



# MTIP Overview

*The Metropolitan Transportation Improvement Program (MTIP) is a short-range investment plan of regionally significant transportation investments for the next four years.*

For the Portland region, the 2021- 2024 MTIP is a little over \$1.2 billion of investments spread over 203 transportation projects and programs. The investments are comprised of:

- a mix of capital investments to fill gaps and build out the transportation system across all forms of travel,
- freeway and transit maintenance investments to take care of the transportation infrastructure already in place,
- operations investments to use technologies to make the system work better and be safer,
- programs that educate about travel options, support kids in walking and rolling to school safely, and create transit supportive development;
- planning to analyze needs, develop project proposals and maintain eligibility for federal and state funding.

As a federally required short-range plan, the MTIP must include all federal transportation money being invested in the greater Portland area as well as the required monies from cities, counties and the state to match the federal dollars. The MTIP does not account for locally-raised dollars that cities and counties spend on other things like fixing potholes on neighborhood streets or money that transit agencies raise and spend operating bus and light rail service. For the region to remain eligible to receive and access federal transportation monies, the MTIP must continually be updated to demonstrate the region's project costs and spending does not exceed projected revenues, also known as fiscal constraint.

The MTIP is complementary to the Regional Transportation Plan (RTP), which identifies needed capital and maintenance transportation projects in the region through 2040. The RTP long-range investment plan outlines \$42 billion of needed investments. The transportation projects and programs in the MTIP help to advance the RTP.

## 2021-2024 MTIP breakdown

- 45% goes towards building out roadway, transit, and active transportation projects
- 52% goes towards maintenance and operations
- 3% goes towards planning and running programs

The near even split between the capital and maintenance demonstrates the region striving to balance many different factors, such as federal funding restrictions and policy direction coming from different places, like state legislative mandates, or local policies that can prioritize different objectives. In the MTIP, generally:

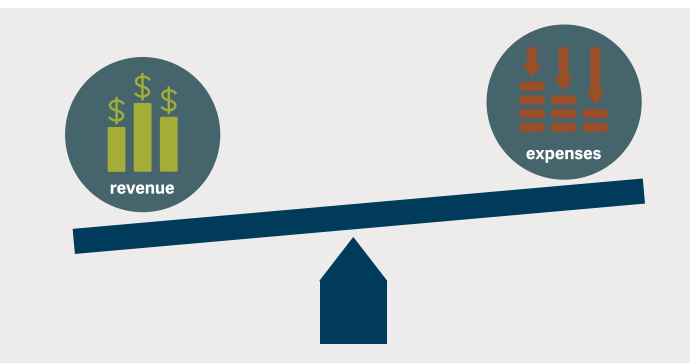
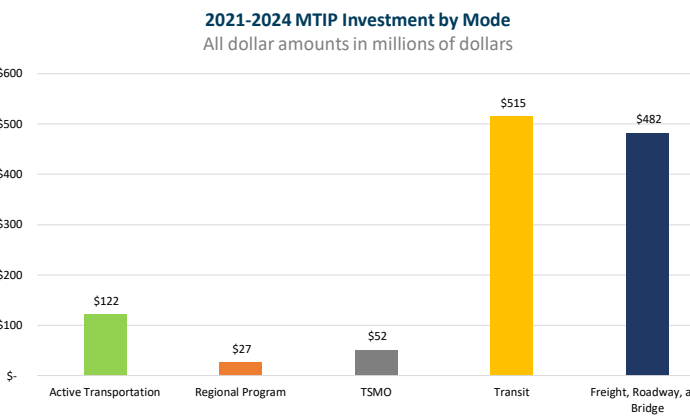
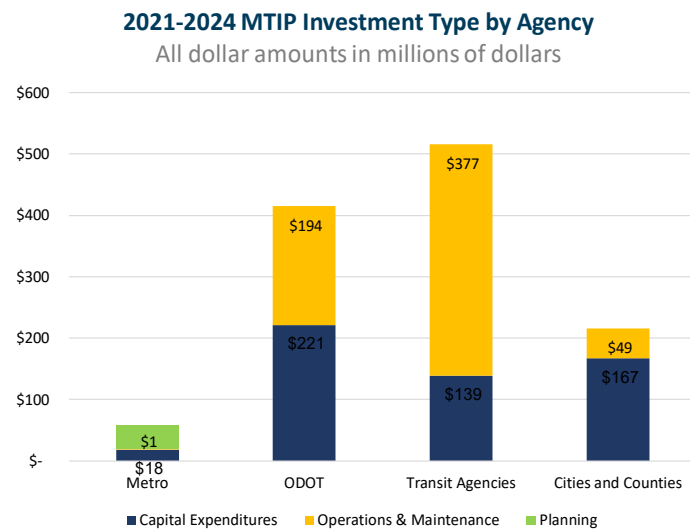
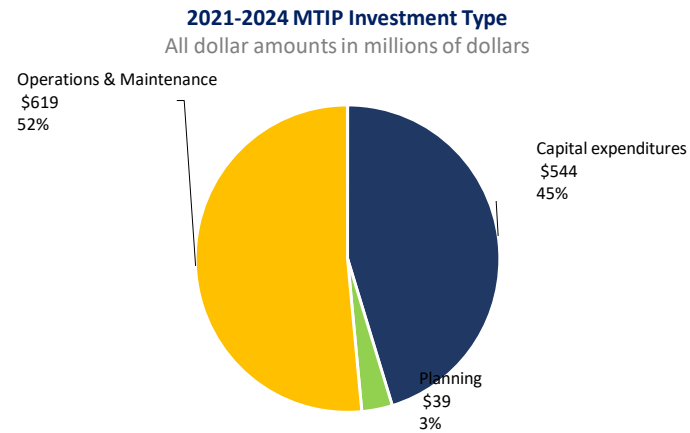
- Transit agencies invests its federal monies primarily for maintaining the assets (e.g. buses, light rail track work, etc.) of the transit system.
- ODOT invests federal monies across maintenance, operating the system, and building roadway capacity
- Cities and Counties invests federal monies into capital projects to build out the transportation network and focus local monies on maintenance of streets

