Metro

DISCUSSION DRAFT

2019-2020 United Planning Work Program

Transportation planning in the Portland/ Vancouver metropolitan area

April 12, 2019

oregonmetro.gov

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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Unified Planning Work Program website: **oregonmetro.gov/unified-planning-work-program**

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Unified Planning Work Program (UPWP) overview

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. The UPWP is developed by Metropolitan Planning Organizations (MPOs) 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 FY 2019-2020 (from July 1, 2019 to June 30, 2020).

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 The Fixing America's Surface Transportation FAST Act, 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 the region's land use 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 (expressed in full-time equivalent, or FTE) include budget salary and benefits as well as overhead costs per FTE for project administrative and technical support.

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 how the activities are administered through planning agreements and the Metropolitan Transportation Improvement Program (MTIP). These categories include: General MPO planning for planning activities that occur on continuous cycles and are administered in the annual Metro-ODOT plan funding agreement, MPO planning projects that are discrete activities with an end date and generally ~~may~~ have an individual agreement between ODOT and Metro and unique entry in the TIP (if they have federal funding), other regional planning projects led by agencies other than Metro, and project development planning activities to increase project readiness and prepare project concepts to begin the NEPA and Preliminary Engineering phase of development. Organizing planning activities in this manner facilitates transparent administration of the planning activities by the agreements that provide for their scope and budget and by the MTIP which programs the funding for these activities and ensures funding is constrained (limited) to funds actually available.

The UPWP is developed by Metro with input from local governments, TriMet, SMART, ODOT, FHWA and FTA. Additionally, 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. Self- certification is conducted in conjunction with ~~annual~~ the adoption of the ~~UPWP~~MTIP.

This Unified Planning Work Program (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, 2019 through June 30, 2020. During the consultation, public review and adoption process for the 2019-20 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.

When developing the annual UPWP, Metro follows protocols established by ODOT in cooperation with USDOT in 2016. These protocols govern the general timeline for initiating the UPWP process, consultation with state and federal agencies and adoption by JPACT and the Metro Council.

FEDERAL REQUIREMENTS FOR TRANSPORTATION PLANNING

The current federal transportation ACT, Fixing America's Surface Transportation (FAST) Act provides direction for regional transportation planning activities. The FAST Act was signed into law by President Obama on December 4, 2015. It sets the policy and programmatic framework for transportation investments. Fast Act stabilizes federal funding to state and metropolitan regions for transportation planning and project improvements and funding levels for the federal aid transportation program, and among key initiatives adds new competitive grants which promote investments in the nation's strategic freight corridors.

In addition, FAST Act retains the multi-modal emphasis of the federal program by ensuring funding of transit programs as well as the Transportation Alternatives Program. FAST Act builds in the program structure and reforms of the prior federal Transportation Act, MAP-21, which created streamlined and performance-based surface transportation program.

Regulations implementing FAST Act require state DOTs and MPOs 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

A. Planning Emphasis Areas (PEAs)

The metropolitan transportation planning process must also incorporate Federal Highway Administration/Federal Transit Administration planning emphasis areas (PEAs). https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/joint-fta-fhwa-emphasis-planning-areas-pdf For FY 2019-2020, these include:

- **Models of Regional Planning Cooperation:** Promote cooperation and coordination across MPO boundaries and across State boundaries to ensure a regional approach to transportation planning. Cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination includes the linkages between the transportation plans and programs, corridor studies, projects, data, and system performance measures and targets across MPO and State boundaries. It also includes collaboration between State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, target setting, and system performance reporting in support of performance based planning.

- **Access to Essential Services:** As part of the transportation planning process, identify social determination of transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This

emphasis area could include identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

- **MAP-21 and FAST Act Implementation: Transition to Performance Based Planning and Programming to be used in Transportation Decision-making:** The development and implementation of a performance management approach to metropolitan transportation planning and programming includes the development and use of transportation performance measures, target setting, performance reporting, and selection of transportation investments that support the achievement of performance targets. These components will ensure the achievement of transportation system performance outcomes.

B. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved in the planning process, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in meaningful opportunities for public participation in the planning process.

C. Regional Transportation Plan

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.
- Recognition of the 2016 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, ~~and~~ emphasizing preservation of existing transportation infrastructure, improving resiliency and reliability and enhancing travel and tourism.
- A performance-based planning process, including performance measures and targets.

D. Metropolitan Transportation Improvement Program (MTIP)

The short-range metropolitan TIP must include the following:

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

E. Transportation Management Area (TMA)

Metropolitan areas designated TMAs (urbanized areas with a population of over 200,000) such as the 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. See Section V. Other Planning Related Information for a table displaying Metro's progress and future actions to address Federal Corrective Actions.

F. Air Quality Conformity Process

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

STATUS OF METRO'S FEDERALLY REQUIRED PLANNING DOCUMENTS

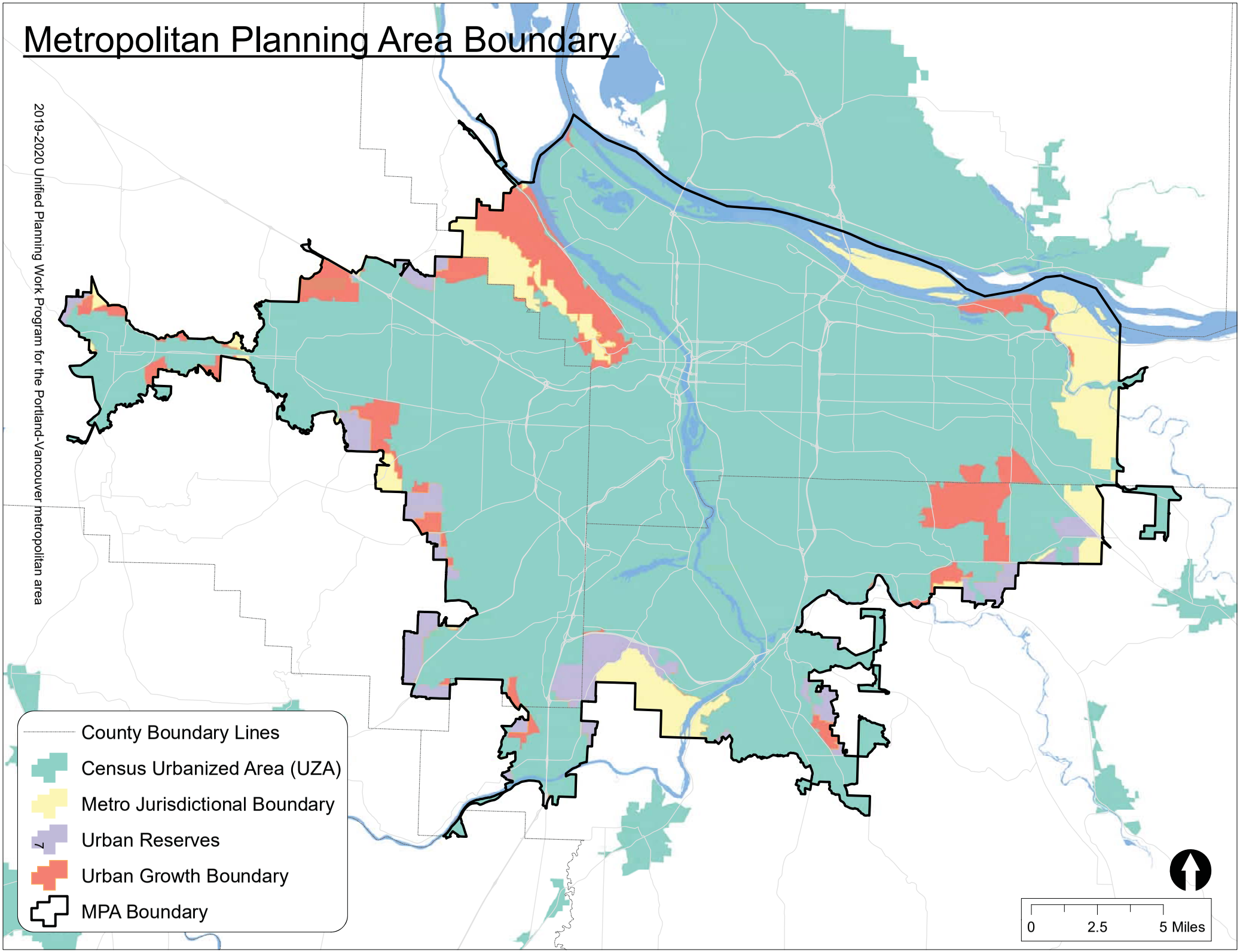
Plan Name	Last Update	Next Update
Unified Planning Work Program (UPWP)	Adopted in May 2019~~8~~	Scheduled for adoption in April 2020~~19~~
Regional Transportation Plan (RTP)	Adopted in December 2018	Scheduled for adoption in December 2023
Metropolitan Transportation Improvement Program (MTIP)	Adopted August 2017	Scheduled for adoption in July, 2020
Annual Listing of Obligated Projects Report	Completed at the end of each calendar year	Scheduled for December 31, 2019
Title VI/ Environmental Justice Plan	~~Approved~~ Updated July 2017	Scheduled for July 2020
Public Participation Plan	Adopted ~~November 2017~~January 2019	July 2022~~December 2018~~
ADA Self-Evaluation & Facilities Update Plan	Self-Evaluation completed in July 2018	Facilities Update Plan scheduled for completion in June 2019

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. The multiple boundaries for which Metro has a transportation and growth management planning role are: MPO Planning Area Boundary, Urban Growth Boundary (UGB), Urbanized Area Boundary (UAB), Metropolitan Planning Area Boundary (MPA), and Air Quality maintenance Area Boundary (AQMA).

Metropolitan Planning Area Boundary



First, Metro's jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties.

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.

Third, the Urbanized Area Boundary (UAB) is defined to delineate areas that are urban in nature distinct from those that are largely rural in nature. The Portland-Vancouver metropolitan region is somewhat unique in that it is a single urbanized area that is located in two states and served by two MPOs. The federal UAB for the Oregon-portion of the Portland-Vancouver metropolitan region is distinct from the Metro Urban Growth Boundary (UGB).

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.

