tùy chọn này bao gồm:

- Quá cảnh: "Thẻ TriMet Honored Citizen 1 năm" cho không giới hạn lần đi

Lựa chọn 2 — Tất cả các chế độ Cá nhân

Tùy chọn này bao gồm:

- Quá cảnh: $200 trên thẻ Hop của bạn
- BIKETOWN: BIKETOWN for All hoặc Adaptive BIKETOWN
- Thẻ Visa trả trước: $75 cho các dịch vụ vận chuyển



Lựa chọn 3 — Mọi chế độ Hộ gia đình *(Nhiều người sống cùng địa chỉ)*

Tùy chọn này bao gồm:

- Quá cảnh: $225-$300 trên thẻ Hop của bạn
- BIKETOWN: BIKETOWN for All hoặc Adaptive BIKETOWN
- Thẻ Visa trả trước: $100–$175 cho các dịch vụ vận chuyển

Zipcar

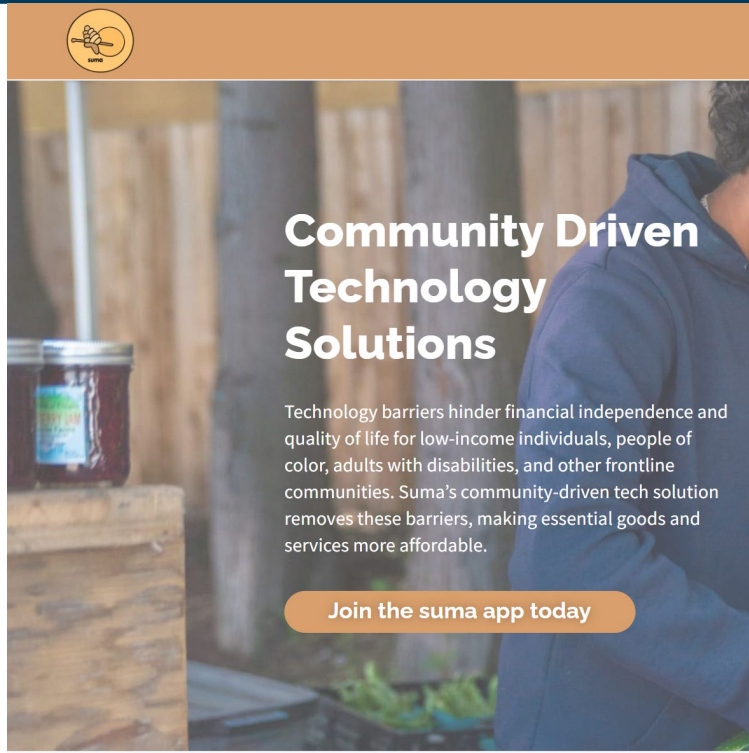
Zipcar is a hub-based carshare service in Portland and across the country. Because Zipcars is hub-based and must be returned to official Zipcar spots, it's better suited for replacing infrequent vehicle trips than for supporting first- and last-mile transit trips. Zipcar's Annual Impact Report shows that Zipcar members are more likely to take transit than non-Zipcar users and estimates that every Zipcar replaces 13 parking spaces.

Hourcar

Hourcar is a carshare service in Minneapolis-St. Paul. Membership in Hourcare includes membership in Evie, which is a free-floating electric carshare. Free-floating carshare can be used to support first-mile and last-mile connections because it doesn't require users to return the vehicle to the same spot. Hourcar has the goal of increasing electric vehicle access in historically marginalized neighborhoods, where electric vehicles are typically rare. Hourcar includes a Minnesota State Parks pass to support outdoor recreation trips.

Lime Access & suma

Lime Access is Lime's income-verified discounted program for their scooter-share program. Using Lime does not require having a smart phone – users can unlock scooters by calling a phone number and can pay in person at certain retailers. Lime partnered with suma, a Portland-based nonprofit that works to overcome the digital divide for frontline communities, to identify why communities who are eligible for Lime Access are not using the service. Suma found that the communities they work with are often hesitant to share their location data with large corporations. Additionally, many people living on lower incomes were wary of linking their bank accounts to an app due to fear of unexpected charges. To overcome these barriers, Lime agreed to allow users to access Lime vehicles using the suma app, which is an app that consolidates verifies opportunities for low-income community members to save money on goods and services onto one platform. Because banking information and GPS information is limited to an app that is already trusted, more people feel comfortable using Lime Access. The successful partnership between Lime and suma demonstrates the importance of partnering with community-based organizations to identify mobility barriers.



Parametrix
let's create tomorrow, together

Technical Memorandum

DATE:	March 11, 2025
TO:	Ally Holmqvist, Metro Transit Working Group
FROM:	Ryan Farncomb, Sam Erickson (Parametrix); Oren Eshel, Anna Geannopoulos (N/N)
SUBJECT:	Task 5: First/Last Mile Transit Service Opportunities Criteria and Methodology
PROJECT NAME:	Community Connector Transit Study

This memorandum documents the proposed methodology for identifying areas within the Portland Metro region with gaps in access to transit. This methodology and criteria will help to establish "opportunity areas" where community connector transit service could be an appropriate solution to address unmet travel needs. In this study, the term "community connector" refers to generic fixed- or flex-route transit service that provides first- and last-mile connections to the greater regional Portland transit networks, as well as non-specialized trips (i.e., without special eligibility requirements) to key destinations within the communities in which it operates.

Gaps in access to transit services within the region, both geographically and temporal (i.e., service gaps related to time of day/night) will be considered. The study is focusing on evaluating gaps in access to transit for travel to/from areas beyond the regional fixed route networks.

It is important to note that this study is focused narrowly on where and when community connector services may be appropriate, cost-effective, and beneficial in addressing regional mobility gaps aligned with regional goals. This study is not engaged in planning for the fixed-route light rail and/or bus networks operated by TriMet or SMART; these agencies have separate planning processes such as Forward Together and the Transit Master Plan, respectively, which plan for the future of the regional fixed-route network. This study is complementary to these efforts and focused on opportunities in areas either unserved or underserved by fixed-route services but potentially supportive of community connector type transit solutions.

Methodology

The proposed methodology relies on a mix of quantitative data, best practices, findings from prior study work, and qualitative assessment to arrive at potential opportunity areas. This phase of work will identify the potential opportunity areas, while later phases of work will prioritize areas for investment and identify possible transit strategies. Outcomes from this analysis will include:

- An understanding of potential geographic areas where new or expanded community connector transit service could provide benefit.
- Potential temporal gaps in access to transit that could be addressed by new or expanded community connector service.
- Opportunities to serve regional parks with community connector services.

The overall process includes the following steps, explored in greater detail in the subsequent sections below:

- Identify first/last mile access to transit gaps in the region. This step will combine previously-identified community connector service needs from local plans with a broad assessment to determine areas of the metro region that represent gaps in terms of ability to access transit

- Of the gaps and areas of need identified, determine whether these areas would be supportive of community connector transit services (today or in the future). This step further refines the gap areas to understand if there is potentially a market for transit services
- Identify potential opportunity areas. This step will identify what the potential market for transit services is, and where a given area might connect (e.g., connections to the nearest light rail stop). This third step will result in "opportunity areas" that will be further refined through engagement and later work on the project

First/last mile access to transit gaps

For the purposes of this study, access to transit gaps are geographic areas, or times of day, when people cannot reasonably access transit to meet their travel needs. The first step in this process will be to inventory community connector services planned or proposed by agency partners. Much work has been completed in the region on this subject, such as prior ideas from TriMet's Service Enhancement plans, plans for expanded community connector services in Washington County's Transit Study and Transit Development Plan[1], as well as "community job connector" areas identified in the Regional Transportation Plan (RTP) Transit Vision (Figure 2.34). These services will be mapped, either as lines/routes where there is a specific route or as polygons where there is a particular service area.

Second, the project team will identify potential additional gaps with respect to the existing transit network (TriMet Forward Together 1.0, SMART services as identified in its 2023 Transit Master Plan (TMP), and existing community connector services) and future transit network (Forward Together 2.0 Strategic Transit Vision for TriMet fixed-route and light rail services, and the Metro RTP Transit Vision for other services).The following approach will be used to identify initial broad areas of interest for further refinement:

- All areas of the region that are more than 0.5 miles away from a high capacity transit station or a frequent transit network stop, or 0.25 miles from other fixed route stops or community connector transit service in the region. The team will use "network distance" based on existing roadways

- The locations of key community destinations *beyond the reach of the fixed-route transit network*, including the following based on the Metro Community Places data layer:
    - City halls
    - Community centers
    - Fire stations
- Hospitals
    - Libraries
    - Schools
    - School sites

  Additionally, key community destinations will include:
    - Parks
    - Affordable housing
    - Grocery stores
- Social services
    - Community colleges and universities

[1] https://www.washingtoncountyor.gov/lut/planning/washington-county-transit-study; https://www.washingtoncountyor.gov/lut/transit-development-plan

- Locations of any housing above approximately 4 units per acre that are more than 0.5 miles from fixed-route transit networks

The resulting maps (existing and future) from layering these data will show areas of the region without transit access and the areas of opportunity identified in other local plans.

Temporal gaps will focus on access to employment for jobs with non-traditional work hours. These gaps will be identified through employment data on concentrations of jobs with shift work, as well as through Transit Working Group (TWG), public, and partner feedback.

Details/assumptions for this step:

- Largest employer sites (pulled from the Internet or from past projects) will be mapped as points, with metadata that includes the number of employees, and whether there are likely to be shift workers there who work second, third, or alternative shifts. (Note that some large employers have multiple locations. Propose working with partners to rely on past work that identifies key employment locations and shift times)

- The existing fixed-route transit network will be the planned full implementation of the Forward Together 1.0 network, as defined by TriMet, and the full implementation of SMART fixed-route network as defined in the 2023 TMP. The future network will use the fixed route bus and light rail network in TriMet's Strategic Transit Vision (Forward Together 2.0) and other planned elements of the transit system found in the RTP Transit Vision).

Criteria to determine transit-supportive areas

This step will establish where there are transit supportive markets within the areas identified as transit access gaps. At this step, results will only be used to establish whether some level of transit service could be viable, but not which type of community connector service delivery model is appropriate. Areas that do not score well or meet agreed upon thresholds may not be suitable for transit service, or may be better suited for other types of transportation solutions.

Core metrics include:

- Minimum population density of 8 people per acre, using Census data or Transportation Analysis Zones (TAZs) from the regional travel model for existing and/or future population

- Top quartile of the TriMet Equity Index, which includes ten indicators of populations having social vulnerability, such as minority status, low-income, limited English speaking proficiency, seniors over 65, youth 21 or under, disability status, low access to a personal vehicle. Affordable housing, percentage of low-wage jobs, and density of available services round out the remaining indicators. The team will also identify areas in the top quartile of minority status and low-income.

- Major employers: existing locations of employers or employment sites exceeding a size threshold (could include classification of distance from transit and mode share)

- Alignment with Metro 2040 land use designations including regional centers, town centers, station communities, main streets, corridors, and employment land. Many of these areas will already have robust fixed-route transit; the goal here is to understand if any of these designations lie within the broad transit gap areas identified in the first step

The team will identify high capacity and frequent transit stop and park and ride locations proximate to the opportunity area as well as key destinations; these locations represent possible connection points for community connector transit service.

In addition to applying these criteria to refine opportunity areas, the project team will include opportunities identified from TWG or public feedback.

Temporal gaps refinement

The team will identify areas with concentrations of shift workers, overlaid with the existing transit system (fixed and community connector transit) to understand where there could be temporal gaps in service (e.g., time-of-day gaps, or weekend service gaps, etc.), as discussed in the prior section. This information will be useful for discussions with the TWG and other groups to understand what gaps have been previously identified and what areas may warrant further investigation. In the case of night- or third-shift employment, the same transit planning principles apply; that is, if the transit propensity is low due to distance, density, or potential demand, other solutions besides community connector transit may be a better fit. Temporal gaps may also include understanding of whether there are certain days or times where additional transit service may be warranted.