The region's primary transportation project delivery agencies show varying level of investment towards capital and maintenance. In general, federal transportation funds tend to focus on capital investments such as roads, transit, bicycle and pedestrian networks, which are short-term commitments. The expectation by the federal government is for states, local governments, and transit agencies to maintain and operate the system.

The 2021-2024 MTIP invests across all different forms of travel.

- Nearly \$1 billion combined – are for roadway and transit,
- Over \$120 million towards building out the active transportation network,
- \$52 million is for transportation system management and operations (TSMO) to help manage demand and improve performance.

Fiscal constraint is maintained by balancing revenues available in a fiscal year with the project costs incurred in that year. For the 2021-2024 MTIP, four years of revenues are forecasted and four years project costs are estimated. Fiscal constraint is demonstrated by showing the total programming of projects costs by project phase do not exceeding forecasted revenues in any year in the MTIP. This is a continual balancing act of tracking revenues to spending as projects and programs in the MTIP get built or operating.



## What these investments will do

The 2021-2024 MTIP focuses on making progress towards four goals: getting to zero deaths and serious injuries from crashes on the roads, reducing disparities, reducing greenhouse gases from cars and trucks, and managing traffic congestion. With the investments in the 2021-2024 MTIP, the region will see:



### Reducing disparities/advancing equity

- A greater rate of progress toward completing the regional walking and biking system in communities with higher numbers of people of color, people with low incomes, and people with limited English proficiency. The highest rate of completion is for sidewalks near transit stops in historically marginalized communities which reaches 74%.
- Increased access to community places and jobs – including middle wage jobs – by transit for the average household in historically marginalized communities by 10%. Access goes up 15% in some communities.

### Getting to zero

- Nearly one-third of the short-range plan will invest in proven safety countermeasures, such as medians and pedestrian crossing islands and protected left turn signals, to reduce crashes.
- Nearly 80% of the safety investments are focused on high injury corridors and intersections – the roadways and intersections most prone to crashes – located in or that travel across historically marginalized communities.



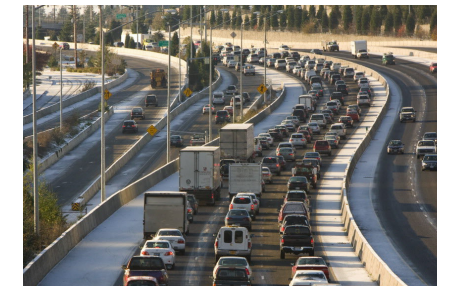
### Addressing climate change

A reduction in greenhouse gas emissions by 21% per capita by transitioning transit vehicles to energy efficient vehicles and building out the transit and

active transportation network. This makes faster than planned progress towards the region's Climate Smart Strategy target.