The federally-designated AQMA boundary includes former non-attainment areas in the metropolitan region that are subject to federal air quality regulations. As a former carbon monoxide and ozone non-attainment region, the Portland metropolitan region had been subject to a number of transportation conformity requirements. As of October 2017, the region has completed and is not longer required to perform transportation conformity requirements for carbon monoxide. Transportation conformity requirements related to ozone were lifted in the late 2000's due to the revocation of the 1-hour ozone standard, which was the standard the region had been in non-attainment.

REGIONAL POLICY FRAMEWORK

The 2018 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 a six desired regional outcomes adopted by the Metro Council, which in turn are implemented through the goals and objectives that make up the policy framework of the plan. These are the six desired outcomes:

- Equity
- Vibrant Communities
- Economic Prosperity
- Safe and Reliable Transportation
- Clean Air and Water
- Climate Leadership

While these broad outcomes establish a long-term direction for the plan, the near-term investment strategy contained in the 2018 RTP focuses on key priorities within this broader vision for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities described in this UPWP were prioritized and guided by these focus areas as a way to make progress toward the desired outcomes, and each project narrative includes a discussion of one or more of these planning priorities. Regional planning project included in the UPWP are also described in detail within the 2018 RTP, itself, in terms of their connection to the broader outcomes envisioned in the plan. These descriptions are included in Chapter 8 of the 2018 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 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 recommended by JPACT to the Metro Council. The Metro Council can ratify the JPACT recommendations or refer them back to JPACT with a specific concern for reconsideration.

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 FAST Act, but also the Oregon Transportation Planning Rule and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

Transportation Policy Alternatives Committee (TPAC)

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

Metro Technical Advisory Committee (MTAC)

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

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

The Metro Public Engagement Review Committee (PERC) advises the Metro Council on engagement priorities and ways to engage community members in regional planning activities consistent with adopted public engagement policies, guidelines and best practices. The Committee on Racial Equity (CORE) provides community oversight and advises the Metro Council on implementation of the Metro's *Strategic Plan for Advancing Racial Equity, Diversity and Inclusion*. Adopted by the Metro Council in June 2016 with the support of MPAC, the strategic plan leads with race, committing to

concentrate on eliminating the disparities that people of color experience, especially in those areas related to Metro's policies, programs, services and destinations.

PLANNING PRIORITIES IN THE GREATER PORTLAND REGION

FAST Act, the Clean Air Act Amendments of 1990 (CAAA), the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Planning Rule, the Oregon Transportation Plan and modal/topic plans, the Metro Charter, the Regional 2040 Growth Concept and Regional Framework Plan together have created a comprehensive policy direction for the region to update land use and transportation plans on an integrated basis and to define, adopt, and implement a multi-modal transportation system.

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 Southwest Corridor Plan and the Powell/Division Transit Corridor Plan.

Among the policy directives in the RTP and state and federal requirements are the region's six desired outcomes:

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

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 2018 RTP update refined our outcomes-based policy framework that not only allows our decision makers that base regulatory and investment decisions on desired outcomes, but will also allow us to meet new federal requirements for performance base planning.
- The 2018 Regional Freight Strategy addresses rapidly changing port conditions in our region, including a gap in container cargo service, while also addressing FAST Act goals for implementing a national freight system.
- 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.
- 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.

A Climate Smart Strategy was adopted in December 2014, as required by the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, and is currently being implemented through the 2018 RTP. The Congestion Management Process (CMP) was adopted as part of ~~2014~~ 2018 RTP in ~~July~~ December 2014~~8~~ (see ~~Chapter 5~~Appendix L). Many of the elements of the CMP are included as part of the Transportation System Management and Operations (TSMO) program, consisting of both the Regional Mobility and Regional Travel Options work programs. Metro staff revised the Regional Mobility Atlas as part of the 2018~~4~~ RTP update.

Metro's annual development of the UPWP and self-certification of compliance with federal transportation planning regulations are part of the core MPO function. The core MPO functions are contained within the MPO Management and Services section of the work program. Other MPO activities that fall under this work program are air quality conformity analysis, 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 2017 and is covered under this work program.

UPWP AMENDMENT PROCESS

The UPWP is a living document, and must be amended periodically to reflect significant changes in project scope or budget 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 to the UPWP are required when any of the following occur:

- A new planning study or project is identified.
- There is either a $200,000 or 20 percent change, whichever is greater, 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.

Administrative ~~changes~~ amendments to the UPWP can occur for the following:

- Changes to TOTAL UPWP project costs that do not exceed the thresholds for ~~formal~~ legislative amendments above.
- Revisions to a UPWP narrative's scope of work, including objectives, tangible products expected in fiscal year, and methodology.
- Addition of carryover funds from previous fiscal year once closeout has been completed to projects/programs that extend into multiple fiscal years.

GLOSSARY OF RESOURCE FUNDING TYPES

- PL – Federal FHWA transportation planning funds allocated to Metropolitan Planning Organizations (MPO's).
- 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. Also known as: "TA Set aside."
- 5303 – Federal FTA transportation planning funds allocated to MPOs and transit agencies.
- ODOT MPO Funding – Funding from ODOT to support regional transportation planning activities (currently $225,000 per year). ~~Also known as: "STG"B funds.~~
- TriMet MPO Funding - Funding from TriMet to support regional transportation planning activities (currently $240,000 per year).
- Metro – Local match support from Metro general fund or solid waste revenues.
- Other – Anticipated revenues pending negotiations with partner agencies.

Placeholder for Metro Resolution Adopting 2019-2020 UPWP

Page 2 Resolution

I. General metropolitan planning organization (MPO) transportation planning

Recurring projects and programs that Metro leads

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 and programs that support the major regional programs and other transportation planning in the region, including:

- Periodic amendments to the RTP that occur outside the regular RTP update cycles
- Periodic updates to the regional growth forecast
- Periodic updates to the regional revenue forecasts
- General support for regional safety planning
- General support for regional corridor planning
- Ongoing transportation model updates and enhancements
- Policy support for regional Mobility and CMP programs

Metro also brings supplementary federal funds and regional funds to this program in order 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 the regional framework & transportation functional plans
- Ongoing compliance with State greenhouse gas emission targets
- Compliance with federal performance measures
- Periodic urban growth report support
- Ongoing support for Metro's local partnerships program
- Support for local Transportation System Planning
- Ongoing support for Metro's Transportation Snapshots
- Periodic support for other programs in the Planning & Development Department on transportation issues
- Collaboration in statewide transportation planning and rulemaking activities

Overall Objectives

Continued provision of regional transportation planning services and programs that support the major regional programs and other transportation planning in the region, as described above.

Previous Work *(through June 2019)*

- Adopted a major update to the Regional Freight Strategy as part of the 2018 RTP Update.
- Adopted a Regional Transit Strategy as part of the 2018 RTP Update.
- Adopted a major update to the Regional Safety Strategy as part of the 2018 RTP Update.
- Completed a major update to the Designing Livable Streets program of best practice tools.

- Supported the Powell-Division Transit & Development Project adoption and amendment to the RTP.
- Collaborated on state rulemaking amendments to the Oregon Transportation Planning Rule.
- Coordinated with ODOT and local city and county partners to develop a regional revenue forecast for 2040.
- Provided policy and technical support for freight enhancements to the regional travel demand model funded through a national grant.
- Provided ongoing support for Metro's local partnerships program, including monthly training meetings and individual support for staff liaisons.
- Provided support for local Transportation System Plan updates in several local jurisdictions.

Methodology

General transportation support is organized around two thematic teams within the planning program. A team of modal and topic experts provides expertise and support on freight, bicycle, pedestrian, motor vehicle and transit planning, and topic experts provide support on climate change, equity, safety, street design, resilience, transportation funding, state and federal regulation and performance monitoring. These staff experts are generally available on short notice for periodic strategic consultation and support on Metro's major projects and programs.

A second cross-departmental team consists of local government liaisons, each with 1-2 local jurisdictions to support on land use and transportation planning topics. This team provides ongoing support, and meets monthly to stay abreast of key planning issues and trends, legal and regulatory issues affecting local planning and to share experiences and solutions in providing local planning support.

Major Project Deliverables/ Milestones	
Ongoing	• Policy and technical planning support for the Metro Council • Periodic amendments to the RTP (as needed) • General support for regional safety planning • General support for regional corridor planning • Ongoing transportation model updates and enhancements • Policy support for regional Mobility and CMP programs • Administration of the regional framework & transportation functional plans • Ongoing compliance with State greenhouse gas emission targets • Collaboration in statewide transportation planning and rulemaking activities • Periodic urban growth report support • Ongoing support for Metro's local partnerships program • Support for local Transportation System Planning • Ongoing support for Metro's Transportation Snapshots program • Periodic support for other programs in the Planning & Development Department on transportation issues

Project Lead

- Metro Planning & Development Department

Project Partners

- Local Cities and Counties
- Metro Council
- Metro Parks & Nature Department
- Metro Research Center
- Oregon Department of Transportation
- Oregon Department of Land Conservation and Development
- Oregon Department of Environmental Quality
- U.S. Department of Transportation

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	667,309	PL	**$**	285,685
Interfund Transfers	**$**	357,678	STBG	**$**	234,029
Materials & Services	**$**	16,600	Metro	**$**	26,786
			Additional Local Contribution	**$**	495,086
TOTAL	**$**	**1,041,586**	**TOTAL**	**$**	**1,041,586**

Full Time Equivalent Staffing:

Regular Full Time FTE: 4.517

Regional Transportation Plan Implementation~~Update~~

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

Description

Federal regulations require an update to the Regional Transportation Plan (RTP) five years. The 2018 RTP was the most recent update, and was adopted in December 2018 and includes an ambitious work program for implementing the plan over the coming years. This includes ongoing coordination with state and local agencies to demonstrate that the plan complies with statewide planning goals and is reflected in local transportation plan.

Overall Objectives

- Ongoing coordination with the Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD) to ensure continued compliance with state planning goals.
- Coordination with cities and counties to ensure the 2018 policies and projects are reflected in required updates to local transportation system plans.
- Periodic support for regional planning projects and programs related to implementation of the 2018 RTP.