Identify potential opportunity areas

This step will identify the market or trip purposes served by potential community connector service to or in the areas identified in the prior step. Analysis will include the following:

- Whether there is support from local or regional plans for community connector transit services; identified opportunities from TWG and public feedback.
- Origin-destination travel demand derived from Metro's travel model to understand possible connection points for opportunity areas.
- Alignment with the markets for community connector service described in the best practices document, including serving low-density housing, regional parks, employment, and off-peak service.
- High-level assessment of potential pedestrian barriers influencing the need for service.

Opportunities will be sorted into four broad categories:

(1) **Current:** areas that would address current and ongoing need for community connector services
(2) **Temporary:** areas that demonstrate current and ongoing need for community connector services, but the service may be rendered obsolete in the future due to population growth, changes in land development, and planned fixed-route network expansions
(3) **Future:** areas that do not meet a threshold to support community connector transit, but that are likely to emerge as such in the future due to anticipated changes in land use, population, and employment densities
(4) **No opportunity:** some areas may not be suitable for community connector transit services today or in the future

Access to recreation

There is a desire by Metro for a focused examination of access to regional parks, especially those that are at the periphery of the region and that have low or no access via transit today. Metro considers a "regional park" as one offering recreation activity opportunities including trails and/or water access, of a sizable nature (around 15 or more acres), and currently offering parking (indicating visitation is encouraged and frequent), These parks with features that indicate a major

regional draw, and therefore regional significance, were identified from Metro's Outdoor Recreation and Conservation Areas RLIS file. This analysis requires a slightly different approach than the broader opportunity areas process described previously. Best practices indicate that transit serving major parks with regional draw should connect to high density, highly transit-accessible bus stops or stations. This analysis will include input from existing transit providers about high ridership stops, particularly those that serve multiple bus routes or light rail lines that could be on a list for consideration.

Key criteria that will be considered include:

- Park visitation numbers, from Metro
- Parking availability
- Proximity to existing major fixed route/HCT stop locations
- Network distance from fixed route transit
- TWG and public feedback

Access to regional parks may have overlapping opportunity areas with other opportunity areas identified from the methodology described in previous sections. For a destination-based service such this, the team will ensure service alternatives do not conflict with Federal Transit Administration charter bus service regulations.[2]

Next steps

In the next phase of the project, the public and the TWG will provide feedback on a draft opportunity areas map, and regional priorities. Adjustments to opportunity areas based on feedback will result in an updated map of opportunity areas by priority.

[2] https://www.transit.dot.gov/regulations-and-guidance/access/charter-bus-service/charter-bus-service-regulations-0

DATE: March 21, 2025

TO: Ally Holmqvist, Metro

FROM: Eddie Montejo, Senior Planner, Parametrix
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SUBJECT: **DRAFT** Mobility Hub Evaluation Criteria

1. Introduction and Purpose

This memorandum outlines the draft evaluation criteria that will guide the assessment of potential mobility hub opportunities in the Portland Metro region. The criteria are designed to ensure that mobility hubs align with regional goals for future growth and multimodal connectivity, address regional transit needs, and support future investments in transit-supportive development. The evaluation criteria will also inform the refinement of the Community Connector Project Mobility Hub Toolkit, which will help organize and guide future investments in context-sensitive hub features and elements throughout the region. This memorandum proposes a working definition for mobility hubs in the Portland Metro region, identifies mobility hub success factors, and describes the evaluation approach and screening process for identifying regional mobility hub opportunities.

1.1 What is a mobility hub?

The concept of a mobility hub is inherently flexible and context-dependent, which makes it essential to define these hubs with a clear, region-specific framework—especially in the Portland Metro area. At its core, a mobility hub serves as a key location within a transportation network where people can efficiently access and transfer between multiple modes of travel, such as transit, shared mobility services (e.g., bike share, scooters), biking, walking, and other emerging transportation options. Mobility hubs can also incorporate amenities for personal mobility such as secure short- and long-term bike parking. Mobility hubs are also a key strategy in promoting transit-oriented development (TOD).

While traditionally associated with transit, mobility hubs can play a critical role in addressing the first-last mile needs in areas that may not yet have direct transit service. Importantly, mobility hubs also distinguish themselves from traditional transit stops by emphasizing placemaking and creating comfortable, safe places with amenities seating, phone charging stations, lighting, landscaping, public art, food services, and shelter. Mobility hubs can also be coupled with resiliency and emergency response infrastructure (e.g., Basic Earthquake Emergency Communication Nodes) to address gaps in regional disaster preparedness.

In growing neighborhoods or emerging districts, mobility hubs can act as essential anchors, providing the connectivity needed to support TOD and other mixed-use projects. These hubs help lay the groundwork for future transit investments and facilitate sustainable growth by providing accessible, multimodal transportation options in areas poised for development.

Photo 1. Conceptual Mobility Hub. Source: Parametrix
This conceptual mobility hub features a variety of on and off-street flexible features, including typical bus stop amenities (e.g. shelter, seating, and shade), curb bikeshare and scooter docks, short- and long-term bike parking, EV charging stalls, rideshare stalls, and placemaking elements such as landscaping and food trucks. Mobility hubs are inherently flexible to meet local and regional needs.

In already transit-rich environments like Portland, mobility hubs can facilitate intermodal connections, allowing riders to seamlessly transition between modes like buses, light rail, bike share, and shared mobility services. This increases regional connectivity and enables efficient travel across the metro area, helping improve the overall efficiency and functionality of the transportation system. For instance, mobility hubs can expand mobility options to other areas of the region, bridging gaps in access and enhancing regional equity.

The flexibility of mobility hubs is key to their success. They can vary significantly based on local needs, land use patterns, and the existing transportation infrastructure. While large-scale infrastructure hubs like the Portland Airport MAX Station and other TriMet Transit Centers are ideal in central locations with higher transit demands, smaller-scale town and regional hubs—such as those at Clackamas Town Center or the emerging hub in Fairview—can support localized transportation needs, such as access to regional bus routes and intercity connector service, while catering to lower-density or developing areas. These smaller hubs may offer fewer services but can still greatly enhance accessibility and convenience for their users.

1.2 Mobility Hub Typologies

The project team for the Community Connector Transit Study has separately developed a mobility hub toolkit and typology (refer to the *Community Connector Mobility Hub Toolkit Memorandum)*. Four regional hub types are proposed in the draft typology; because hubs of different scales are appropriate for different contexts, the types are an important consideration for the criteria and approach to evaluating regional mobility hub locations:

- **Major urban hub** (e.g., Downtown Portland Transit Mall): Major Urban Hubs refer to high-capacity transportation hubs located in dense, mixed-use urban cores, offering the greatest variety of mobility options and amenities in the region. In the Portland Metro context, these

generally refer to high-capacity transit stations within higher-density urban areas with significant investments in multimodal integration.

- **Regional hub** (e.g., Beaverton Transit Center): Regional Hubs provide important regional transit connectivity and typically have transit connections to the region and downtown Portland. These hubs may support a mix of transit services—such as MAX, FX, frequent transit service, and shuttle connections—and may include transit-oriented development (TOD) features. While situated in more suburban contexts, Regional Hubs bridge the gap between urban and suburban mobility needs by providing a variety of transportation options ranging from high-capacity transit to car-share and micromobility.
- **Town hub** (e.g., Orenco Station, Lents): Town Hubs both serve local travel needs and have strong connections to regional transit services. These hubs are typically situated in less dense or suburban areas of the region. Town Hubs balance local accessibility with regional connectivity, acting as community focal points that support multimodal travel and vibrant public spaces. Town hubs can vary in transit levels and may lack high-capacity or frequent transit services in some cases.
- **Local and emerging hub** (e.g., Tualatin Park and Ride): Local and emerging hubs refer to hubs in rural centers and emerging suburban areas of the region. They can serve suburban employment districts, campuses, and medical centers. Existing transit service is lower than what is found in the other three categories, and the surrounding land use is generally auto-oriented. Emerging transit nodes in the outer parts of the region can also be considered as future Local Hubs, primarily serving local or area-level travel needs (e.g., Tigard Triangle).

It is important to note that hub types are not mutually exclusive, and that some hubs may share characteristics with more than one type. The typology considers both functions such as the services provided and the populations they serve—and context—which includes the environmental and situational factors that make a hub successful in its location. There is also an opportunity to align these types with Metro 2040 Centers and design types (e.g. regional and town centers, station communities, neighborhoods, open spaces, etc.), which refer to the building blocks of the regional strategy for managing growth. Understanding the context guides the selection of appropriate criteria for identifying the most promising locations for each hub type.

1.3 Mobility Hub Success Factors

When evaluating a mobility hub's potential for success, several key factors must be considered to ensure that the hub effectively meets the needs of the community and contributes to the region's transportation goals. These factors include:

Connectivity: A successful mobility hub must provide seamless connections between different modes of transportation, such as transit, active transportation options (like biking and walking), and shared mobility services. The hub should be well-integrated into the broader transportation network, facilitating efficient intermodal transfers and minimizing travel times between modes.

Land Use + Regional Significance: Successful mobility hubs align with Metro's 2040 Growth Concept by being strategically located in designated Regional Centers, Town Centers, and other key growth areas. These areas are planned for higher-density, mixed-use development with strong transit connections, creating ideal conditions for integrating multimodal transportation services and enhancing regional mobility. This success factor also considers mobility hub and growth centers identified in local plans that may be outside of designated Metro Centers.

Equity + Community Impact: Mobility hubs should prioritize accessibility, affordability, and inclusivity, reducing transportation barriers for underserved communities. Successful regional hubs should serve Metro's Equity Focus Areas (EFAs) and historically marginalized neighborhoods, improving connections to key destinations like jobs, healthcare, and education.

Transit Access: In the Portland Metro context, successful mobility hubs must enhance seamless access to and from the regional transit system, including bus, light rail, and other high-capacity modes. Hubs should be well-integrated with existing transit services, ensuring frequent and reliable connections that enable riders from various parts of the region to travel efficiently.

2. Evaluation Approach and Screening Process

The evaluation approach builds upon the mobility hub typology introduced in the previous section. The team will apply a series of screening steps to potential hub candidate sites, but these screens will be applied with nuance, tailored to the specific characteristics of each hub type.

For each type, the evaluation criteria will be adjusted to reflect the unique context and function of the hub, ensuring that the analysis considers the diverse needs and roles these hubs play within the broader transportation network. This approach ensures that the evaluation is both comprehensive and sensitive to the varying roles that different types of mobility hubs play in serving the community. The evaluation process includes the key screening steps described below.

2.1 Step 1: Establish the Mobility Hub Typology

As described in Section 1.2 above, the first step in evaluating regional mobility hub opportunities was to build on prior work done to establish mobility hub types and features that can respond to different regional contexts and first- and last-mile opportunities. The types will guide how the evaluation criteria are applied to potential hubs in Step 3 below.

2.2 Step 2: Identify Universe of Potential Mobility Hubs

Hubs and transit areas previously identified in local and/or regional plans that meet minimum transit service thresholds will be selected using broad transit service criteria. These locations include:

- High-Capacity Transit stations (MAX, Streetcar, FX)
- Frequent Transit Network stops
- Transit Centers and Park & Ride facilities
- Intercity transit stops and stations, rural shuttle stops
- High transfer stop locations, which may or may not be Frequent Service
- Mobility hub locations previously identified in local plans

This initial screening establishes a baseline level of transit service required for any type of mobility hub opportunity. In addition to these transit locations, we will include locations identified in local and regional plans—including Metro's 2040 Growth Concept Centers—as potential mobility hubs. These areas are assessed against a minimum transit service threshold to ensure they meet the basic accessibility and service levels required for successful mobility hubs. If a location within a Metro Center is not identified through the Step 2 analysis—primarily based on minimum transit criteria—the analysis will ensure that at least one mobility hub opportunity is identified in each Metro Center as part of the analysis. This integrated approach considers both minimum transit service levels and land use designations to ensure a broad set of potential hubs. All high-capacity transit stations, including all MAX stops (not just designated transit centers), are included in the analysis. Locations like the 82nd Avenue MAX Station would not be excluded based on this methodology.