### Managing traffic congestion

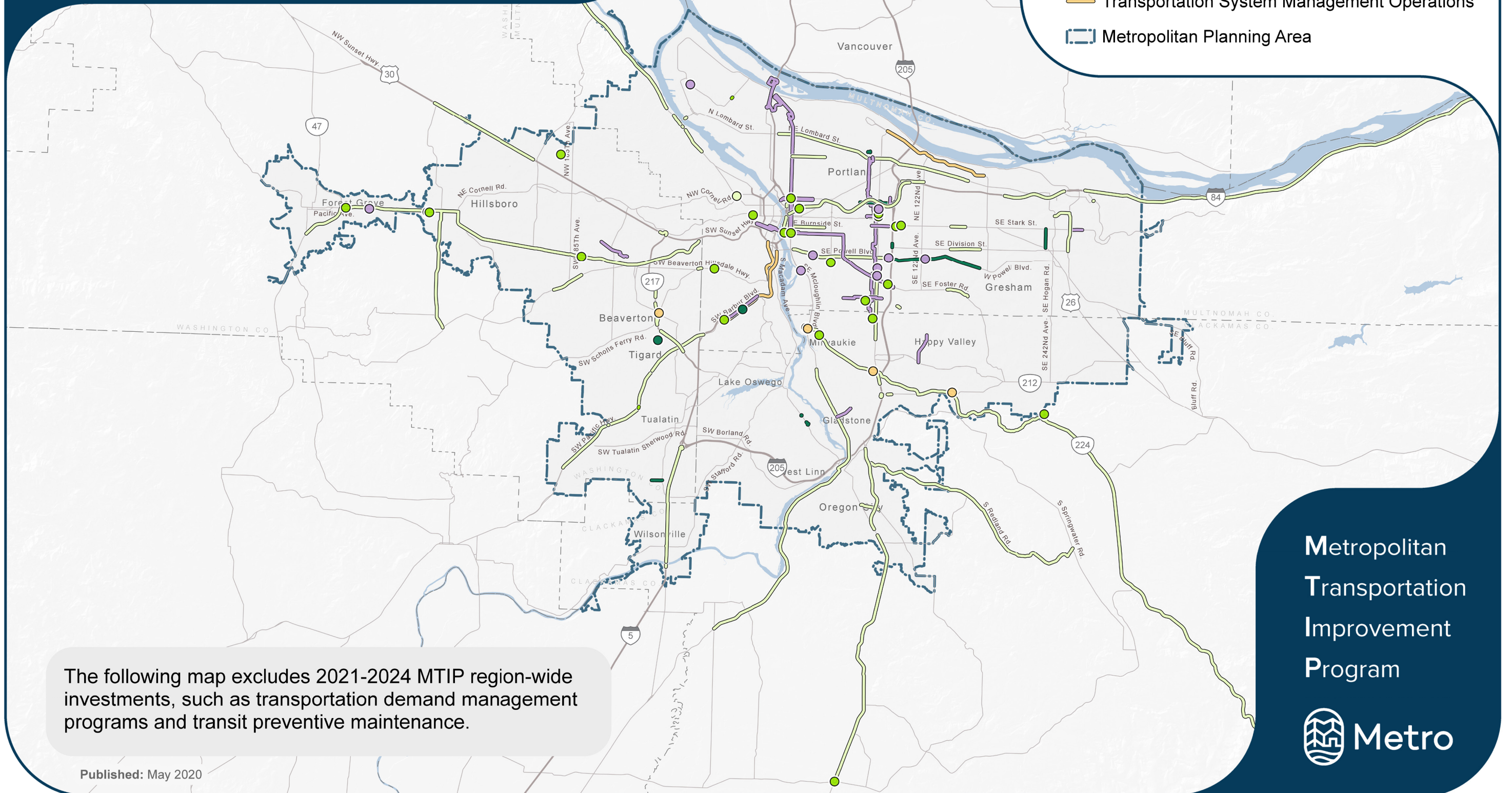
- A shift of nearly 70,000 car trips to walking, bicycling, and using transit, making it easier for people and businesses to reliably and efficiently reach their destinations.
- Upgraded traffic signals, improved signal timing, traveler information monitoring road conditions, and investments in other systems that respond to incidents such as crashes, special events or extreme weather to make travel times more reliable.
- Less time to spent in the car going between Beaverton to Tigard, including Washington Square, and between Hillsboro and Tualatin.
- More transit, bicycle, and walking options and useful tools to navigate other ways to get around to help manage travel demand.



# Planned Investments

## Mode

- Active Transportation
- Roadway & Bridge: Capital improvement
- Roadway & Bridge: Planning
- Roadway & Bridge: Maintenance & Preservation
- Transportation System Management Operations
- Metropolitan Planning Area



The following map excludes 2021-2024 MTIP region-wide investments, such as transportation demand management programs and transit preventive maintenance.

Metropolitan  
Transportation  
Improvement  
Program



## Schedule

Committee recommendations and approvals:

- Transportation Policy Alternatives Committee (TPAC) – **June 5, 2020**
- Joint Policy Advisory Committee on Transportation (JPACT) – **July 16, 2020**

Adoption of the 2021-2024 MTIP by the Metro Council – **July 23, 2020**

Submit the 2021-2024 MTIP to the Governor for inclusion in the 2021-2024 STIP – **Late July-August 2020**

Submit the 2021-2024 MTIP and STIP to federal partners requesting approval – **Late summer 2020**

Federal partner approval of the 2021-2024 MTIP – **Fall 2020**

2021-2024 MTIP becomes effective – **October 1, 2020**



## Where to find the MTIP

Head to the webpage to find out more about the 2021-2024 MTIP. Find the results of the 2021-2024 MTIP performance evaluation, find the list of projects and their year-by-year planned spending, and more.

Electronic copies of 2021-2024 MTIP copies can be found at [www.oregonmetro.gov/public-projects/2021-24-metropolitan-transportation-improvement-program](http://www.oregonmetro.gov/public-projects/2021-24-metropolitan-transportation-improvement-program)

For more information about individual projects, please see:

[www.oregon.gov/odot/Regions/Pages/Region-1-STIP.aspx](http://www.oregon.gov/odot/Regions/Pages/Region-1-STIP.aspx)

<https://trimet.org/about/accountability.htm>

<https://www.ridesmart.com/transit/page/program-projects>

The MTIP is continually updated. Check back for more information on changes – also known as amendments – in the 2021-2024 MTIP.