Previous Work *(through June 2019)*

- Adopted 2018 RTP in December 2018.
- Adopted regional safety, transit, freight and emerging technology strategies that support the 2018 RTP in December 2018.
- Submitted findings of compliance with state planning goals as part of the 2018 RTP adoption.

Methodology

Metro works directly with federal, state and local agencies to implement the RTP. This includes outreach and education on RTP requirements for cities and counties, interpretation of RTP policy for planning efforts at the state, regional and local level and collaboration on local transportation system plan development.

Major Project Deliverables/ Milestones	
1st Quarter	• ~~(see ongoing activities)~~
2nd Quarter	• ~~(see ongoing activities)~~
3rd Quarter	• ~~Annual VMT reporting~~
4th Quarter	• ~~(see ongoing activities)~~
Ongoing	• Provide technical and policy support for RTP implementation at the local, regional and state level

Project Lead

- Metro

Project Partners

- Oregon Department of Transportation
- Oregon Department of Land Conservation and Development
- Transit Agencies (TriMet, SMART, C-TRAN)
- Cities and Counties
- SW Washington Regional Transportation Council

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	61,076	STBG	**$**	84,178
Interfund Transfers	**$**	32,737	Metro	**$**	9,635
TOTAL	**$**	**93,812**	**TOTAL**	**$**	**93,812**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.375

Regional Transit Planning Strategy

Staff Contacts: Jamie Snook, jamie.snook@oregonmetro.gov

Description

This is a critical time to consider how transit fits into our larger regional goals. The Climate Smart Strategy, adopted in 2014, provided clear direction to invest more in our transit system in order to meet regional goals and objectives related to sustainability and carbon emissions. Current growth rates will require us to expand transit service in order to provide people with transportation options and minimize congestion. Significant and coordinated investment is needed to continue to provide equivalent service as our region grows; increasing service and access will require dedicated funding, policies, and coordination from all jurisdictions. Transit also helps the region meet its equity and access goals as it is a primary mode of transportation for people with disabilities and youth, providing them with a way to get to work, school, and attaint access to daily needs. Investments in transit will increase access to jobs and other community places, provide more transportation options for residents and workers, improve air quality, and reduce greenhouse gas emissions.

Metro has been working together with regional technical and policy advisory committees and community, business and elected leaders across the region to develop the Regional Transit Strategy creating a coordinated vision and strategy for transit in the Portland metropolitan area. The Regional Transit Strategy was a comprehensive look at transit service, operations and high capacity transit. The Regional Transit Strategy informed the transit element of the 2018 Regional Transportation Plan.

Overall Objectives

- Ongoing coordination with transit providers, cities and counties to ensure implementation of the policies and strategies reflected in the Regional Transit Strategy.
- Coordination with cities and counties to ensure the transit policies and projects are reflected in required updates to local transportation system plans.
- Periodic support for regional planning projects and programs related to implementation of the Regional Transit Strategy.
- Support policy framework established by the Oregon Public Transportation Plan

Previous Work *(through June 2019)*

- Adopted 2018 Regional Transportation Plan and Regional Transit Strategy in December 2018.
- Adopted updated Regional Transportation Functional Plan (RTPFP) requirements in December 2018 to guide required city and county transportation system plan updates.

Methodology

Metro works directly with federal, state and local agencies to implement the Regional Transit Strategy.

Major Project Deliverables/ Milestones	
1st Quarter	• ~~(see ongoing activities)~~
2nd Quarter	• ~~(see ongoing activities)~~
3rd Quarter	• ~~Annual VMT reporting~~
4th Quarter	• ~~(see ongoing activities)~~
Ongoing	• Provide technical and policy support for RTP implementation at the local, regional and state level

Project Lead

- Metro
- Transit Agencies (TriMet, SMART, C-TRAN)
- Cities and Counties

Project Partners

- Oregon Department of Transportation
- Transit Agencies (TriMet, SMART, C-TRAN)
- Cities and Counties
- SW Washington Regional Transportation Council

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	$	51,878	PL	$	29,149
Interfund Transfers	$	27,807	STBG	$	28,898
			5303	$	16,448
			Metro	$	5,190
TOTAL	**$**	**79,685**	**TOTAL**	**$**	**79,685**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.325

Metropolitan Transportation Improvement Program

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

Description

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing and monitoring the 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 and all projects and activities using federal transportation funding, including those administered by ODOT, TriMet and SMART.

The MTIP program also administers the allocation of three on-going federal funding programs: urban Surface Transportation Block Grant (STBG) Program and its Transportation Alternatives (TA) program set aside, the Congestion Mitigation Air Quality (CMAQ) Improvement Program, and any special funding directed by federal law to be distributed by a Metropolitan Planning Organization. These funds are awarded together to projects and activities through the Metro Regional Flexible Fund Allocation (RFFA) process.

Development and management of the MTIP is governed by 23 CFR 450.300-336, Metropolitan Transportation Planning and Programming. The MTIP reflects the RTP's first four-year implementation priorities to meet regional transportation strategies. Metro staff is considering adding two years of "informational" programming to the MTIP, to better show the true schedule of projects proposed for funding, rather than artificially constrain the project programming schedule to a four-year program. If undertaken, staff understands and will clearly articulate that these two additional years are not a part of the official TIP programming and program analysis but are for information purposes only.

The MTIP is ~~also~~ a project implementation financial document used to verify and obligate all federal project transportation funding to be spent within the metropolitan planning area. It reflects how funding for projects and their specific phases will be expended to implement the project as part of the first four years of the RTP. The MTIP must be fiscally constrained and demonstrate the programming of project funding does not exceed the funding capacity in any single year of the MTIP.

Through its major update, the MTIP verifies the region's compliance with federal requirements and informs the region on progress in implementation of the RTP. Between major MTIP updates, the MPO amends the MTIP for new projects and major changes in existing project's scope, schedule or budget. Minor changes may be addressed through administrative modifications.

Overall Objectives

Develop, adopt, and administer the MTIP in a cooperative, continuous, and comprehensive process with:

- agencies that allocate federal transportation funding (ODOT, TriMet, SMART),
- agencies that implement regionally significant transportation projects/programs, and
- the public and public interest organizations.

Maximize advancement of the goals and objectives of the RTP through the allocation of 2022-24 regional flexible funds (STBG, CMAQ, TA) to priority projects and program activities.

Demonstrate expected progress toward achieving transportation performance targets by the projects and programs included in the MTIP.

Demonstrate compliance with federal regulations (e.g. financial constraint, air quality planning, etc.) for federal funding used within the MPO planning area.

Provide the public with understanding of investments proposed for inclusion in the MTIP and the opportunity to provide timely input to decision makers regarding those investment's impacts on program requirements, goals and objectives.

Previous Work *(through June 2019)*

Work completed in the 2018-19 fiscal year included:

- Implementation of the 2019-21 RFFA policy direction and investment decisions.
- Adoption of the 2021-2024 MTIP policy and the 2022-24 RFFA policy to provide MPO policy direction and input to the various funding allocation programs for allocating federal funds to ensure progress in implementing the goals and objectives of the RTP (spring 2019).
- Addressed the corrective action on the RTP financial plan and strategy. This work provides the foundation to address a second corrective action for demonstration of financial constraint of the MTIP.
- Adoption of a project charter for the development of the 2021-24 MTIP and coordination with ODOT, TriMet and SMART in the allocation and programming of funding to projects administered by those agencies.
- Administration of the MTIP, including reviewing, evaluating, and processing of MTIP amendments, project selection, financial plan and scope/schedule adjustments, including addressing a federal corrective action on the definition and processing of amendments.
- Collaborate and assist ODOT Local Agency Liaisons (LAL) with development and execution of RFFA project funded IGAs and obligation of federal funding.
- Support in administering local project development plans (UPWP Regionally Significant projects)

Methodology

The Metropolitan Transportation Improvement Program is administered through the following methods:

- Collaborate with partner TIP administering agencies to document roles and responsibilities utilizing tools such as planning agreements, project charters, regular coordination meetings, and other resources.
- Develop and document the cooperative revenue estimation process that ensures adequate funding is available by year to operate and maintain the system, adequate revenue is available to deliver projects on the schedule proposed in the TIP, and all other financial planning and fiscal constraint requirements are met.
- Program transportation projects in the region consistent with Federal rules and regulations.
    - Ensure funding in the first two years of the MTIP is available or committed and that costs are programmed in year-of-expenditure dollars.
    - Verify activities are an eligible use of the funding identified (the multiple federal funding programs each have unique restrictions on how they can be used)
    - Ensure projects will meet federal and state air quality regulations such as transportation control measures (TCMs) as defined in the Region's element of the State Implementation Plan for air quality.

- Ensure projects are consistent with the Regional Transportation Plan, including inclusion of the project on RTP financially constrained project list.
- Documentation of any impacts towards meeting transportation performance targets.
- Ensure opportunity for public comment is provided.

- Specifically ensure and document how MTIP procedures address the federal corrective action regarding fiscal constraint.
- Report annually on the obligation (the acceptance by FHWA of an executed~~ion of~~ agreement~~s~~ between ODOT~~FHWA/FTA~~ and the local lead agency to approve spending or the execution of a grant agreement between FTA and the local transit agency) of federal funds to individual projects and programs.
- Utilize the Congestion Management Process (CMP) in analyzing the existing transportation system and developing the priority projects for inclusion in the 2021-24 MTIP.
- Develop the resource capacity, technical evaluation and reporting tools, and process methods to implement new performance measurement requirements as part of the 2021-24 MTIP.
- Allocate the 2022-24 fiscal year regional flexible funds to projects and programs within the region to advance the goals and objectives of the Regional Transportation Plan.
- Consult with program stakeholders, including formal consultation with required entities in compliance with federal regulations.
- Provide accessible materials and timely opportunities for public comment on the 2022-24 RFFA, 2021-24 MTIP processes and MTIP amendments.
- Continue the MTIP public awareness program to include updated printed materials, web resources and other material to increase understanding of the MTIP process.
- Analyze project and programming data, document, and adopt the 2021-24 MTIP for submission to the Governor and inclusion in the Statewide TIP. This includes extensive cooperation with ODOT, TriMet and SMART on the programming of funds and documentation of allocation processes that collectively meet federal requirements.
- Continue improvements to the on-time and on-budget delivery of the local program of projects selected for funding through the Transportation Priorities process, including improved evaluation of project readiness as part of the 2019 allocation process.
- Provide administrative and technical support to local project development and construction, as needed. This includes support of initial project development tasks performed as a planning phase activity.
- Collaboration on the development of statewide process improvements and administrative tools to improve TIP administration, including: ODOT's local agency certification program improvements for project delivery, development of a statewide TIP and financial planning database platform, and updates to obligation policies.
- Until a statewide TIP and financial data platform is fully operational, maintain TransTracker database with project programming, amendment, obligation information and revenue information.