2.3 Step 3: Typology-Based Evaluation

Once the initial universe of possible locations is identified, the team will conduct a more detailed evaluation, applying specific criteria tailored around each mobility hub success factor (i.e., Connectivity, Land Use + Regional Significance, Equity + Community Impact, and Transit Access).

These criteria will be applied with nuance depending on the hub type (e.g., regional vs. neighborhood hubs), ensuring that the analysis reflects the unique roles each hub plays within the broader transportation network. Based on this evaluation, the highest-performing locations will be identified as strong candidates for mobility hubs. These locations will align with both local priorities as outlined in planning documents and regional goals, ensuring that the selected hubs are strategically placed to meet the diverse needs of the community.

The draft evaluation criteria to be used in Step 3 is summarized in Table 1 below.

Table 1. Step 3 Mobility Hub Typology-Based Evaluation Criteria

Success Factor	Evaluation Criteria	Data Sources /Methods	Typology-Specific *(Potential)* Measures				
			Major Urban Hub	Regional Hub	Town Hub	Local and emerging hub	Future Hubs[1]
Connectivity Assess **existing** and planned connectivity to transit, active transportation infrastructure, and **opportunities for multimodal integration.**	**Transit Connections** Existing connections to transit service (including intercity)	TriMet and other provider data	▪ MAX Stations and TriMet Transit Centers *(yes/no)* ▪ FX or other HCT Stops *(yes/no)* ▪ Frequent Service network or other high frequency stops/corridors *(yes/no)*	▪ MAX Stations and TriMet Transit Centers *(yes/no)* ▪ FX or other HCT Stops *(yes/no)* ▪ Frequent Service network or other high frequency stops/corridors *(yes/no)*	▪ FX or other HCT Stops *(yes/no)* ▪ Frequent Service network or other high frequency stops/corridors *(yes/no)*	▪ Existing local fixed route service (yes/no)	▪ Future Frequent Transit stop or HCT corridor based on Forward Together 2.0 or future HCT Strategy
	Active Transportation Connections Existing connections to active transportation infrastructure	▪ Metro RLIS Sidewalk, Trails, Aerial Tram, BikeThere dataset, etc. ▪ Jurisdictional active transportation infrastructure data	▪ Presence of high quality (separated) active transportation infrastructure connections *(qualitative assessment)* ▪ Density of bike connections within ¼ mile of stop/station opportunity *(Top 25th percentile, density per square mile)*	▪ Presence of active transportation infrastructure connections, but may provide less or no separation *(qualitative assessment)* ▪ Density of bike connections within ¼ mile of stop/station opportunity *(50th percentile density per square mile)*	▪ Presence of active transportation infrastructure connections, but may provide less or no separation *(qualitative assessment)*	▪ Active transportation infrastructure may be present but incomplete *(qualitative assessment)*	▪ N/A

[1] Future Hubs criteria include additional measures that will illuminate areas other than existing promising locations that may be suitable for a mobility hub in the future. These hubs will not be differentiated by type but will be identified as Potential Future Hub locations based on land use designation, forecast population growth, and presence of likely future Frequent Transit OR HCT service.

Success Factor	Evaluation Criteria	Data Sources /Methods	Typology-Specific *(Potential)* Measures				
			Major Urban Hub	Regional Hub	Town Hub	Local and emerging hub	Future Hubs[1]
	Shared Mobility Connections Existing shared-mobility Integration (e.g., BIKETOWN, scooters)	▪ Vendor data (e.g., BIKETOWN/Lyft) ▪ BTS Docked Bike Trips Dataset (2024) ▪ Jurisdictional data on shared mobility availability	▪ Presence/availability of shared mobility options, such as scooter or bike share *(yes/no)* ▪ Volume of shared mobility trips *(Top 25th percentile)* ▪ May not be present	▪ Presence/availability of shared mobility options, such as scooter or bike share *(yes/no)* ▪ Volume of shared mobility trips *(Top 50th percentile)* ▪ May not be present	▪ May not be present	▪ May not be present	▪ N/A
Land Use + Regional Significance Focus on growth centers and transit-supportive land uses	**Regional centers and Future growth areas**, based on Metro 2040 Growth Concept	▪ Metro RLIS GIS layers (centers, corridors, land use, etc.)	▪ Central City or Regional Center *(yes/no)*	▪ Regional Center or Town Center *(yes/no)*	▪ Town Center, Station Communities, or Corridor land use designation *(yes/no)*	▪ Corridor or Main Streets designation *(yes/no)*	▪ N/A
	Population Density	▪ Census 2019-2023 ACS 5-Year Estimates (population) ▪ TAZ population data for future year (2040)	▪ Top 10th percentile	▪ 20th percentile or greater	▪ 30th percentile or greater	▪ 50th percentile or greater	▪ Top 30th percentile of future population based on Metro travel model TAZ data
	Transit-supportive land-uses (e.g., high density housing, commercial, employment)	▪ RLIS Vacant + underutilized land data ▪ Jurisdiction affordable housing data	▪ Proximity to affordable housing and TOD sites *(1/4-mile buffer)* ▪ Vacant and underutilized lands with TOD potential *(qualitative assessment)*				▪ N/A
Equity + Community Impact Focus on serving historically marginalized	**Serves historically marginalized neighborhoods and equity populations** Presence of equity populations	▪ Metro Equity Focus Areas Layer (identifies Census Tracts of people of color, low-income populations, and limited English	▪ Top 10th percentile	▪ 20th percentile or greater	▪ 30th percentile or greater	▪ 50th percentile or greater	▪ N/A

Success Factor	Evaluation Criteria	Data Sources /Methods	Typology-Specific *(Potential)* Measures				
			Major Urban Hub	Regional Hub	Town Hub	Local and emerging hub	Future Hubs[1]
communities in the region		proficiency-populations					
	Improves access to key destinations like healthcare and education	▪ Metro key destinations GIS layer	▪ Number of key community destinations within ½ mile (ranked)				▪ N/A
	Employment Density Improve connections to employment opportunities	▪ Census 2019-2023 ACS 5-Year Estimates (employment)	▪ Top 10th percentile	▪ 20th percentile or greater	▪ 30th percentile or greater	▪ 50th percentile or greater	▪ Top 30th percentile of future population based on Metro travel model TAZ data
	Serves areas with **streetscape/ placemaking** opportunities	▪ Metro RLIS and jurisdictional data	▪ Proximity to community amenities like plazas, public art, cultural/recreational destinations *(Qualitative assessment)*	▪ Proximity to community amenities like plazas, public art, cultural/recreational destinations *(Qualitative assessment)*	▪ Proximity to community amenities like plazas, public art, cultural/recreational destinations *(Qualitative assessment)*	▪ Proximity to community amenities like plazas, public art, cultural/recreational destinations *(Qualitative assessment)*	▪ Top 30th percentile of future population based on Metro travel model TAZ data
Transit Access Focus on **public transit service and its ability to meet demand.**	**Stop-Level Activity** Average daily boardings and alightings	▪ Most recently available stop-level ridership data from TriMet and other providers	▪ Top 10th percentile	▪ 20th percentile or greater	▪ 30th percentile or greater	▪ 50th percentile or greater	▪ N/A
	Vehicle Ownership: Serves areas with lower vehicle ownership rates	▪ Census 2019-2023 ACS 5-Year Estimates (Commuting)	▪ Census tracts with zero vehicle households (ranked)				▪ N/A

2.4 Step 4: Prioritization

Using the findings and scores from Step 3, we will identify the most feasible and desirable locations for each hub type and prioritize them for further development. This prioritization will also incorporate feedback from the Transit Working Group (TWG) and public input, ensuring that the selected hubs align with both local priorities and regional goals.

Evaluation criteria results will be summarized using a 1–3 scale (1 = Low, 3 = High) in GIS based on referenced data inputs:

- 3 = Excellent: Strong alignment with criteria, few or no barriers.
- 2 = Moderate: Mostly aligns with criteria, with some constraints.
- 1 = Poor: Does not align with criteria and/or has significant barriers.

The team will assign a score to each candidate mobility hub location, and the highest-scoring locations for each hub type will be identified. It's important to note that this score will serve as a foundation for determining priority locations, alongside insights from local plans, feedback from the Transit Working Group (TWG), and public input as not all mobility hub considerations can be easily quantified. This holistic approach ensures that prioritization reflects both quantitative data and community perspectives. Furthermore, mobility hub prioritization and selection of preferred locations will consider a range of 'readiness' considerations, as described below.

2.4.1 Readiness Considerations

In addition to the evaluation criteria described above, readiness and scalability factors will be considered when prioritizing regional mobility hub opportunities. Readiness considers qualitative factors that help determine whether a location is well-positioned for near- to mid-term investment and successful implementation as a mobility hub. These factors go beyond standard transit service metrics and land use characteristics to assess the feasibility, scalability, and potential impact of a hub. Key readiness considerations are summarized in Table 2 below.

Table 2. Mobility Hub Readiness and Scalability Considerations

Readiness Consideration	Description	Potential Indicators
Public-Private Partnership Opportunities	▪ Identify hubs that could benefit from institutional and public-private co-investment to enhance access and services.	▪ Locations serving specific travel markets such as campuses, medical centers, and shopping districts. • Proximity to job centers and commercial hubs that drive transit demand • Acres of nearby land owned by partner agencies or potential partners (public entities, non-profits, etc.)
Transit-Oriented Development Opportunities	▪ Evaluate hub candidates with the potential to expand access to affordable TOD and create broader community benefits.	▪ Locations within existing TOD areas and TriMet TOD Plan sites ▪ Planned or proposed TOD projects in local or regional plans
Scalability Opportunities	▪ Assess hubs with strong potential for development and expansion	▪ Mobility hub opportunities in collaboration with HCT projects planned or underway (e.g., IBR [Interstate Bridge] Yellow Line Extension, 82nd Avenue Transit Project) ▪ Areas with concentrated new development or infill opportunities, particularly public lands ▪ Existing mobility nodes such as bikeshare and scooter stations

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, April 4, 2025

To: Transportation Policy Alternatives Committee and Interested Parties

From: Blake Perez, Associate Transportation Planner
Jean Senechal Biggs, Resource Development Manager

Subject: 2027-2030 Metropolitan Transportation Improvement Program (MTIP) Performance Evaluation Approach and Methods

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Purpose
Provide an overview and gather feedback on the proposed approach to evaluating the 2027-2030 Metropolitan Transportation Improvement Program (MTIP).

Request to TPAC
Provide input and comment to the approach for evaluating the 2027-2030 MTIP draft investment program. The evaluation is anticipated to take place in fall 2025 through early 2026.

Introduction and Background: Performance Assessment of the MTIP
As part of federal requirements, Metro, as the lead in developing and implementing the MTIP, must demonstrate how the MTIP as a package of transportation investments 1) is consistent with the Regional Transportation Plan (RTP) by advancing the goals and outcomes identified in the adopted RTP; and 2) makes progress towards achieving federal performance targets. To demonstrate and comply with federal regulations, Metro staff will conduct a performance evaluation on the package of investments to comprise the 2027-2030 MTIP.

The performance evaluation of the 2027-2030 MTIP builds upon the previous MTIP performance evaluations. The performance evaluation is one component as to how the MTIP meets federal requirements and demonstrates progress towards the implementation of the RTP.

The performance evaluation of the 2027-2030 MTIP is organized by two tracks:
1. Evaluating progress towards RTP priorities
2. Evaluating progress towards federal performance targets

Each track has a proposed approach as they each have different requirements and/or guidelines in in demonstrating federal compliance. The following sections outline the approach and methodology for each track in which the 2027-2030 MTIP will evaluate performance and report.