Major Project Deliverables/ Milestones	
1st Quarter	• Adopt Policy framework for 2021-24 MTIP update and 2022-24 RFFA • Call for Projects for 2022-24 RFFA • Evaluation of RFFA project applications for risk and responsiveness to desired policy outcomes, including safety, equity, climate change and congestion.
2nd Quarter	• Completion of the FFY 2019 Obligation Report.

	• Allocation of the 2022-24 regional flexible funds to projects and activities.
3rd Quarter	• Draft programming and evaluation of the 2021-24 MTIP for meeting federal, state and regional requirements.
4th Quarter	• Adoption draft of the 2021-24 Metropolitan Transportation Improvement Program document.
Ongoing	• Amendments to the 2018-21~~active~~ MTIP. • Monitoring and reporting on project implementation of CMAQ, STBG, and TA funded projects and project development (planning) activities. • Implementation of a new project programming and financial planning data platform (TBD pending statewide MPO & ODOT scheduling)

Project Lead

- Metro

Project Partners

- Oregon Department of Transportation and Oregon Transportation Commission – Cooperate/Collaborate
- TriMet – Cooperate/Collaborate
- South Metro Area Regional Transit – Cooperate/Collaborate
- Southwest Washington Regional Transportation Council
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Oregon Transportation Commission (OTC)
- Oregon Department of Environmental Quality (DEQ)
- Oregon Metropolitan Planning Organization Consortium (OMPOC)
- US Environmental Protection Agency (EPA)

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	$	646,805	PL	$	125~~47~~,128~~206~~
Interfund Transfers	$	346,687	STBG	$	162,789
Materials & Services	$	75,500	5303	$	684,141~~64,330~~
			Metro	$	96,935~~4,667~~
TOTAL	**$**	**1,068,992**	**TOTAL**	**$**	**1,068,992**

Full Time Equivalent Staffing:

Regular Full Time FTE: 4.575

Air Quality Monitoring

Staff Contacts: Grace Cho, grace.cho@oregonmetro.gov

Description

The Air Quality Monitoring Program ensures the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) address state and federal regulations and are carrying out the commitments and rules set forth as part of the Portland Area State Implementation Plan (SIP). The program also coordinates with other air quality and climate change initiatives in the region and the Federal Transportation Performance and Congestion Management Monitoring and Reporting Program.

Overall Objectives

- Maintain the region's attainment status for National Ambient Air Quality Standards (NAAQS).
- Ensure MPO activities, including the Regional Transportation Plan and the Metropolitan Transportation Improvement Program, comply with federal and state laws pertaining to the reduction of mobile source emissions of air pollutants.
- Monitor MPO Programs to ensure the region is meeting regional air quality emissions reduction goals.
- Comply with requirements outlined in the Portland area SIP, including implementation of transportation control measures.
- Monitor and report on the region's vehicle miles traveled per capita and air pollution levels.
- Remain competent in analytical tools and techniques to evaluate future mobile source emissions of air pollutants, including criteria pollutants and air toxics.
- Work in partnership with resource agencies and jurisdictional partners to address transportation-related air pollution and other local air quality initiatives.
- Coordinate with Oregon Department of Environmental Quality (DEQ) and Oregon Department of Energy (DOE) and Oregon Department of Transportation (ODOT) regarding consistency with statewide Greenhouse Gas planning and monitoring

Previous Work *(through June 2019)*

- Conducted an annual "year-in-review" on various air quality issues impacting the region and Oregon in partnership with ODEQ and EPA Region X.
- Reported on the annual vehicle miles per capita as part of meeting SIP monitoring requirements.
- Completed updates to the emissions model (MOVES2014b), consistent with EPA guidance.
- Collaboration in statewide and EPA Region 10 air quality coordination meetings to track the current state of air quality regulations, data and analytical tools, NAAQS updates, trainings, etc.
- Documented fleet and technology assumptions used in the regional emissions model (MOVES2014b) for the 2018 RTP emissions analysis.
- Identified policies and programs in 2018 RTP that reduce emissions.

Methodology

Metro conducts and organizes a set of on-going planning, technical analysis, data collection, and

coordination activities throughout the fiscal year for the Air Quality and Climate Change Monitoring Program. In fiscal years where a Regional Transportation Plan (RTP) update or the development of a new four-year Metropolitan Transportation Improvement Program (MTIP) is under way, additional planning, technical analysis, data collection, and coordination activities usually take place and are documented. These may include formal monitoring reports submitted to state and federal agencies. The program related work is typically presented and discussed with the Transportation Policy Alternatives Committee (TPAC), as the official local consultation body identified in the Portland area SIP. Other technical and policy committees, including the Metro Technical Advisory Committee (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC), and the Metro Council are consulted as appropriate or required.

Major Project Deliverables/ Milestones	
1st Quarter	• Work with ODOT to request to FHWA for a reassessment of the applicability of MAP-21 CMAQ performance monitoring and reporting requirements.
2nd Quarter	• Annual Metro-DEQ work program coordination meeting as part of MOU implementation
3rd Quarter	• (see ongoing)
4th Quarter	• (see ongoing)
Ongoing	• Implementation of Metro and DEQ Memorandum of Understanding (MOU). • Consult, coordinate, and collaborate on air quality related items with Oregon DEQ, local, regional, state, and federal partners as well as interested community-based organizations. • Continue to implement Transportation Control Measures and other commitments outlined in the Portland area SIP. • Collaboration in statewide and EPA Region 10 air quality meetings as they are scheduled. • Voluntarily report on mobile source emissions from transportation with the RTP and MTIP. • Build partnership with DEQ, public health and other stakeholders to work toward a sub-regional air quality analysis

Project Lead

- Metro

Project Partners

- U.S. Environmental Protection Agency
- Federal Highway Administration - Oregon Division
- Federal Transit Administration - Region X
- Oregon Department of Transportation
- Oregon Department of Environmental Quality
- Oregon Department of Energy
- Oregon Department of Land Conservation and Development
- Transit Agencies (TriMet, SMART, C-TRAN)
- Cities and Counties
- SW Washington Regional Transportation Council

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	31,290	PL	**$**	48,062
Interfund Transfers	**$**	16,772			
TOTAL	**$**	**48,062**	**TOTAL**	**$**	**48,062**

Full Time Equivalent Staffing:

Regular Full Time FTE:	0.23

Climate Smart Implementation

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

Description

The Climate Smart implementation program is an ongoing effort to monitor and report on the region's progress in achieving the policies and actions set forth in the 2014 Climate Smart Strategy and the Oregon Metropolitan Greenhouse Gas Emissions Reduction Target Rule. The program also includes technical support and collaboration with other regional and statewide climate initiatives.

Overall Objectives

- Ensure MPO activities, including the Regional Transportation Plan and the Metropolitan Transportation Improvement Program, comply with ~~federal and~~ state laws pertaining to the reduction of greenhouse gases.
- Ensure MPO activities support greenhouse gas emissions reduction goals.
- Monitor and report on the region's vehicle miles traveled per capita and greenhouse gas emissions.
- Monitor and report on Climate Smart Strategy implementation as required by the Metropolitan Greenhouse Gas Emissions Reduction Target Rule and to support monitoring of the Statewide Transportation Strategy.

Previous Work *(through June 2019)*

- Completed updates to the emissions model (MOVES2014b), consistent with EPA guidance.
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to greenhouse gas emissions.
- Completed the first Climate Smart Strategy monitoring report, as part of the 2018 Regional Transportation Plan Appendix J, to report on the region's progress implementing key elements of the Climate Smart Strategy and expected outcomes.
- Documented fleet and technology assumptions used in the regional emissions model (MOVES2014b) for the 2018 RTP emissions analysis.

Methodology

Metro conducts and organizes a set of on-going planning, technical analysis, data collection, and coordination activities throughout the fiscal year for the Climate Smart Implementation Program. In fiscal years where a Regional Transportation Plan (RTP) update or the development of a new four-year Metropolitan Transportation Improvement Program (MTIP) is under way, additional planning, technical analysis, data collection, and coordination activities usually take place and are documented. These includes periodic monitoring reports submitted to state agencies. The program related work is typically presented and discussed with the Transportation Policy Alternatives Committee (TPAC), as the official local consultation body identified in the Portland area SIP. Other technical and policy committees, including the Metro Technical Advisory Committee (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC), and the Metro Council are consulted as appropriate or required.

Major Project Deliverables/ Milestones	
1st Quarter	•
2nd Quarter	•
3rd Quarter	• ~~Annual VMT reporting~~
4th Quarter	•
Ongoing	• Provide technical and policy support for Climate Smart implementation activities at the local, regional and state level

Project Lead

- Metro

Project Partners

- Oregon Department of Transportation
- Oregon Department of Land Conservation and Development
- Transit Agencies (TriMet, SMART, C-TRAN)
- Cities and Counties
- SW Washington Regional Transportation Council

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	33,883	PL	**$**	52,044
Interfund Transfers	**$**	18,161			
TOTAL	**$**	**52,044**	**TOTAL**	**$**	**52,044**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.2

Civil Rights and Environmental Justice

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

Description

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

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

Overall Objectives

- Identify communities and populations that are historically under-represented in decision-making and have been marginalized by government action
- Engage communities of color, people with low income and other historically marginalized communities in plan and program development and in decision-making
- Assess outcomes of regional transportation plans and programs on historically marginalized communities in order to improve decisions, inform communities and increase equity outcomes
- Develop and maintain accessible processes to file discrimination complaints against Metro and its subrecipients

Previous Work *(through June 2019)*

- Transportation Equity Analysis for the 2018 Regional Transportation Plan (RTP) to determine future benefits, burdens and potential disparate impacts for historically marginalized communities
- Sought input of communities of color on 2018 RTP through community leader forums and other means.
- Limited English Proficiency Plan and Implementation Plan update
- Civil rights non-discrimination notice update to specifically underscore compliance with Title II of the 1990 Americans with Disabilities Act
- Vital document translations for languages identified during the Factor 1 analysis for the Limited English Proficiency Plan
- City- and county-level demographic analyses to aid in local transportation system plan development and civil rights assessments
- Americans with Disabilities Act facility accessibility self-evaluation and action plan for Metro Regional Center

Methodology

Metro researches best practices and works with federal, state and local government partners and community partners to develop processes to identify, engage and assess outcomes for historically marginalized communities.

Major Project Deliverables/ Milestones	
1st Quarter	• Annual Title VI Compliance Report, July 1, 2018, through July 30, 2019
2nd Quarter	
3rd Quarter	• Transportation Equity Assessment on the Metropolitan Transportation Improvement Program • Create method for and perform assessment of demographic change for mid-cycle of decennial censuses
4th Quarter	• Title VI Plan update
Ongoing	• Coordinate practices with Metro's racial equity strategy and Planning and Development equity plan • Conduct focused engagement with communities of color, English language learners and people with low income for transportation plans and programs • Receive, report and investigate, as appropriate, civil rights discrimination complaints against Metro and its subrecipients • Language resources, including translated vital documents, on the Metro website for all languages identified as qualifying for the Department of Justice Safe Harbor provision • Language assistance guide and training for staff to assist and engage English language learners • Build partnership with DEQ, public health and other stakeholders to work toward a sub-regional air quality analysis

Project Lead

- Metro

Project Partners

- Oregon Department of Transportation, Office of Civil Rights
- U.S. Department of Transportation/ Federal Transit Administration, Office of Civil Rights
- Local jurisdictions and agencies

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	107,491	PL	**$**	165,107
Interfund Transfers	**$**	57,615			
TOTAL	**$**	**165,107**	**TOTAL**	**$**	**165,107**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.7

Public Engagement

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

Description

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 integrate, address and respond to the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

Metro performs focused engagement to hear the perspectives of historically marginalized communities to inform decisions and meet the objectives of its Civil Rights and Environmental Justice program.

Overall Objectives

- Promote participation of individuals and of community, business and other stakeholder groups
- Provide communications that are understandable, timely and broadly distributed to support transparency, demonstrate relevance and encourage public participation
- Provide the public with opportunities to being involved early and throughout policy, plan, project and program development
- Comply with federal and state laws, regulations and guidance regarding public participation and notice of comment opportunities in transportation and land use decision
- Conduct public participation consistent with the adopted Public Participation Plan for Transportation Planning

Previous Work *(through June 2019)*

- Public engagement review process through the Public Engagement Review Committee to ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices
- Robust public engagement through the Southwest Corridor Light Rail Project Draft Environmental Impact Statement
- Robust public engagement through the development of the 2018 Regional Transportation Plan
- Produced multiple Regional Snapshots to better communicate issues and opportunities for greater Portland in the areas of transportation, land use and jobs
- Update to the Public Involvement Policy for Transportation Planning as part of a planned update to the agency's Public Engagement Guide
- Regional Snapshot on jobs including data on historically marginalized populations

Methodology

Major Project Deliverables/ Milestones	
1st Quarter	• Annual agency public engagement report, July 1, 2018, to June 30, 2019 • Regional Snapshot, transportation or land use topic
2nd Quarter	• Update to the agency's Public Engagement Guide • Regional Snapshot, transportation or land use topic • Annual community summit
3rd Quarter	• Annual agency public engagement report, July 1, 2018, to June 30, 2019
4th Quarter	
Ongoing	• Engagement and public comment on transportation planning projects, including the Southwest Corridor Light Rail, regional flexible funds and Metropolitan Transportation Improvement Project, mobility policy refinement, regional travel options strategy, corridor refinement and project development • Marketing, awareness-raising and capacity-building support for regional travel options partners • Content to build awareness, transparency and trust through Metro News and other channels

Project Lead

- Metro

Project Partners

- Local jurisdictions
- TriMet
- Oregon Department of Transportation
- U.S. Department of Transportation/ Federal Transit Administration

FY 2018-19 Cost and Funding Sources

Public Engagement is spread throughout other project budgets. Please refer to the MTIP, Corridor Planning, Civil Rights, MPO Management & Services budget summaries.

Transportation System Management and Operations – Regional Mobility Program

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

Description

Regional Mobility is one of two program areas under the broad policy heading of Transportation System Management and Operations (TSMO) – the other is the Regional Travel Options program. Together these two programs advance TSMO strategies by coordinating the development, implementation and performance monitoring of regional demand and system management strategies that relieve congestion, optimize infrastructure investments, promote travel options and reduce greenhouse gas emissions.

Overall Objectives

- Coordinate Regional Mobility strategies and investments, following regional plans including the Congestion Management Process (CMP).
- Manage allocation of regional flexible funds for TSMO projects.
- Coordinate and collaborate with 2020 TSMO Strategy update, Regional Travel Options and ODOT Region 1 Planning for Operations activities (see separate UPWP entries)
- Guide investments in ITS communications infrastructure based on the data Communications Master Plan, regional resources and regional partnerships.
- Update the region's ITS Architecture Plan for consistency with the National and State ITS Architecture Plans.
- Continue to strengthen the Transportation Policy Alternatives Committee's (TPAC) institutional capacity, and a regional understanding, regarding TSMO especially in the area of joint demand and system management, connected vehicles and automated vehicles.
- Serve as a regional liaison to advance research, education and training on transportation management and operation issues relevant to the region.
- Maintain ongoing communication with counterparts at Federal Highway Administration (FHWA) and Oregon Department of Transportation (ODOT) regarding CMP implementation as it relates to TSMO.

Previous Work *(through June 2019)*

- Managed TSMO project sub-allocations from the 2012-15 MTIP and 2016-2018 MTIP.
- Continued TSMO related work from the Congestion Management Process (CMP).
- Shared the regional ITS Architecture and supported training on new ARC-IT tools.
- Led agency stakeholders to prioritize regional data communications investments based on the regional Communications Master Plan.
- Managed, coordinated and collaborated in monthly TransPort meetings. Drafted an update to TransPort Bylaws and elected new Chair and Vice Chair.
- Collaborated in PORTAL TAC, ITS Network Management Team, Cooperative Telecommunications Infrastructure Committee and the Traffic Incident Management (TIM) Coalition.
- Coordinated TSMO-related professional development and training opportunities.
- Conducted project selection process for FY 2018-2021 MTIP TSMO Program funds.

Methodology

With the intent of supporting TSMO investments and activities in the Portland metropolitan region, the TSMO Regional Mobility Program encompasses three activity areas for Metro that include regional policy development and support; MTIP grant management; and system performance management. The Regional Mobility Program supports implementation following the systems engineering process, ensuring consistency with regional and national Intelligent Transportation Systems Architecture, supporting the Congestion Management Process and following federal fund requirements and ODOT procedures. The Regional Mobility supports performance measures by continuing to implement the Arterial Performance Management Regional Concept of Traffic Operations and supports the archiving and utilization of data through PORTAL and other sources.

Major Project Deliverables/ Milestones	
1st Quarter	•
2nd Quarter	•
3rd Quarter	•
4th Quarter	•
Ongoing	• Manage regionally-funded projects consistent with the 2010-2020 Regional TSMO Plan and subsequent regional policies and plans. • Provide strategic and collaborative program management in coordination with TransPort, ODOT Region 1 Planning for Operations (see separate UPWP entry), PORTAL Technical Advisory Committee, ITS Architecture, ITS Network Management Team, Traffic Incident Management (TIM) Coalition, Central Signal System Users Group, Cooperative Telecommunications Infrastructure Committee and other regional TSMO-related forums. • Support implementation of the Arterial Performance Measure Regional Concept of Operations (RCTO) to expand real-time, multimodal traffic and performance data collection capabilities including signal controllers. • Continue to collaborate in the regional project led by City of Portland to upgrade or replace the Regional Central Signal System. • Continue regional advancement of Automated Traffic Signal Performance Measures and next generation Transit Signal Priority. • Identify and pursue opportunities to implement the Emerging Technology Strategy (e.g., regional data sources; systems for connected and automated vehicles). • Continue TSMO Strategy Update (For more info, see separate UPWP entry on TSMO Strategy update). • Support development of alternative strategies recommended in the I-84 Multimodal Integrated Corridor Management (ICM) report. • Collaborate in developing the concept of operations for Clackamas Multimodal ICM (led by Clackamas County; details will be amended into UPWP). • Support TSMO related elements of the Congestion Management Process.

Project Lead

- Metro

Project Partners

- FHWA, FTA, ODOT, TriMet, Port of Portland, counties, cities, emergency managers, Wilsonville SMART, WSDOT, Southwest Washington Regional Transportation Council, C-Tran

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	80,840	STBG	**$**	111,418
Interfund Transfers	**$**	43,330	Metro	**$**	12,752
TOTAL	**$**	**124,170**	**TOTAL**	**$**	**124,170**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.55

Regional Travel Options (RTO) and Safe Routes to School Programs

Staff Contact: Dan Kaempff, daniel.kaempff@oregonmetro.gov

Description

Regional Travel Options (RTO) and Safe Routes to School (SRTS) Programs

The Regional Travel Options 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 greenhouse gas emissions and air pollution by carrying out the travel demand management components of the RTP. The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand, particularly during peak commute hours. Specific RTO strategies include promoting transit, shared trips, bicycling, walking, telecommuting and the Regional Safe Routes to School Program. The program is closely coordinated with other regional transportation programs and region-wide planning activities.

RTO is an ongoing program for over the past two decades. It is the demand management element of the region's Congestion Management Process and the Transportation System Management and Operations strategy. It has evolved from a series of programs aimed at reducing commute trips through carpooling and transit use, to its current iteration as a coordinated effort to encourage people to reduce single-occupant auto trips across the spectrum of travel purposes. Since 2003, the program has been coordinated and guided by a strategic plan. In 2018, the RTO Strategy was updated to better align the program with the updated goals, objectives and performance targets of the 2018 RTP, and to create goals and objectives for the new SRTS program.