Background: Regional Transportation Plan Priorities
To demonstrate how the investments in the MTIP are consistent and make progress towards goals and outcomes of the Regional Transportation Plan, the 2027-2030 MTIP performance evaluation will focus on the 2023 Regional Transportation Plan (RTP) priorities. Adopted by the Metro Council in November 2023, the 2023 RTP sets the long-range vision, goals, and outcomes for the regional transportation network. The 2023 RTP also includes policies and a long-range investment strategy for achieving the region's vision, goals, and outcomes for the system. Through the development of the 2023 RTP, five policy priorities – safety, equity, climate resilience, mobility, and thriving economies – emerged and were identified to make further near-term progress. Regional partners and leadership called upon the region to develop policies and refine transportation investments to better achieve outcomes that address the five priorities in the Plan and make more progress in

near-term implementation. The ordinance adopting the 2023 RTP reinforced this by specifically calling for the MTIP to make progress in advancing the five priorities. As the current adopted regional policy, the 2027-2030 MTIP performance evaluation will seek to understand how well the four-year investment program continues to implement the five priority areas of the 2023 RTP.

2027-2030 MTIP Performance Evaluation Approach

The 2027-2030 MTIP performance evaluation will take a multi-pronged approach to assess the four-year package of investments. The multi-pronged approach includes the following:

- Investment analysis of the 2027-2030 MTIP
- System performance analysis of the 2027-2030 MTIP towards RTP priorities
- Performance analysis towards federally mandated performance targets

A short description of each evaluation approach is provided. Further detail about each approach can be found in Attachment 1: Draft 27-30 MTIP Performance Evaluation Approach and Methods.

Investment Analysis Evaluation Approach

The investment analysis of the 2027-2030 MTIP will assess the level of investment the region plans to make across different categories over the next four years. Some category examples include: type (e.g. capital investment, planning, operations, preservation and maintenance) and mode (e.g. active transportation, transit, roads and bridge, etc.). The investment analysis – to the extent practicable – will also compare investments across categories from the 2024-2027 MTIP and 2023 RTP to the current proposed MTIP. The analysis of the investment profile will provide general size, scale, and profile of the investment package to help place in context the performance of the four-year program. The investment analysis is not new to the MTIP, but it is usually conducted as part of creating a summary of the adoption draft version of the MTIP. The approach is to bring the investment analysis forward to incorporate as part of the performance evaluation. The investment analysis purpose and intent are to support the demonstration of progress towards the region's performance targets and federal performance targets established through the transportation reauthorization in 2012.

System Performance Evaluation Approach

The 2027-2030 MTIP system performance evaluation will apply a similar approach to how the 2023 RTP evaluated the long-term package of investments. The evaluation will apply a system-wide analysis of the overarching investment program and transportation projects programmed in the MTIP. The evaluation will primarily be a quantitative assessment focused on assessing the five RTP priority areas: safety, equity, climate, mobility, and thriving economies. Several of the same performance measures employed from the development of the 2023 RTP will be used for the system performance evaluation. To the extent information is available, the baseline information compiled for the 2023 RTP needs assessment will be used as baseline information to help inform the system performance evaluation. Lastly, a qualitative project-level analysis to evaluate the extent to which individual projects advance the region's climate goals is being contemplated to show implementation of key elements of the Climate Smart Strategy.

2027-2030 MTIP Performance Evaluation, Civil Rights Assessment, and Federal Performance Targets

As part of Metro's federal responsibilities as a Metropolitan Planning Organization (MPO), Metro is required to conduct a Civil Rights Assessment to fulfill obligations pertaining to *Title VI of the Civil Rights Act of 1964*. Like the 2024-2027 MTIP cycle, Metro staff will integrate the Civil Rights

Assessment into the 2027-2030 MTIP system performance assessment. Recognizing the 2023 RTP adoption placed emphasis on making near-term progress on five priority areas, of which equity is one, the 2027-2030 MTIP performance assessment will look at the equity specific performance measures through a lens of communities of color and lower-income populations to evaluate how investments support or advance outcomes serving those community's needs. As part of requirements, a formal determination is provided with the completion of the evaluation.

The federal performance measures require targets to be set at two and four-year intervals. Agencies like state department of transportation and metropolitan planning organizations are to establish state and regional targets based on a federally prescribed methodology for each performance measure. Upon establishing targets and setting baselines, agencies are to collect and monitor data to measure performance of the system. The monitoring of the performance of the system combined with the targets are intended to inform future transportation investments.

Timeline

Table 1 provides a timeline of activities pertaining to the 2027-2030 MTIP Update.

Table 1. Timeline of 2027-2027 MTIP Update.

Activity	Timeframe
Present 2027-2030 MTIP performance evaluation approach and methodology at TPAC	April 2025
Allocation process administered by ODOT, Metro, and transit agencies completed w/ proposed program of projects for fiscal years 2027-2030	May 2025-July 2025
Perform 27-30 MTIP performance evaluation	August 2025-December 2025
Results packaged for the 27-30 MTIP public review draft	January 2026
Draft 27-30 MTIP for TPAC review and public comment	February 2026
Final 27-30 MTIP with public comment for TPAC	April 2026
TPAC recommendation for 27-30 MTIP	May 2026
Metro Council adopt 2027-2030 MTIP	June 2026

TPAC Discussion Questions

- Do TPAC members have a good understanding of the performance measures and evaluation tools?
- What feedback might TPAC members have about the how this information is being used?
- What types of additional analysis would TPAC members think would be beneficial to them and the MTIP process?

Attachments

Attachment 1: Draft 27-30 MTIP Performance Evaluation Approach and Methods.

2027-2030 MTIP Evaluation Methods for the System Performance Analysis

Performance Measures

The following section outlines the analysis framework and the performance measures for the 2027- 2030 MTIP system performance analysis. The more detailed technical aspects underlying the individual performance measures and the system performance evaluation are outlined in the Evaluation Methods section.

Regional Transportation Plan (RTP) as Analytical Guiding Framework

As part of the 2027-2030 MTIP, Metro must demonstrate how the development and the overall investment package is consistent with the long-range transportation plan as well as other federal requirements pertaining to the development of the MTIP. Therefore the 2023 RTP priorities of: Mobility Options, Safe Systems, Equitable Transportation, Thriving Economy, and Climate and Environment will be used to guide the evaluation of the 2027-2030 MTIP, particularly as it relates to capital investments to enhance the regional transportation system. Additionally, since a key policy area (and federal requirement) of the 2023 RTP is to adequately maintain and operate the regional transportation system, Metro will also perform an assessment of maintenance and preservation investments programmed in the 2027-2030 MTIP in the investment analysis (see Tables 3-9). While the development of the 2027-2030 MTIP must demonstrate meeting numerous federal requirements, the performance evaluation of the 2027-2030 MTIP and its alignment towards the 2023 RTP priorities and outcomes is primarily part of demonstrating the federal requirement of the MTIP being consistent with the long-range transportation plan.

2027-2030 MTIP Performance Measures for System Performance Evaluation

To guide the system performance analysis approach to evaluate the progress the 2027-2030 MTIP makes towards implementing the region's long-range transportation plan, Metro will start from the performance measures associated with the five 2023 RTP priorities: Mobility Options, Safe Systems, Equitable Transportation, Thriving Economy, and Climate and Resilience. Table 1 lists the evaluation performance measures used in the 2023 RTP (see RTP Table 2.1) and outcome being measured. In using the 2023 RTP performance measures for the five priority areas, this provides a point of comparison for demonstrating progress towards advancing the goals and outcomes identified in the Plan.

Table 1. 2023 RTP Priorities and Performance Measures

2023 RTP Priority	Outcome Being Measured	Performance Measure	Method of Measurement
Mobility Options	Travel characteristics & Multimodal travel times	• Access to options • System completion • Throughway reliability • Mode share • Multimodal access • Access to jobs • System completion near transit	• Regional Travel Demand Model (RTDM) • Geographic Information System (GIS) • RTDM • RTDM • RTDM • RTDM • GIS
Safe System	Safety investment & Investment on high injury corridors	• Fatal and serious crashes	• GIS
Equitable Transportation	Accessibility	• Access to transit • Access to jobs and equity • Safe System completion and equity • Fatal and serious crashes and equity	• RTDM • RTDM • GIS • GIS
Thriving Economy	Accessibility & Multimodal travel characteristics	• Access to jobs • Access to industry and freight facilities • Travel times • System completion – job centers	• RTDM • RTDM • RTDM • GIS
Climate and Resilience	Emissions reduction & Travel characteristics	• Greenhouse gas emissions per capita • Vehicle miles traveled per capita • Air quality criteria pollutant emissions • Air toxic emissions	• MOVES5 • MOVES5 • MOVES5 • MOVES5

Project-level analysis of climate impacts

The system performance measures listed above are used to quantify the impacts of the MTIP projects on climate and other RTP goal areas. Meeting the region's climate goals requires collective, coordinated action, and tracking progress toward these goals involves evaluating how well MTIP projects align with the broader climate policies in the RTP in addition to evaluating the performance of the MTIP projects in and of themselves.

Metro's 2023 RTP used a qualitative project-level analysis to evaluate the extent to which individual projects advanced the region's climate goals. This analysis considered whether projects aligned with the high- and medium-impact strategies in the Climate Smart Strategy, which is the region's adopted strategy to reduce greenhouse gas emissions from transportation and meet state-mandated regional climate targets. High-impact strategies include supporting clean vehicles and fuels; coordinating housing, transportation, and community design; implementing pricing, and investing in transit. Medium-impact strategies include investing in active transportation; investing in system management and operations; and investing in travel information and incentives. RTP projects that included elements devoted to advancing these strategies were flagged as benefitting the climate. Metro used these results to communicate the overall number of projects and share of RTP capital spending devoted to advancing the climate.

The MTIP could apply a similar approach to identify projects that advance the region's climate goals and communicate the share of MTIP spending that is devoted to advancing the region's climate goals. Since the MTIP includes significantly fewer projects than the RTP does, it may be possible to apply this analysis in more detail, for instance:

- Differentiating between high- and medium-impact climate strategies, and acknowledging it in the evaluation and investment profile, instead of treating high- and medium- impact strategies as equally valuable.
- Evaluating project budgets in more detail to determine the amount/share of spending for each project devoted to implementing high- and medium-impact strategies, instead of treating the entire project as beneficial if it devotes some of its resources to implementing these strategies.