Overall Objectives

- Increase access to and use of travel options to reduce vehicle miles traveled, provide cleaner air and water, improve health and safety, and ensure people have choices for travelling around the region.
- Reach existing and new participants more effectively by expanding the RTO program and working with new partners.
- Encourage families to walk and bicycle to school safely by implementing a regional Safe Routes to School (SRTS) program.
- Measure, evaluate and communicate the RTO program's impacts to continually improve the program.
- Coordinating grant funding with a wide range of partners and organizations.

Previous Work *(through June 2019)*

- Completed grant-funded projects awarded to partners through the 2017-19 RTO grant solicitation process. Awarded grants to 18 projects, totaling $2.5 million.
- Enhanced coordination between regional partners engaged in employer outreach activities. Provided technical assistance and materials to support partners work.
- Implemented new SRTS regional program, consisting of grants and technical assistance to

support partners' work, and direct outreach to school districts to implement new SRTS education programs.

- Conducted research and evaluation work to better understand the impact of the program's efforts at changing travel behavior, and to inform future program grant making and to ensure alignment with RTP goals and objectives.

Methodology

A new three-year round of RTO grant-funded projects will commence July 1, 2019. These will be the first grants awarded under the new 2018 RTO Strategy, which outlined a new program direction intended to strengthen existing partner's work, while expanding the program's reach both demographically as well as geographically. Six different grant programs are aimed at providing a variety of opportunities for partners to receive funding and carry out RTO activities in the region, depending on their organization's interests, abilities, experience and capacity.

Marketing coordination and technical support is carried out at the regional level. Metro provides support to partners through a variety of methods to develop marketing and outreach tools that deliver a consistent, coordinated message about travel choices. It also provides information, education, and other means of enhancing and supporting partners' work.

The RTO program uses a broad evaluation framework to better capture the range of outcomes delivered by RTO grant partners and to align projects with RTP performance measures. In keeping with the RTP mode share targets, a primary RTO performance measure is shifting mode share to approximately 40% non-drive-alone trips among RTO program participants by 2028.

Major Project Deliverables/ Milestones	
1st Quarter	• ~~Review grantee deliverables and reporting, pay invoices.~~
2nd Quarter	• ~~Review grantee deliverables and reporting, pay invoices.~~
3rd Quarter	• ~~Review grantee deliverables and reporting, pay invoices.~~
4th Quarter	• ~~Review grantee deliverables and reporting, pay invoices~~.
Ongoing	• Quarterly review grantee deliverables and reporting, pay invoices. • Host bimonthly partner's meetings, aimed at education and coordination of activities. Lead regional marketing efforts to support partner's work and provide a consistent message throughout the region. Compile data and prepare evaluation reports to measure program effectiveness.

Project Lead

- Metro Planning and Development Department (Regional Travel Options staff)

Project Partners

- Metro Council – Policy making
- Joint Policy Advisory Committee on Transportation (JPACT) – Policy making
- Transportation Policy Alternatives Committee (TPAC) – Policy making
- Transportation Research and Education Center (TREC) – Cooperate/Collaborate
- Oregon Transportation Commission (OTC) – Cooperate/Collaborate
- Federal Highway Administration (FHWA) – Cooperate/Collaborate
- Federal Transit Administration (FTA) – Cooperate/Collaborate

- Oregon Department of Transportation (ODOT) – Cooperate/Collaborate
- SW Regional Transportation Council (RTC) – Cooperate/Collaborate
- Washington State Department of Transportation (WSDOT) – Cooperate/Collaborate
- Beaverton School District – Grant Recipient
- City of Milwaukie – Grant Recipient
- City of Portland – Grant Recipient
- City of Tigard – Grant Recipient
- City of Vancouver – Cooperate/Collaborate
- City of Wilsonville/Wilsonville SMART – Grant Recipient
- Clackamas Community College – Grant Recipient
- Community Cycling Center – Grant Recipient
- C-TRAN – Cooperate/Collaborate
- Explore Washington Park – Grant Recipient
- Go Lloyd – Cooperate/Collaborate
- Multnomah County – Grant Recipient
- Oregon Walks – Grant Recipient
- Portland Community College – Grant Recipient
- Ride Connection – Grant Recipient
- The Street Trust – Grant Recipient
- TriMet – Grant Recipient, Cooperate/Collaborate
- West Columbia Gorge Chamber of Commerce – Grant Recipient
- Westside Transportation Alliance – Grant Recipient

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	723,807	FTA ~~- STBG~~	**$**	3,502,717
Interfund Transfers	**$**	387,960	ODOT – FHWA – STBG	**$**	182,332
Materials & Services	**$**	2,733,147	Metro	**$**	159,864
TOTAL	**$**	**3,844,914**	**TOTAL**	**$**	**3,844,914**

Full Time Equivalent Staffing:

Regular Full Time FTE:	5.9

Regional Freight Program

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

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 collaboration with 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 regional transportation programs and region-wide planning activities.

Overall Objectives

Policy

- Engage with the Oregon Transportation Plan, Regional Transportation Plan (RTP), corridor refinement plans, and local Transportation System Plans (TSP) to ensure consideration and integration of freight policies and strategies as directed by the Regional Transportation Functional Plan.
- Work with state, regional and local agencies and private interests to implement the Regional Freight Strategy, including the action items identified in Chapter 9, as well as advancement of key multimodal freight investment priorities, securing appropriate private matching funds, and ensuring regional investments are competitively considered under state freight funding programs.
- Track industrial land use planning efforts to monitor whether current and future freight movement needs are addressed.
- Continue to work with Oregon Freight Advisory Committee to identify statewide freight project needs.
- Maintain a Regional Freight Program outreach component including web page, presentations, and informational materials.
- Provide data analysis and tracking of performance measures, like the FAST Act provisions

Projects

- Support and collaborate on enhancements to freight analysis tools including the update of the Commodity Flow Forecast, testing and implementation of Metro's Behavior Based Freight Model, and the Portland Oregon Regional Transportation Archive Listing (PORTAL).
- Collaborate with the Port of Portland and other stakeholders, to support the region's export initiative and leverage it into a broader economic development initiative that maximizes returns in the region. Consider export strategies as a key driver for investments affecting the regional freight network, seek available funding and coordinate relevant initiatives or analysis.

- Track regional projects with significant implications for freight movement.

Previous Work *(through June 2019)*

- Updated the regional freight vision and policies for the 2018 Regional Transportation Plan.
- Replaced the regional freight performance measure and target with the federal performance measure for freight movement and economic vitality, which measures the percent of Interstate System miles with reliable truck travel times.
- Set 2020 and 2022 regional targets for the percent of Interstate System miles with reliable truck travel times (using the same methodology as the federal performance measure)
- Finalized the Regional Freight Strategy as part of the 2018 Regional Transportation Plan.
- Developed a draft work plan that outlines which near-term action items within the regional freight action plan (chapter 8 of the Regional Freight Strategy) will be addressed in FY 2019-20.
- Developed a draft scope of work for applied uses of the Regional Freight Model including improved evaluation of the cost of congestion, benefits of freight project improvements and better understanding of truck related environmental impacts.

Methodology

The regional freight program is part of Metro's MPO function, and the Regional Freight Plan was adopted in June 2010 as part of the Regional Transportation Plan. The focus of the work program for FY 2019-20 will continue to be on coordination with freight stakeholders, local jurisdictions and partners; and enhancing data collection and analysis tools. Continue to seek additional funding and partnership opportunities which will allow us to further implement the regional freight strategy and stimulate jobs and economic activity.

Major Project Deliverables/ Milestones	
1st Quarter	• Begin the work on the identified near-term action items within the regional freight action plan for completion by June of 2020. • Coordinate work on the applied uses of the Regional Freight Model with travel forecasting staff. • Write a draft scope of work and a RFP for the Regional Freight Delay and Commodities Movement Study.
2nd Quarter	• Write 2020-21 UPWP narrative for Regional Freight Program that continues implementation of the Regional Freight Strategy. • Finalize the scope of work and select a contractor for the Regional Freight Delay and Commodities Movement Study.
3rd Quarter	• Complete a report on applied uses of the Regional Freight Model with input from travel forecasting staff. • Manage the contract for the Regional Freight Delay and Commodities Movement Study (CMS).
4th Quarter	• Manage the contract for the Regional Freight Delay and Commodities Movement Study.
Ongoing	• Provide freight planning support for the Regional Mobility Policy. • Represent Metro at quarterly meetings and work with the Oregon Freight Advisory Committee.

	• Represent Metro at monthly meetings and work with the Portland Freight Committee. • Work on identified near-term action items within the regional freight action plan.

Project Lead

- Metro Planning and Development Department

Project Partners

- City and county transportation agencies
- Port of Portland
- Oregon Department of Transportation
- U.S, Department of Transportation/ Federal Highway Administration
- Oregon Modeling Steering Committee – Freight Subcommittee
- Portland Freight Committee and other community groups focused on freight and goods movement

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	90,321	STBG	**$**	125,203
Interfund Transfers	**$**	48,412	Metro	**$**	14,330
Materials & Services	**$**	800			
TOTAL	**$**	**139,533**	**TOTAL**	**$**	**139,533**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.575

Data Management and Visualization

Staff Contact: Karen Scott-Lowthian, karen.scott-lowthian@oregonmetro.gov

Description

Metro's Research Center (RC) provides Metro departments and the region with spatial and other data services including: data acquisition, aggregation, and standardization; data storage systems, software applications, and system analysis; and analytic products that visualize data to support planning, decision-making, performance measurement, and other purposes.

Overall Objectives

- Provide a data-driven and valid analytic foundation for decision support, planning support, and program management support to Metro and the region. This includes more-detailed objectives that augment and support P&D objectives:
- Provide performance measurement data and easy access to it via products and systems that visualize data as useful information supporting land use planning, transportation planning & programming, program management, and other Metro programs and policy goals.
- Provide foundation data upon which analytics and other processes can depend for performance measurement, planning, and operational support.
- Provide land use and transportation data to support Metro's transport and land use forecasting models (see separate sections describing land use and transport forecasting).
- Provide decision-support, analytic, and operational-support software applications by procurement or in-house development.
- Innovate to enhance Metro's ability to use data for planning, performance measurement, and decision-making.
- Coordinate with local jurisdictions, state agencies, private entities, and other partners to ensure efficient data development and data management.

Previous Work *(through June 2019)*

- Supported Metro Planning and Development Department by providing data, advanced analysis, technical expertise, and analytic and cartographic products for the Regional Transportation Plan, Metropolitan Transportation Improvement Program, Southwest Corridor Plan, Regional Transportation Options program, Regional Transit Strategy, Regional Housing Bond, and other efforts.
- Updated and improved the Land Development Monitoring System (LDMS), including tax lot, housing and employment data, building permits, etc.
- Conducted regional Factor 1 limited English proficiency analysis for Metro's Title VI reporting and updated regional demographic and socio-economic data.
- Provided data, analysis, technical expertise and tool support to the Economic Value Atlas(EVA)
- Coordinated and processed updates and annexations to jurisdictional boundaries as well as Census geographies
- Updated and published Regulated Affordable Housing Inventory
- Provided review and support of regional crash data.
- Provided technical review of new ancillary data sources (Sidewalk Labs, housing, etc.)

- Published quarterly updates and enhancements to the Regional Land Information System (RLIS)

Methodology

- Coordinate and cooperate closely with internal Metro and external partners to ensure optimal data acquisition and utilization and craft analytics that well serve Metro's Planning and Development activities.
- Using best enterprise practices, develop and maintain robust data systems infrastructure, software, and staff capacity for data analysis and visualization
- Integrate data management, visualization, and analysis with the forecasting elements of the UPWP (described elsewhere)
- Monitor developments of and suggest directions for data- and analytic-related policy at the regional, state, and national level

Major Project Deliverables/ Milestones	
1st Quarter	• Publish quarterly update and enhancements to RLIS • Complete work plan for enhanced safety data, analysis and tool development in support of Vision Zero
2nd Quarter	• Publish quarterly update and enhancements to RLIS • Complete scope for enhanced bike and pedestrian data in support of the Regional Active Transportation program • Complete scope for next phases of EVA
3rd Quarter	• Publish quarterly update and enhancements to RLIS • Complete first phase of platform for development and display of performance measures in support of regional performance measurement including Map 21 • Update data that informs the Land Development Monitoring System (LDMS), including tax lot, housing and employment, building permits, etc • Update and publish regional demographic and socio-economic data (e.g., income, race, ethnicity, age, employment, education)
4th Quarter	• Publish quarterly update and enhancements to RLIS • Publish coordinated database/tool of safety related data? • Displacement Monitoring tool? (RTP 8.5.3.6 - SWEDS)
Ongoing	• Provide new data evaluation and acquisition, analysis, technical support and tools in support of Planning and Development programs • Provide technical support, data, analysis and cartographic products to Regional Housing Bond • Continue providing ad hoc data, analysis, and visualization services to members of the public and private entities through RC public information support

Project Lead

- Metro Research Center

Project Partners

- Metro planners
- Local governments

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	$	998,586	PL	$	279,091
Interfund Transfers	$	535,242	ODOT Support	$	157,193
Materials & Services	$	61,000	TriMet Support	$	134,233
			Metro	$	1,024,311
TOTAL	**$**	**1,594,828**	**TOTAL**	**$**	**1,594,828**

Full Time Equivalent Staffing:

Regular Full Time FTE:	7.66

Economic, Demographic and Land Use Forecasting Program

Staff Contact: Dennis Yee, dennis.yee@oregonmetro.gov

Description

The **Economic, Demographic and Land Use Forecasting Program** complements the **Economic, Demographic, and Land Forecasting Development and Application Program**. The Land Use Analytics Team (LUAT) assembles historical data and future forecasts of population, land use, and economic activity that support Metro's planning needs. LUAT provides forecasts at 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.

Metro planning staff use the forecasts and projections to manage solid waste policy, study transportation corridor needs, formulate regional transportation plans, analyze the economic impacts of potential climate change scenarios, and to develop land use planning alternatives. Local jurisdictions across the region also rely on the forecast products to inform their comprehensive plan and system plan updates.

Overall Objectives

- Provide employment, population, and land use forecasts and projections to regional policy makers.
- Apply the best available tools to carry out forecasting efforts and support planning projects.
- Maintain econometric models that produce regional growth projections for economic and demographic data series.
- Update land use forecasting tools on a regular basis.

Previous Work *(through June 2019)*

- Census Data: Created a repository of key Census data and advised local partners on Census activities such as the local update of community addresses (LUCA) process and the Census' participant statistical areas program (PSAP) (Survey, Data Acquisition, and Research).
- Economic Data: Maintained and tracked key economic indicators that inform economic conditions and are used for regional forecasts (Survey, Data Acquisition, and Research).
- Land Development Monitoring System (LDMS): Developed process for extracting land consumption information from the Metro RLIS database (Regional Land information system). (Survey, Data Acquisition, and Research).
- Updated regional economic and demographic modeling components and completed an aggregate regional economic/demographic forecast (Regional Macro-Forecast and Modeling).
- Analyzed reference case and alternative growth scenarios to inform the 2018 urban growth management decision (Land Use Forecast and Modeling).
- Initiated a Land Use Model Scoping Project. This is a multi-year, consultant-assisted project that will result in the following deliverables (Land Use Forecast and Modeling):
    - Land Use Model Design Plan and Final Report
    - Mid-Cycle UGB Decision Model Design Plan
    - Land Use Model/ABM Integration Design Plan
    - Residential Survey Design Plan

- Completed additional validation and sensitivity analytics on the housing sub model of the MetroScope land use model (Land Use Forecast and Modeling).
- Developed a prototype Housing and Transportation Cost Index tool to estimate the number of cost burdened households, the cost burdened condition of the median household, and cost burden estimates for above average, average and below average income bracket households. This information was used to support the Housing Needs Analysis of the most recent Urban Growth Boundary decision (Land Use Forecast and Modeling).
- Updated the MetroScope land use model visualization tool and dashboard indicator tools. (Land Use Forecast and Modeling).

Methodology

Metro will utilize its set of forecast models and tools to prepare a disaggregate forecast at the TAZ (traffic analysis zones) level for regional transportation planning and projects. Metro will consult with state and local partners, engage stakeholders in reviewing forecast inputs, provide needed forecast details, before producing the final disaggregate forecast product.

Metro will review and recommend modernization and upgrades to its land use modeling tools to help maintain and to provide timely policy and forecast information to future policy makers and stakeholders.

Metro will develop a new aggregate industrial demand forecast models to predict future land development needs.

Major Project Deliverables/ Milestones	

1st Quarter	• Develop work plan for disaggregate TAZ forecast:
	  ○ Engage stakeholders
	  ○ Convene a regional land use advisory group
	  ○ Review forecast inputs
	  ○ Review policy inputs
	• Modernization of land use model:
	  ○ Review / Revise / Accept consultant report – a recommendations to update land use modeling
	  ○ Develop a Metro RC work plan based on the consultant recommendations of the needs assessment report
	• Development of an aggregate industrial land use model – oversee consultant work tasks

2nd Quarter	• Disaggregate forecast preparations
	  ○ Update as needed forecast inputs (e.g., Buildable Land Inventory, update with adopted RTP assumptions)
	  ○ Update as needed policy inputs (e.g., redevelopment assumption, update concept / zoning plans of UGB expansions, review and update prospective UGB assumptions
	• Modernization of land use model:
	  ○ Implementation of Metro land use model work plan elements (TBD from Q1)
	• Review / Revise / Accept the aggregate industrial land use model

	• Test (Metro RC) and validate the aggregate industrial land use model under typical Metro forecast usage

3rd Quarter	• Produce DRAFT disaggregate forecast
	  ○ Engage stakeholders with disaggregate forecast review
	• Modernization of land use model:
	  ○ Review / Revise / Accept consultant recommendations – consultant will recommend the best available land use modeling practices for addressing new state legislation allowing Metro to revise the UGB prior to the typical 6-year periodic review interval.
	  ○ Develop a Metro RC workplan based on the consultant recommendations for a mid-cycle UGB expansion. Develop appropriate modeling and forecasting tools.

4th Quarter	• FINAL disaggregate forecast
	• Council adoption of FINAL forecast products
	• Modernization of land use model:
	  ○ Review / Revise / Accept consultant report – recommendations on best practices to integrate land use model with an activity based transport model; recommendation on best practices in designing a residential survey for a land use model development effort
	  ○ Develop a Metro RC workplan based on the consultant's recommendations

Ongoing	• Annual Land development monitoring system • Census data – provide local assistance to upcoming 2020 Census activities • Economic data – update databases to support regional forecasting efforts • Land use model improvements in operation and efficiency • ~~Annual solid waste generation forecast and analytics~~ • Regional land use indicators and benchmarks

Project Lead

Modeling and Forecasting Division of the Metro Research Center.

Project Partners

- Cities and counties in and adjacent to Metro
- State of Oregon
- Stakeholders: Portland State University, Port of Portland, Trade Associations, NGO's

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	$	145,379	PL	$	242,601
Interfund Transfers	$	77,923			
Materials & Services	$	19,300			
TOTAL	**$**	**242,601**	**TOTAL**	**$**	**242,601**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.989

Travel Forecast Maintenance

Staff Contact: Chris Johnson, chris.johnson@oregonmetro.gov

Description

The ***Travel Forecast Maintenance Program*** includes the supporting work elements and activities necessary to keep the travel demand model and ancillary tools responsive to policy questions and investment decisions that emerge during the regional transportation planning process. The major projects and tasks included within this program are differentiated from the ***Travel Forecast Development and Application Program*** in that they are on-going effort as opposed to significant one-time initiatives.

Note: The Travel Forecast Maintenance and the Travel Forecast Development and Application Programs were combined programs up until the FY 2018-19 UPWP, so the apparent similarities in the program narratives below are an artifact of their prior combined status. Moving forward from the FY 2018-19 UPWP, the differences between the programs can be explicitly identified by comparing the Major Project Deliverables/Milestones sections of the respective narratives.

Overall Objectives

- Ensure the continued validity and utility of the travel demand modeling methods, techniques and tools.
- Ensure that travel demand modeling methods, techniques and tools are consistent with the guidelines and requirements of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Environmental Protection Agency (EPA).