In addition, the MTIP evaluation could report on progress implementing key elements of the Climate Smart Strategy and related outcomes, such as:

- Share of all households within one-quarter mile of all day frequent transit service
- Share of households with low-income within one-quarter mile of all day frequent transit service
- Share of employment within one-quarter mile of all day frequent transit service

- New miles of bikeways and trails
- New miles of sidewalks
- Household-based daily vehicle miles traveled per capita
- Region-wide annual tons per capita greenhouse gas emissions from passenger vehicles

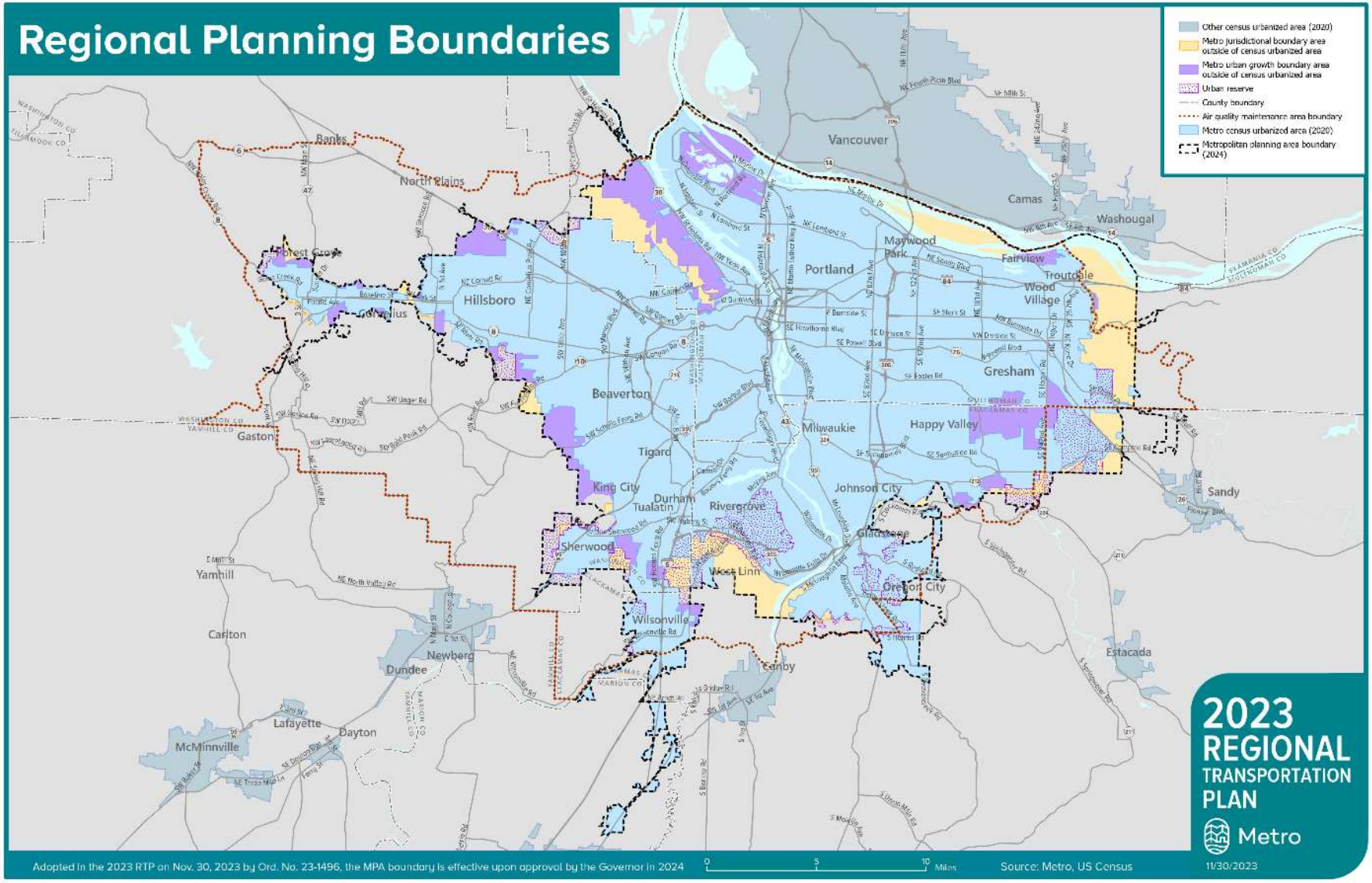
Evaluation Methods

The following section outlines four key areas of the 2027-2030 MTIP system performance evaluation. These areas include analysis geography, evaluation tools, analysis inputs and analysis assumptions. Providing an outline of these key areas of the performance evaluation is intended to provide transparency as to how the package of investments in the 2027-2030 MTIP gets evaluated in the system performance analysis. The system performance analysis is the most quantitative and data driven approach of the four pieces to the 2027-2030 MTIP performance evaluation.

Analysis Geography – Metropolitan Planning Area (MPA)

The 2027-2030 MTIP focuses on the transportation investments scheduled to be made in the metropolitan planning area (MPA). The MPA is the defined geography for Metro's metropolitan planning organization (MPO) activities. Figure 1 illustrates the MPA boundary, the black dashed boundary, and other regional planning boundaries.

Figure 1. Metropolitan Planning Area Boundaries



Analysis Geography – Equity Focus Areas

The 2027-2030 MTIP performance evaluation will also look at the package of investments through a lens of understanding how the transportation investments serve marginalized communities. To apply such a lens to the evaluation, a sub-geography was created called the equity focus areas. The equity focus areas include:

- People of Color
- People with Lower-Incomes
- People with Limited English Proficiency

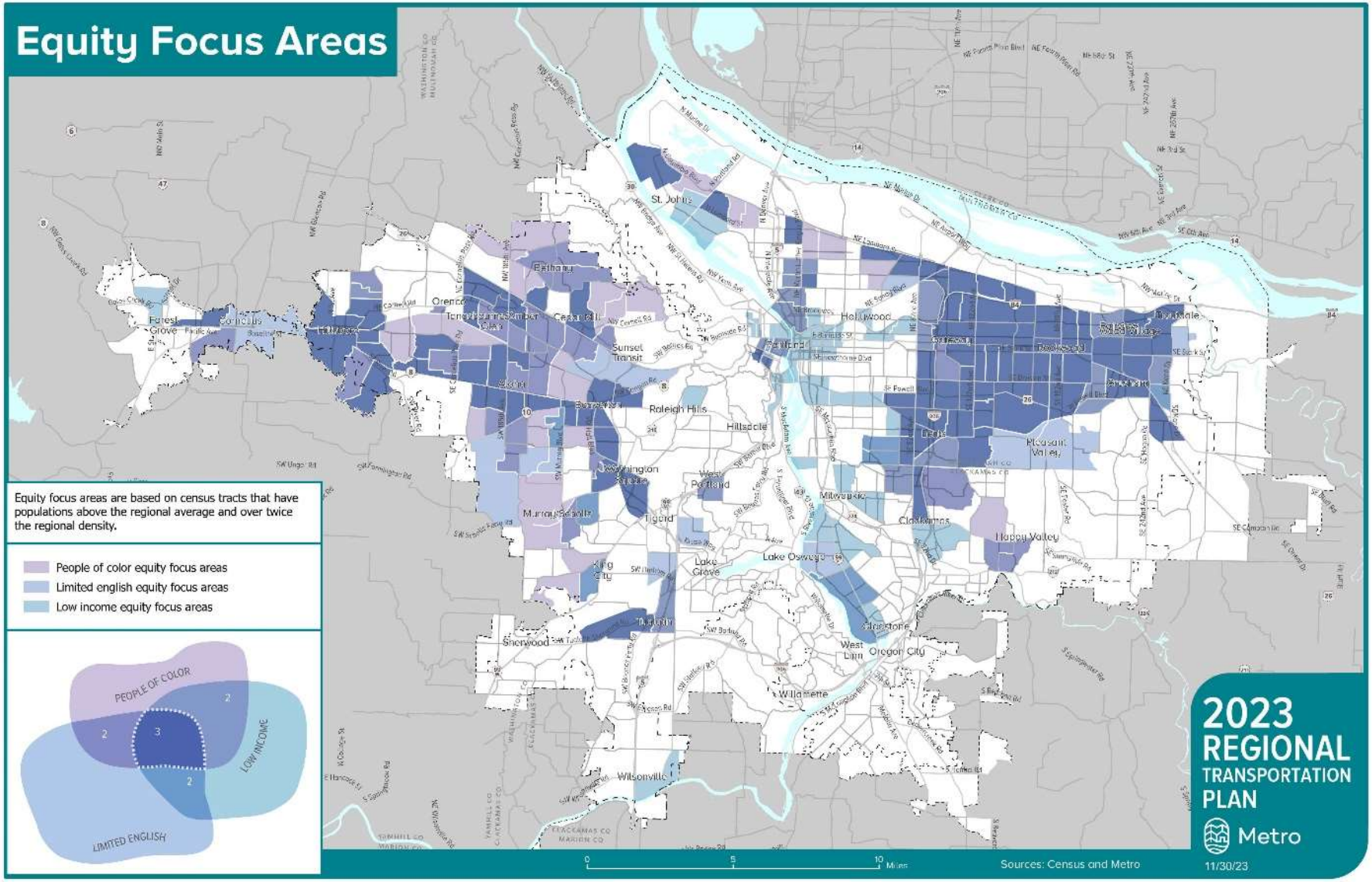
The equity focus areas are spatially based and identifies, using the best available data, the locations of people of color, people with limited English proficiency, and people in poverty at population rates above certain thresholds. The rates have been identified in Table 3. Figure 2 illustrates the equity focus areas. Both Table 3 and Figure 2 reflect updates to the equity focus areas as a result of the 2020 decennial census and the most recent American Community Survey (2016-2020 5-Year Estimates).

Adopted in the RTP by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in 2018, the equity focus areas were initially developed in support of the evaluation of the 2018 RTP. The Metro Council directed Metro staff to bring further focus on equity and align the evaluation of the 2018 RTP closer to the agency-wide Strategic Plan to Advance Racial Equity, Diversity, and Inclusion (SPAREDI) as well as provide a framework for analyzing and developing findings for the Civil Rights Assessment of the Plan. Based on the direction, Metro staff developed the equity focus areas as an analytical tool to assess a suite of planned transportation investments. The equity focus areas have been used subsequent equity analysis efforts, including the 2023 Regional Transportation Plan, the 2021-2024 MTIP and the 2024-2027 MTIP performance evaluations, and the regional barometer.

Table 3. Equity Focus Areas

Community	Geography Threshold
People of Color	The census tracts which are above the regional rate (34%) for people of color AND the census tract has twice (2x) the population density of the regional average (regional average is .69 person per acre).
People in Poverty	The census tracts which are above the regional rate (23.6%) for low-income households AND the census tract has twice (2x) the population density of the regional average (regional average is .47 person per acre).
People with Limited English Proficiency	The census tracts which are above the regional rate (7.4%) for low-income households AND the census tract has twice (2x) the population density of the regional average (regional average is .14 person per acre)

Figure 2. Equity Focus Areas



Analysis Geography – Sub-Regions

In recognition that metrics reported at a region-wide scale may have minimal impact to regional performance metrics and that investments can have significant effects to the surrounding communities, the evaluation of the 2027-2030 MTIP investments will report certain performance measures at subregion geography. The selection of the sub-regional geographies will likely be based on the performance measure (e.g. safety, accessibility), but primarily focus on the three urbanized counties (Clackamas, Multnomah – excluding City of Portland, and Washington) and the City of Portland.

Evaluation Tools

The 2027-2030 MTIP performance evaluation will use the following analytical tools for the purpose of evaluating of the 2027-2030 MTIP investment package. These tools are:

- Travel Demand Model
- Motor Vehicle Emissions Simulator (MOVES5) Model
- Geographic Information Systems (GIS)

A short description of the evaluation tools pertaining to 2027-2030 MTIP performance assessment is provided below.

Travel Demand Model

The travel demand model is a travel behavior model which predicts travel activity levels:

By mode (bus, rail, car, walk or bike) and on road segments, Estimates travel times between transportation analysis zones (TAZ) by time of day. Certain out-of-pocket costs perceived by travelers in getting from any one TAZ to any other.

The travel demand model uses a four-step process for modeling/forecasting travel demand. This four-step process consists of the following parts:

- Trip generation
- Trip distribution
- Mode choice
- Trip assignment

These four steps assess different questions around travel behavior that interact with each other, such as: Do I need to take a trip? Where am I going? How will I get there? What route

should I take? The different conditions on the ground, options available, land uses and other factors result in different answers to the questions which influences the modeling.

The travel demand model uses what is known about the existing transportation system and travel behavior to predict what travel conditions will be like in the future. It is not a guess or an estimate, but a projection based on empirical data and foreseeable circumstances. The models used in the Portland metro region is peer-reviewed and validated against observed data.

Motor Vehicle Emissions Simulator (MOVES)

The Motor Vehicle Emissions Simulator model is a state-of-the-science emission modeling system that estimates emissions for mobile sources at the national, county, and project level for criteria air pollutants, greenhouse gases, and air toxics. The most recent version of the model is MOVES5. Metro's current implementation of MOVES was developed for air quality conformity purposes in accordance with all pertinent EPA guidance and has been updated according to EPA updates to the model.

Geographic Information Systems (GIS)

Geographic Information Systems (GIS) uses spatial data to determine relationships between different data elements and map data. For the 2027-2030 MTIP system performance evaluation, the transportation investments are mapped to assess the spatial relationships between the investments and marginalized communities. In particular, access to a connected transportation system and safety considerations are being assessed through GIS. The main GIS tool used for the transportation equity system evaluation is a proprietary program ArcGIS made by ESRI. Additionally, Metro-produced GIS analysis products like the High Injury Corridor database and the Economic Atlas will help evaluate the package of investments.

System Performance Evaluation – Analysis Inputs

System Performance Evaluation Inputs

The main inputs to the 2027-2030 MTIP system performance evaluation includes those investments programmed in the 2027-2030 MTIP. These investments are cooperatively developed and submitted by four main partners: Metro, ODOT, TriMet, and SMART. Each agency determines the criteria for selecting which transportation investments will get programmed in the 2027-2030 MTIP. Each of the regional partners incorporate regional policy criteria during project selection process. The investments represent a range of capital transportation projects (e.g. new transit line, new sidewalks and crosswalks, new interstate bridge), transportation programs (e.g. transportation demand management, safe

routes to school), maintenance and preservation transportation projects (e.g. bridge repainting, pavement resurfacing), and operations (e.g. traffic operations center, technology, variable message signs, dynamic speed limit signs, and new transit lines). The combination comprises the package to assess for the system performance evaluation.

Major Projects Inputs

The development of a major capital project requires years of planning, design, permitting, etc. well before a capital project enters construction. Because of this length and duration, capital projects can be represented (or reflected) in the MTIP differently from cycle to cycle. This is because the MTIP has different requirements for when to include a project or a project phase in the MTIP. For the purposes of the MTIP performance evaluation some major capital projects and programs may be reflected differently in the 2027-2030 MTIP programming compared to the 2027-2030 MTIP performance evaluation. Only those major projects which can confirm funding secured for a right-of-way or equivalent phase will be included in the performance evaluation. Those major projects with a planning or preliminary engineering phase may still be reflected in the 2027-2030 MTIP through the programming, but not in the performance evaluation.

Programmatic Inputs

Several of the investments programmed within the MTIP every cycle is programmatic in nature, meaning the investment is generally region-wide and may focus on activities in which the system performance evaluation tools cannot capture distinctly. For example, programmatic investments that have historically been included in the MTIP are Regional Travel Options and Safe Routes to School, both of which provide grants to community partners to conduct education and coordinate on marketing campaigns around non-single occupancy vehicle travel options. Another example are bus purchase and replacement programs are often programmed in the MTIP because transit agencies receive Federal Transit Administration (FTA) funds for this purpose. Since buses travel all over the transit system and spatial detail are unavailable of the deployment of buses. Programmatic investments will be limited as to how they are evaluated in the system performance analysis. Individual performance measures may be able to evaluate programmatic investments despite a lack of spatial detail or may be qualitatively evaluated. The suite of transportation investments which are programmatic in nature will be identified and appended in a list to the evaluation.

Planning and Project Development Investments as Inputs

The 2027-2030 MTIP will likely have a number of planning focused (i.e. a feasibility study or area-wide plan) or project development investments programmed. Planning projects which

are programmed in the 2027-2030 MTIP will be limited as to how they are assessed in the system performance evaluation. Similar to programmatic investments, individual performance measures may be able to evaluate planning-focused investments despite a lack of spatial detail or may be qualitatively evaluated.

For project development investments programmed in the 2027-2030 MTIP, the system performance analysis will include those capital and/or operations and maintenance investments only if there is a subsequent phase programmed, such as right-of-way or utility relocation. Transportation investments which have programmed phases beyond project development indicate the intention to move forward to construction and will likely be completed.

For those investments which are only programmed for project development, these will be limited as to how they are assessed in the system performance analysis. This is because at the project development phase of a transportation investment details such as the alignment and geography have not been identified, making it challenging for the evaluation tools to capture the impacts of the potential investment. Additionally, it is still possible the transportation project may not move forward when project development has only been identified. Similar to programmatic investments, individual performance measures may be able to evaluate project development only investments despite a lack of spatial detail or may be qualitatively evaluated.

The suite of transportation investments which are planning-focused or project development only will be identified and appended in a list to the evaluation.

System Performance Evaluation Analysis Assumptions

Key Assumptions

To conduct that evaluation, several key assumptions have been identified. To the degree possible, the key assumptions are consistent with assumptions used in the evaluation of the 2024-2027 MTIP and the system performance evaluation of the 2023 RTP.

A total of four scenarios will be evaluated as part of the 2027-2030 MTIP. These scenarios include:

- Base Year (2020)
- No Build (2027 and 2030)
- Build (2030)

Table 2 provides further details and assumptions for each network.

Table 2. Scenario and Network Assumptions

Scenario	Investment Profile	Land Use	Transit Service
Base Year (2020)	The base year includes the transportation investments built and open for service as of the first half of 2021 calendar year. This is the same base year used as part of the 2023 RTP.	Population, households and employment assumptions reflect the adopted 2020-2045 distributed forecast.[1]	The base year includes transit service which were in effect as of January 2020. This is the same base year used as part of the 2023 RTP.
No Build (2027)	The 2027 no build assumes no additional transportation investments aside from those projects which local jurisdictions and regional partners have confirmed completed or under construction with an expected completion date prior to 2027.	The land use forecast will follow the projected growth in population, households and employment according to the adopted 2020-2045 distributed forecast. This is the same land use assumptions used in the analysis of the 2023 RTP.	TBD To be developed in Spring 2026
No Build (2030)	TBD		TBD To be developed in Spring 2026
Build (2030)	The 2030 build scenario reflects all the investments identified in the 2027-2030 MTIP. These investments include capital investments and as modeling capabilities allow, maintenance, preservations, and operations investments. Those investments which are unable to be quantitatively assessed because of a lack of spatial detail will be identified as part of analysis documentation.		TBD To be developed in Spring 2026

[1] Adopted by the Metro Council in 2021 (Ordinance No. 21-1457) the 2020-45 Distributed Forecast of households and jobs was the land use assumption used for the 2023 RTP. See Appendix M of the 2023 RTP for more information

Federal Performance Target Evaluation Approach and Portland Metropolitan Region Performance Targets

Background: Federal Performance Based Programming

In 2012, the federal transportation reauthorization Moving Ahead for Progress in the 21st Century (MAP21) established 11 national performance measures for metropolitan planning organizations, state departments of transportation, and transit agencies to measure the performance of the system and to further connect investments to increase performance of the transportation system. These national performance measures address safety, asset management, national highway system performance, freight movement, and environment. (The specific performance measures can be found in Tables 3-8.)

The federal performance measures require targets to be set at 2 and 4-year intervals. Agencies like state department of transportation and metropolitan planning organizations are to establish state and regional targets based on a federally prescribed methodology for each performance measure. Upon establishing targets and setting baselines, agencies are to collect and monitor data to measure performance of the system. The monitoring of the performance of the system combined with the targets are intended to inform future transportation investments.

The federal performance measure program provides some flexibility in the performance target setting for each measure. Per federal regulations, MPOs, like Metro, may elect to develop region-specific performance targets or may elect to adopt the state targets for the different performance measures. Through the development of the 2023 RTP, the region developed region-specific targets for 2023 and 2025 as well as establishing the baseline metrics for each performance measure to compare and assess progress. Since the adoption of the 2023 RTP, Metro has reported on the progress of the federal performance targets. Also significant, based on the federal performance-based planning requirements, the region is working in partnership with ODOT and transit agencies, to review existing targets, current monitoring data trends, and establish new or update existing performance targets for the next 2 and/or 4-years.

Analysis Approach for Federal Performance Target Reporting

For the purposes of the 2027-2030 MTIP performance evaluation, reporting on how the investment program advances the region towards achieving the 2 and/or 4-year target is one of the three assessments to comprise the full performance evaluation. Per federal guidance, the expectation is for Metro to describe and demonstrate how the program of projects contributes to achieving the region's federal performance targets identified in the RTP and linking investment priorities to those targets. The demonstration should include a

written narrative description of how the transportation investments in the 2027-2030 MTIP will "to the maximum extent practical" advance the achievement of targets. The narrative assessment should also show how other performance-based planning and programming documents (e.g. asset management plans, Oregon Transportation Plan, and highway safety improvement program (HSIP), are being implemented through the MTIP. More specifically, the narrative should describe linkages and attempt to answer the following questions:

- Are the projects in the MTIP directly linked to implementation of these other (performance based) plans?
- How was the program of projects in the MTIP determined?
- How does the MTIP support achievement of the performance targets? Is the MTIP consistent with the other performance based planning documents (asset management plans, SHSP, HSIP, freight plan, CMP, etc.)? How was this assessment conducted? What does the assessment show?

From this direction, Metro staff will provide relevant findings from the 2027-2030 MTIP performance evaluation to help describe linkages and progress towards the region's federal performance targets. In particular, the investment analysis (see discussion below) and as relevant, the system performance analysis, will inform the linkage and progress towards the region's federal performance targets. This will be conducted in a narrative format per federal guidance and reference most recent reporting towards the 2-year and 4-year targets. The baseline and reporting metrics provided as part of regular federal performance target reporting will help to understanding how much progress and advancement has been made towards 2 and 4-year performance targets and will be further made through the profile of investments programmed in the MTIP for federal fiscal years 2027 through 2030.

Role of Investment Analysis in Federal Performance Target Reporting

A continued component to the 2027-2030 MTIP performance evaluation will include an initial analysis of the investments to comprise the four-year package. This analysis of investment is usually completed near the finalizing of the adoption draft of the MTIP, due to some modifications which may be made to the investment package between the public review draft and adoption of the MTIP. However, the information gathered from analyzing the investments can be incredibly useful to contextualize the amount investment being made in the near-term that contribute towards performance to achieve regional performance targets. Therefore, recognizing the 2027-2030 MTIP is always a snapshot in time of planned near-term investments in the regional transportation system, the addition of the investment analysis in the performance evaluation will primarily support the narrative description linking progress towards the region's federal performance targets. An

updated investment summary will be conducted after public comment and included as part of the 2027-2030 MTIP adoption draft.

Some categories the investment analysis will look to summarize and assess include, but not limited to:

- Investment level in preservation and maintenance
- Investment level in capital projects to expand and/or enhance the regional transportation system
- Amount of investment (primarily capital investment) by modal categories (e.g. active transportation/complete streets, transit system capital, transportation system management and operations, roadway)
- Investment level in safety

Portland Metropolitan Region – MAP-21 Performance Targets and Baselines

Table 3 Safety Targets and Performance – Fatalities and Serious Injuries

Safety – Fatalities and Serious Injuries*								
	First Performance Period Jan. 1, 2018 to Dec. 31, 2021						Second Performance Period Jan. 1, 2022 to Dec. 31, 2025	
Performance Measure	2018 Baseline (2014-2018 performance)**	2020 Target	2020 Performance (2016-2020 performance)**	Target achieved?	Better than baseline?	2022 Baseline (2018-2022 performance)**	2023 Target	2025 Target
Number of fatalities	75	52	93	No	No	105	40	31
Fatalities per 100 million vehicle miles traveled	0.7	0.5	0.9	No	No	0.9	0.4	0.3
Number of serious injuries	512	384	512	No	No	636	293	229
Serious injuries per 100 million vehicle miles traveled	4.9	3.6	4.8	No	No	5.7	2.6	2.0
Number of non-motorized fatalities and serious injuries	130	95	129	No	No	129	72	57
The 2018 Regional Transportation Plan and 2018 Regional Transportation Safety Strategy set a target of zero traffic deaths and serious injuries by 2035. At the time, Metro developed annual targets to reach the 2035 target using the same methodology used by the Oregon Department of Transportation in the Oregon Transportation Safety Action Plan. These measures reflect people killed or seriously injured rather than fatal or serious injury crashes. Serious injuries do not include fatalities. The Vision Zero target is unchanged in the 2023 RTP.								

* Data Source: Oregon Department of Transportation, crash data analyzed by Metro.

** 5-year rolling average of observed crashes as reported by ODOT.

Table 4. Asset Management - Pavement Condition Targets

Asset Management – Pavement Condition*										
Performance measure	First Performance Period Jan. 1, 2018 to Dec. 31, 2021						Second Performance Period Jan. 1, 2022 to Dec. 31, 2025			
	2018 Baseline Actual	2020 Actual	2021 Actual	2022 Target	2022 Target achieved?	Better than baseline?	2022 Baseline	2023 Actual	2023 Target	2025 Target
Percent of pavement on the Interstate System in good condition	46.5%	50.9%	61.8%	35%	yes	yes	39.9%***	16.5%	30%	30%
Percent of pavement on the Interstate System in poor condition	0.8%	0.5%	0.3%	0.5%	yes	yes	1.0%***	1.3%	1.5%	1.5%
Percent of pavement on the non-Interstate NHS in good condition	17.5%**	13.4%**	Not available	32%**	no	no	10.0%***	Not available	12%	12%
Percent of pavement on the non-Interstate NHS in poor condition	10.4%**	11.8%**	Not available	25%**	no	no	20.5%***	Not available	20%	20%

*Data Source: Oregon Department of Transportation

** ODOT changed the metrics for calculating percent of pavement on non-Interstate NHS in good and poor condition after adoption of the 2022 targets.

*** ODOT changed pavement data collection vendors in 2022. ODOT believes that the new vendor has an ability to better evaluate the level of rutting in the pavement, which impacts pavements that were near thresholds and went from good to fair conditions, or from fair to poor conditions.

Table 5. Asset Management – Bridge Condition Targets

Asset Management – Bridge Condition*										
Performance measure	First 4-year Performance Period						Second 4-year Performance Period			
	2017 Baseline	2020 Actual	2021 Actual	2022 Target	2022 Target achieved?	Better than baseline?	2022 Baseline	2023 Actual	2023 Target	2025 Target
Percent of NHS bridges classified in good condition	6%	6%	6%	5%	yes	same	6%	6%	5%	5%
Percent of NHS bridges classified in poor condition	1%	1%	1%	5%	yes	same	1%	2%	2%	2%

* Data Source: Oregon Department of Transportation.

Table 6. National Highway System Performance Targets

National Highway System Performance *												
Performance measure	First 4-year Performance Period Jan. 1, 2018 to Dec. 31, 2021								Second 4-year Performance Period Jan. 1, 2022 to Dec. 31, 2025			
	2017 Base-line	2018 Actual	2019 Actual	2020 Actual	2021 Actual	2020/ 2022 Targets	2020/ 2022 Targets achieved ?	Better than base-line?	2022 Base-line	2023 Actual	2023 Target	2025 Target
Percent of person-miles traveled on the Interstate System that are reliable	46%	47%	49%	82.3%	63.4%	43%	yes	yes	59.4%	52.1%	43%	43%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	72%	75%	77%	90.3%	85.0%	66%	yes	yes	82.4%	82.8%	66%	66%

*Data Source: National Performance Management Research Dataset (NPMRDS)

Table 7. Freight Movement on the Interstate System – Freight Reliability Targets

Freight Movement on the Interstate System – Freight Reliability Targets												
Performance measure	First 4-year Performance Period Jan. 1, 2018 to Dec. 31, 2021								Second 4-year Performance Period Jan. 1, 2022 to Dec. 31, 2025			
	2017 Baseline	2018 Actual	2019 Actual	2020 Actual	2021 Actual	2020/ 2022 Target	2020/ 2022 Target achieved ?	Better than baseline ?	2022 Baseline	2023 Actual	2023 Target	2025 Target
Truck Travel Time Reliability (TTTR) Index	2.93	2.88	2.84	2.30	2.44	3.10	yes	yes	2.52	2.67	3.10	3.10

Data Source: National Performance Management Research Dataset (NPMRDS)

Table 8. Transit Asset Management Targets

Transit Asset Management Targets [1]													
	First Performance Period. Jan. 1, 2018 to Dec. 31, 2021							Second Performance Period. Jan. 1, 2022 to Dec. 31, 2025					
Performance measure	**2018 Baseline Performance**	**2019 Performance**	**2020 Target**	**2020 Performance**	**2021 Target**	**2021 Performance**	**2022 Target**	**2022 Performance**	**2023 Target**	**2023 Performance**	**2024 Target**	**2024 Performance**	**2025 Target**
TriMet Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)													
AB – Articulated Bus	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0%[9]	0%	0.0%	0%
BU – Bus	15.3%	16.2%	18%	0.0%	5.9%	**6.1%**	5.8%	0%	0%	0%	6%[11]	0.0%	0%
CU – Cutaway (used for LIFT para-transit)	9.0%	16.6%	45%	45.2%	45.2%	45.2%	43.2%	**52.2%**	60%	**83.0%**[10]	61%	55.3%[2]	43%
LR – Light rail vehicles[3]	0%	0%	18%	17.6%	17.6%	17.6%	17.6%	17.7%	17.7%	17.7%	13%	**15.8%**	42%
RP – Commuter rail passenger coach	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%[4]	0%
RS – Commuter rail self-propelled passenger car	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%	0%
VN – Van (used for LIFT para-transit)	0%	0%	0%	0%	0%	0%	16.5%	**23.8%**	25.3%	24.1%	48%[12]	44.3%	100%[5]
TriMet Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)													
Automobiles[6]	28.6%	28.6%	17%	28.6%	28.6%	28.6%	40%	25%	25%	25%	50%	50%	50%
Trucks and other rubber tire vehicles	34.4%	29.0%	23%	24.3%	24.3%	24.3%	27.8%	34.1%	25.3%	**28.9%**	36%	**36.4%**	37%
Steel wheel vehicles	30%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TriMet Facilities – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)													
Passenger/Parking facilities	1.03%	1.22%	1%	0.9%	0.7%	**0.9%**	0.6%	0.6%	0.7%	0.0%	1%	0.0%	1%
Administrative/Maintenance facilities	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%	0%	0.0%	0%
TriMet Infrastructure – Percent of track segments with performance restrictions													
LR – light rail	4.7%	4.24%	4.0%	5.9%	5.0%	**7.6%**	5%	7.3%	7%	5.8%	8%	6.2%[7]	7%
YR – Hybrid rail	3.0%	0.42%	3.0%	1.6%	3.0%	0.1%	3%	0%	3%	0.2%	3%	0.0%	3%
Ride Connection Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)													
CU – Cutaway Bus	19%	19%	20%	**28%**	32%	23%	38%	32%	N/A	N/A	N/A		
MV – Minivan	26%	33%	25%	25%	32%	19%	34%	18%	N/A	N/A	N/A		
AO – Automobiles	20%	40%	48%	33%	50%[9]	3%	50%	8%	N/A	N/A	N/A		
Ride Connection Facilities – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)													
Passenger/Parking	0%	0%	0%	0%	0%	0%	0%	0%	N/A	N/A	N/A		
Administrative/Maintenance	0%	0%	0%	0%	1.5%	0%	1.5%	0%	N/A	N/A	N/A		
SMART Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)													
BU – Bus	33%	35%	33%	**43%**	20%	**43%**	25%	**43%**	26%	25%	26%		
CU – Cutaway Bus				**47%**	32%	**47%**	38%	**63%**	38%	**76%**	38%		
SMART Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)													
Automobiles	20%	38%	20%	10%	12%	0%	8%	0%	8%	0%	8%		
Truck and other rubber tire vehicles					44%	25%	45%	14%	45%	25%	45%		
SMART Facilities – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)													
Passenger/Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Administrative/Maintenance	0%	0%	0%	**3%**	1.5%	0%	1.5%	0%	0%	0%	0%		

Transit Asset Management Targets [1] continued

	First Performance Period. Jan. 1, 2018 to Dec. 31, 2021							Second Performance Period. Jan. 1, 2022 to Dec. 31, 2025			
Performance measure	**2018 Baseline Performance**	**2019 Performance**	**2020 Target**	**2020 Performance**	**2021 Target**	**2021 Performance**	**2022 Target**	**2022 Performance**	**2023 Target**	**2023 Performance**	**2024 Target**
C-TRAN Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)											
AB – Articulated Bus	14.5%	18%	20%	19%	**20%**	**22%**	0%	0%	0%	0%	0%
BU – Bus							27%	**43%**	0%	**26.09%**	6%
CU – Cutaway (used for LIFT para-transit)							24%	**27%**	16%	**27.42%**	24%
MV – Minivan							0%	**43%**	43%	33.33%	33%
VN – Van							19%	16%	26%	**33.33%**	27.33%
C-TRAN Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)											
Automobiles	17.1%	25%	30%	6%	**30%**	**43%**	**30%**	6%	33%	**33.33%**	33.33%
Trucks and other rubber tire vehicles									5%	**27.78%**	39.22%
C-TRAN Facilities – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)											
	0%	0%	30%	0%	30%	0%	30%	0%	0%	0%	0%
Portland Streetcar Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)											
Streetcars	4.7%	4.24%	4.0%	5.9%	5.0%	**7.6%**	5%	**7.3%**	7%	5.8%	8%
Bogies	3.0%	0.42%	3.0%	1.6%	3.0%	0.1%	3%	0%	3%	0.2%	3%
Portland Streetcar Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)											
	40%	17%	0%	**4%**	0%	0%	0%	0%	0%	0%	0%
Portland Streetcar Facilities – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)											
	0%	0%	0%	0%	0%[2]	0%	0%[2]	0%	0%	0%	0%
Portland Streetcar Infrastructure – Percent of track mileage operating below design speed											
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

[1] Each transit provider must update State of Good Repair targets annually and the agency's Transit Asset Management (TAM) Plan must be updated at least every 4 years covering a horizon period of at least 4 years. Performance measures and targets are monitored and reported in agency TAM Plans adopted by TriMet, C-TRAN, SMART and Portland Streetcar. Ride Connection's performance measures and targets are monitored and reported in ODOT's Group TAM Plan – targets are statewide encompassing all small providers. The most recent Oregon Consolidated TAM plan update is 2022. Targets and/or performance for 2023 and targets for 2024 are not yet available for Ride Connection. Due to the timing of agency TAM plan updates, 2024 performance and 2025 targets are only available for TriMet.

[2] Continue to retire old buses and replace them with non-diesel coaches. Recent retirements resulted in zero buses that have met or exceeded useful life benchmark in RY2024. For RY2024, acquired 24 new Battery Electric Buses. These vehicles continue through the commissioning process and all are expected in service during FY25. Expect no vehicles to meet or exceed the useful life benchmark in 2025.

[3] Have purchased vehicles classified as "Vans" for paratransit service in recent years, rather than "Cutaways." Therefore, the percent above benchmark of "cutaways" remains comparatively higher even though TriMet continues to replace those vehicles. In FY2024, received the remainder of 42 cutaway vehicles that had been delayed for supply chain disruptions. Expect to continue receiving additional new cutaways to further improve the performance percentage in FY2025.

[4] Have retired four of the beyond benchmark Type 1 fleet vehicles and continue processing new Type 6 vehicles through commissioning. We expect Type 6s to begin revenue service in FY2025, though overall percent above benchmark will increase due to majority of Type 2 fleet meeting useful life.

[5] Our passenger coach is inactive pending completion of a mandatory periodic airbrake overhaul. Expect in service in FY2025.

[6] An additional fleet of vans reached the useful life benchmark for RY2024. Due to physical distancing guidelines during the pandemic years, vans were used less during COVID. Therefore, the vans did not accumulate miles at the same rate as the cutaways, and thus are in better overall condition than age would suggest.

[7] One additional automobile reached the useful life benchmark for RY2024. TriMet has a very small number of "automobiles." Most of our service (non-revenue) vehicles are in the category of "trucks and other rubber tire vehicles." So, the percentage reported actually represents a small number of vehicles beyond useful life benchmark, and changes significantly even with very small changes.

[8] Performance restriction data is calculated by collecting all slow orders in place on the first Wednesday of each month at 9am. In recent years, a significant number of speed restrictions were due to slow orders for worker safety during routine walking inspections of the trackway conducted for safety and reliability, as opposed to issues with the tracks, signals, or switches. TriMet expects these necessary inspections to continue.

[9] TriMet placed new fleet of 31 Nova articulated buses into service during FY2023.

[10] TriMet has purchased vehicles classified as "Vans" for paratransit service in recent years, rather than "Cutaways." Therefore, the percent above benchmark of "cutaways" is comparatively higher even though TriMet is replacing vehicles. Due to greater demand in 2022 that continued in 2023, more cutaways were retained or returned to service than originally anticipated. Vendor supply chain disruptions delayed delivery of 42 cutaway vehicles from FY2023 to FY2024, requiring retention of older cutaways. Began receiving new cutaways at approximately 10 per month in July 2023 and expect to receive more than 50 new cutaways in fiscal year 2024.

[11] TriMet to continue to retire old buses and replace them with non-diesel coaches. Recent retirements resulted in zero buses that have met or exceeded useful life benchmark in RY2023. For RY2024, we project acquiring new Battery Electric Buses, and will continue using a fleet of 40 buses that will meet the useful life benchmark in 2024

[13] Additional TriMet vans will reach the useful life benchmark for the year covered by FY2024

Table 9. Transit Agency Safety Targets

Transit Agency Safety Targets																		
	First Performance Period. Jan. 1, 2018 to Dec. 31, 2021										Second Performance Period. Jan. 1, 2022 to Dec. 31, 2025							
Performance Measure	**2019 Baseline Performance**		**2020 Performance**		**2021 Target**		**2021 Performance**		**2022 Target**		**2022 Performance**		**2023 Target**		**2023 Performance**		**2024 Target**	
	Total	**Rate**	**Total**	**Rate**	**Total**	**Rate**	**Total**	**Rate**	**Total**	**Rate**	**Total**	**Rate**	**Total**	**Rate**	**Total**	**Rate**	**Total**	**Rate**
TriMet Fatalities	Per 1 million VRM (100K DR)																	
Commuter /Light Rail	1	0.112	3	0.338	0	0	7	0.79	0	0	4	0.495	0	0	4	0.514	0	0
Deviated/Fixed Route Bus	1	0.047	0	0	0	0	1	0.046	0	0	0	0	0	0	2	0.101	0	0
Demand Response	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TriMet Injuries	Per 1 million VRM (100K DR)																	
Commuter /Light Rail	113	12.651	97	10.943	--[1]	<1.9	66	7.45	--[1]	<1.9	27	3.34	--[1]	<1.9	45	5.785	--[1]	<1.9
Deviated/Fixed Route Bus	111	5.205	152	6.92	--[1]	<1.9	120	5.463	--[1]	<1.9	96	4.936	--[1]	<1.9	102	5.13	--[1]	<1.9
Demand Response	13	1.819	5	0.906	--[1]	<1.9	6	1.087	--[1]	<1.9	0	0	--[1]	<1.9	0	0	--[1]	<1.9
TriMet Safety Events	Per 1 million VRM (100K DR)																	
Commuter /Light Rail	114	12.763	111	12.522	--[2]	*<1.3*	98	11.056	--[2]	*<1.3*	53	6.556	--[2]	*<1.3*	61	7.842	--[2]	*<1.3*
Deviated/Fixed Route Bus	112	5.251	164	7.466	--[2]	*<2.6*	141	6.419	--[2]	*<2.6*	118	6.067	--[2]	*<2.6*	123	6.186	--[2]	*<2.6*
Demand Response	11	1.539	4	0.724	--[2]	--[2]	5	0.906	--[2]	--[2]	3	0.707	--[2]	--[2]	0	0	--[2]	--[2]
TriMet System Reliability	Rate of in-service vehicle failures (miles)***																	
Commuter /Light Rail	*N/A*	120,234	*N/A*	27,905	*N/A*	>10,000	*N/A*	28,054	*N/A*	>10,000	*N/A*	34408	*N/A*	>10,000	*N/A*	33,085	*N/A*	>10,000
Deviated/Fixed Route Bus	*(rate only)*	31,000	*(rate only)*	8,912	*(rate only)*	>15,000	*(rate only)*	10,698	*(rate only)*	>15,000	*(rate only)*	9188	*(rate only)*	>15,000	*(rate only)*	7,675	*(rate only)*	>15,000
Demand Response		22,840		4,973		>15,000		2,435		>15,000		3,313		>15,000		4,586		>15,000
Ride Connection Fatalities	Per 100k VRM**																	
Deviated Fixed Route Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Demand Response/NEMT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Training	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ride Connection Injuries[3]	Per 100k VRM**																	
Deviated Fixed Route Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<2.25	--
Demand Response/NEMT	0	0	0	0	0	0	0	0	0	0	2	0.004	0	0	3	0.47	<2.25	--
Travel Training	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ride Connection Safety Events[4]	Per 100k VRM**																	
Deviated Fixed Route Bus	0	0	0	0	<5.25	--[6]	1	0.28	<5.25	--[6]	0	0	<5.25	--[6]	0	0	<5.25	--[6]
Demand Response/NEMT	0	0	0	0	<15.75[5]	--[6]	0	0	<15.75[5]	--[6]	3	0.006	<15.75[5]	--[6]	3	0.47	<15.75[5]	--[6]
Ride Connection System Reliability[7]	Rate of in-service vehicle failures (miles)***																	
Deviated Fixed Route Bus	*N/A*	N/A[7]	*N/A*	17,938	*N/A*	16,500	*N/A*	10,969	*N/A*	16,500	*N/A*	40,968	*N/A*	16,500	*N/A*	9,557	*N/A*	16,500
Demand Response	*(rate only)*	N/A[5]	*(rate only)*	24,823	*(rate only)*	28,500[5]	*(rate only)*	15,824	*(rate only)*	28,500[5]	*(rate only)*	10,531	*(rate only)*	28,500[5]	*(rate only)*	16,961.6	*(rate only)*	28,500[5]
SMART Fatalities	Per 100k VRM**																	

Deviated Fixed/Fixed Route Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Demand Response	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMART Injuries	Per 100k VRM**																	
Deviated Fixed/Fixed Route Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Demand Response	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMART Safety Events	Per 100k VRM**																	
Deviated Fixed/Fixed Route Bus	0	0	0	0	0	0	0	0	0	0	0	0	2.4	--[6]	0	0	0	0
Demand Response	0	0	0	0	0	0	0	0	0	0	0	0	5.8	--[6]	0	0	1	**2.41**
SMART System Reliability	Rate of in-service vehicle failures (miles)***																	
Deviated Fixed/Fixed Route Bus	*N/A*	21,324[4]	*N/A*	19,738	*N/A*	20,837	*N/A*	19,738	*N/A*	21,324	*N/A*	19,738	*N/A*	20,837	*N/A*	34,558	*N/A*	20,837
Demand Response	(rate only)	14,206[4]	(rate only)	10,397	(rate only)	12,778	(rate only)	10,397	(rate only)	14,206	(rate only)	10,397	(rate only)	12,778	(rate only)	4,155	(rate only)	12,778
C-TRAN Fatalities[9]	Per 1 million VRM (100K DR)																	
Deviated/Fixed Route Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Demand Response	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vanpool	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C-TRAN Injuries[9]	Per 1 million VRM (100K DR)																	
Deviated/Fixed Route Bus	27	6.811	11	2.905	<25.7	<6.584	24	6.43	<23.7	<6.107	13	3.488	<12.4	<3.314	12	3.105	<11.4	<2.950
Demand Response	8	4.833	2	2.539	<7.6	<4.899	0	0	0	0	2	1.469	<1.9	<1.396	2	1.178	<1.9	<1.119
Vanpool	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C-TRAN Safety Events[9]	Per 1 million VRM (100K DR)																	
Deviated/Fixed Route Bus	32	8.072	39	10.300	<28.5	<7.316	36	9.642	<34.2	<9.16	32	8.587	<23.75	<8.158	25	6.469	<23.75	<6.145
Demand Response	8	4.833	4	5.077	0	0	0	0	0	0	5	3.672	<4.75	<3.488	5	2.944	<4.75	<2.797
Vanpool	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C-TRAN System Reliability	Rate of in-service vehicle failures (miles)***																	
Deviated/Fixed Route Bus	*N/A*	0.637	*N/A*	0.207	*N/A*	>0.218	*N/A*	0.223	*N/A*	10,398	*N/A*	**9,937**	*N/A*	10,435	*N/A*	**9,859**	*N/A*	10,352
Demand Response	*(rate only)*	0.231	*(rate only)*	7.879	*(rate only)*	>8.272	*(rate only)*	**1.169**	*(rate only)*	23,370	*(rate only)*	28,968	*(rate only)*	30,417	*(rate only)*	**23.921**	*(rate only)*	25,117
Vanpool		0.094		0.069		>0.073		0.115		12,065		**4,179**		4,388		17,890		18,785
Portland Streetcar Fatalities	Per 100k VRM**(Rail)																	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Portland Streetcar Injuries	Per 100k VRM**(Rail)																	
	14	3.27	14	3.27	12	3.05	8	2.09	12	3.06	9	2.34	<12	<3.19	11	2.65	<10	<2.67
Portland Streetcar Safety Events	Per 100k VRM**(Rail)																	
	14	3.27	14	3.27	19	4.83	17	4.44	13	3.32	15	**3.92**	<13	<3.45	**24**	**6.38**	<19	<5.08
Portland Streetcar System Reliability	Rate of in-service vehicle failures (miles)***																	
	N/A (rate only)	0.293	*N/A* (rate only)	0.293	*N/A* (rate only)	0.293	*N/A* (rate only)	0.51	*N/A* (rate only)	0.236	*N/A* (rate only)	0.491	*N/A* (rate only)	0.236	*N/A* (rate only)	0.427	*N/A* (rate only)	0.476

[1]TriMet did not adopt performance targets for total injuries in its PTASP but did adopt a target of less than 200 OSHA recordable injuries for employees.

[2]TriMet did not adopt performance targets for total safety events in its PTASP. Instead, the agency adopted target of less than 1.3 for light rail and less than 2.6 for bus per 100,00 miles. TriMet also adopted performance targets of less than 5.4 lost time employee injuries per 200,000 hours worked.

[3]Ride Connection also sets a boarding and alighting injury target of less than 2.25.

[4]Ride Connection also set workers' compensation claim targets of 0 for deviated fixed route bus and less than 1.5 for demand response service.

[5]NEMT is a new program as of March 2020 with no historical data from the previous brokerage and only a few months of actual data that is heavily skewed by COVID-19. Ride Connection will adopt specific NEMT targets once adequate data has been compiled. In the interim, the NEMT targets are the same as those for demand response.

[6]Instead of a safety event rate target, Ride Connection adopted a preventable collision rate of less than 1.2334 per 100,000 vehicle revenue miles for deviated fixed route bus and less than 0.9000 per 100,000 vehicle revenue miles for demand response service.

[7]Ride Connection does not have historical system reliability data available.

[8]SMART used FY 2018 data as a baseline for system reliability performance setting.

[9]C-TRAN adopted the performance targets of achieving a 5 percent reduction from the 2019 baseline. The values included as 2021 targets in this table are those estimated values based on 2019 data reported to the National Transit Database. In 2020, C-TRAN switched to reporting this value as average miles between major events.

* VRM stands for Vehicle Revenue Miles.

** System reliability is defined by FTA as the mean distance between major mechanical failures—measured as revenue miles operated divided by the number of major mechanical failures.

Recommended LPA map

Recommended LPA language

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.

Recommended funding agreement

The current assumption is the TV Highway transit and safety project will cost about $300 million dollars to design and construct. TriMet plans to request entry into the FTA CIG Small Starts program with the intent to request the maximum amount of funding currently available for program participants, $149.9 million. Local and regional project partners have agreed to contribute approximately $100M and the project is requesting $50M in state funding. This combined $150 million in local, regional and state funding will allow for critical investments in transit and safety throughout the corridor and leverage the federal investment through the Small Starts program.