Previous Work *(through June 2019)*

- Conducted periodic household travel behavior surveys.
- Updated existing trip-based travel demand models.
- Developed a dynamic activity-based travel demand model platform.
- Developed a next generation behavioral-based freight travel demand model.
- Simplified routing algorithm for the bicycle assignment tool.
- Developed a working Multi-Criterion Evaluation toolkit.
- Developed a prototype Housing + Transportation Cost Index toolkit.
- Reviewed and updated travel demand model input data and assumptions.
- Streamlined travel demand model application computer code and scripts.
- Collaboration with the Oregon Model Steering Committee.
- Collaboration with Transportation Research Board Committees and Conferences.
- Developed automated procedures for performance monitoring requirements.

Methodology

The Modeling and Forecasting Division of the Metro Research Center will manage the Travel Forecast Maintenance Program. A combination of the activities listed below will be utilized to achieve the objectives of the Travel Forecast Maintenance Program:

- In-house research and development.
- Strategic visioning and scoping.

- Consultant and contractor assistance.
- Collaboration and data-sharing with regional partners.
- Purchase of 3rd party data products and/or proprietary software.
- Staff training for computer software development and coding.
- Collaboration at national conferences and peer exchanges.

Major Project Deliverables/ Milestones	
1st Quarter	
2nd Quarter	
3rd Quarter	
4th Quarter	
Ongoing	• Updates to travel demand model networks. Input data, and code base. • Development of a Micro Analysis Zone (MAZ) system and associated data attributes for the activity-based travel demand model framework. • Continued collaboration on various Oregon Model Steering Committee subcommittees and work groups. • Continued collaboration on Transportation Research Board committees and conferences.

Project Lead

- Modeling and Forecasting Division of the Metro Research Center.

Project Partners

- Oregon Department of Transportation.
- TriMet.
- City and county transportation agencies.
- Federal Highway and Transit Administrations.
- Oregon Department of Environment Quality.
- Federal Environmental Protection Agency.
- Oregon Health Authority.
- Port of Portland.
- State and regional universities.

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	$	535,146	PL	$	515,078
Interfund Transfers	$	286,838	ODOT Support	$	45,187
Materials & Services	$	35,585	TriMet Support	$	98,527
			Metro	$	198,777
TOTAL	**$**	**857,569**	**TOTAL**	**$**	**857,569**

Full Time Equivalent Staffing:

Regular Full Time FTE: 3.689

Technical Assistance Program

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

Description

The purpose of the Technical Assistance program is to provide transportation data and modeling services for projects that are of interest to local entities. Clients of this program include regional cities and counties, TriMet, the Oregon Department of Transportation (ODOT), the Port of Portland, private sector businesses and the general public. In addition, client agencies can use funds from this program to purchase and maintain copies of the transportation modeling software used by Metro. A budget allocation defines the amount of funds that is available to each regional jurisdiction for these services.

Overall Objectives

- US Department of Transportation (USDOT) protocols require the preparation of future year regional travel forecasts to analyze project alternatives. The primary objective of this program is to provide travel modeling tools and services to clients for local project needs.

Previous Work *(through June 2019)*

- Provided custom modeling services to a consultant analyzing multimodal access to requested locations in the region
- Distributed transportation networks and trip tables from the most current Regional Transportation Plan to regional partners
- Purchased and maintained modeling software for ODOT Region 1, City of Portland, City of Gresham, City of Hillsboro, Clackamas County, Multnomah County and Washington County

Methodology

Data and modeling services are provided to jurisdictions, regional agencies and the private sector upon request. Transportation network modeling software is purchased and maintained for regional agencies upon request. There are currently seven agencies that participate in this program.

Major Project Deliverables/ Milestones	
1st Quarter	• Funds to the local governmental agencies to purchase and pay maintenance on transportation modeling software (upon request).
2nd Quarter	
3rd Quarter	
4th Quarter	
Ongoing	• Technical assistance work is completed upon request.

Project Lead

- Metro Research Center – Modeling Services Division

Project Partners

- Oregon Department of Transportation
- TriMet
- City of Portland

- Washington County
- Clackamas County
- Multnomah County
- City of Gresham
- Port of Portland
- Private consultants and other non-governmental clients

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	50,863	STBG	**$**	60,515
Interfund Transfers	**$**	27,262	ODOT Support	**$**	22,620
Materials & Services	**$**	19,176	TriMet Support	**$**	7,240
			Metro	**$**	6,926
TOTAL	**$**	**97,301**	**TOTAL**	**$**	**97,301**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.33

MPO Management and Services

Staff Contact: Tom Kloster, tom.kloster@oregonmetro.gov,
Margi Bradway, margi.bradway@oregonmetro.gov

Description

Metropolitan Planning Organization (MPO) Management and Services provides overall management and administration of Metro's Metropolitan Planning Organization (MPO) role. Overall department administration includes:

- preparation and administration of the Unified Planning Work Program (UPWP),
- procurement,
- contract administration,
- grants administration,
- internal and external reporting,
- ~~quinquennial~~ quadrennial review and ~~annual~~ regular self-certification (with MTIP adoption) of meeting MPO requirements,
- certifications and assurances filing to demonstrate capacity to fulfill MPO requirements,
- public participation in support of MPO activities,
- air quality modeling support for MPO programs, and
- staffing and services to meet required needs of the various standing MPO advisory committees, including the Metro Council, Joint Policy Advisory Committee on Transportation (JPACT), Transportation Policy Alternatives Committee (TPAC) and other project-specific working groups and 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.

JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on MPO actions. TPAC serves as the technical body that works with Metro staff to develop policy alternatives and recommended actions for JPACT and the Metro Council.

As the MPO, Metro is responsible for preparing the annual Unified Planning Work Program (UPWP), a document that coordinates activities for all federally funded planning efforts in the Metro region. Once adopted, the UPWP is a living document, and Metro makes periodic amendments, as needed, under procedures established in the UPWP.

Metro also maintains intergovernmental agreements (IGAs) and memorandums of understanding (MOUs) with local on general planning coordination and special planning projects. These agreements include:

- South Metro Area Rapid Transit (SMART) MOU *(effective through June 30, 2020)*
- Southwest Washington Regional Transportation Council (RTC) MOU *(effective through June 30, 2021)*

- Oregon Department of Environmental Quality MOU *(effective through March 7, 2023)*
- 3-Way Planning IGA with ODOT and TriMet *(effective through June 19, 2021)*

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.

Overall Objectives

Provide consistent and ongoing administrative support for the regional transportation planning programs.

- Maintain an updated UPWP, including annual updates and periodic amendments, as needed, to advance regional planning projects
- Complete ~~quarterly~~ semi-annual and year-end planning progress reports to be submitted to FTA and FHWA via ODOT
- Complete an annual self-certification review of compliance with federal transportation planning requirements in conjunction with completing the MTIP
- Complete the ~~5~~4-year federal certification review by FHWA, FTA and EPA (next review in 2021)
- Complete annual recruitment of community representatives for TPAC's six community member seats (three seats are filled annually for 2-year terms)
- Maintain planning intergovernmental agreements and memorandums of understanding with regional planning partners to ensure timeline delivery of planning program products and funding
- Staff and provide information to JPACT and TPAC to develop MPO policies
- Consistency with RTP and MTIP on an ongoing basis

Previous Work *(through June 2019)*

- Adoption of the 2019-20 UPWP.
- Completion of ~~quarterly~~semi-annual and year-end planning progress reports for 2018-19 submitted to FTA and FHWA via ODOT.
- Coordination of the UPWP with the 2019-20 Metro budget.
- Completion of the 2018 annual self-certification.
- Organization of twelve JPACT meetings, twelve TPAC meetings and several TPAC workshops as well as coordination of agenda items on Metro Council, MPAC, MTAC meetings as needed.
- Complete recruitment of TPAC community representatives for the 2019-20 (calendar year) cycle.
- Collaboration with other MPOs and Transit staff at quarterly meetings convened by ODOT and at quarterly OMPOC meetings.
- Complete scheduled updates to IGAs and MOUs.
- Provision of MPO staff support, as needed.

Methodology

MPO services and support is organized around two thematic teams. A team of planning professionals manages the ongoing MPO planning functions, including development of UPWP and leading our various regional planning projects and programs. A second team of finance professionals lead our budget, contracts, procurements and intergovernmental agreements. These teams work closely within Metro's Planning and Development Department.

Major Project Deliverables/ Milestones	
1st Quarter	• Collaboration with other MPOs and transit agencies at quarterly Oregon MPO

	and Transit meeting • Collaboration with other MPOs at OMPOC meeting
2nd Quarter	• Collaboration with other MPOs and transit agencies at quarterly Oregon MPO and Transit meeting • Collaboration with other MPOs at OMPOC meeting • Completion of draft 2019-20 UPWP
3rd Quarter	• Collaboration with other MPOs and transit agencies at quarterly Oregon MPO and Transit meeting • Collaboration with other MPOs at OMPOC meeting • Consultation for draft 2019-20 UPWP
4th Quarter	• Collaboration with other MPOs and transit agencies at quarterly Oregon MPO and Transit meeting • Collaboration with other MPOs at OMPOC meeting • Adoption of 2019-20 UPWP (including a transmittal to ODOT with the list of projects that require individual IGAs) • Self-Certification • Update to RTP and MTIP amendment processes
Ongoing	• Organization of monthly JPACT and TPAC Meetings • Provision of MPO support, as needed • UPWP administration • Contract administration • Grants administration • Procurement

Project Lead

- Metro Planning & Development Department

Project Partners

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Oregon Transportation Commission (OTC)
- Oregon Department of Environmental Quality (DEQ)
- US Environmental Protection Agency (EPA)

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	$	181,368	PL	$	308,082
Interfund Transfers	$	97,213			
Materials & Services	$	29,500			
TOTAL	**$**	**308,082**	**TOTAL**	**$**	**308,082**

Full Time Equivalent Staffing:

Regular Full Time FTE: 1.32

Federal Transportation Performance and Congestion Management Monitoring and Reporting

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

Description

MAP-21/FAST Act Performance Measures and Targets for the Portland Metro Region

The U.S. Department of Transportation issued new regulations for states and MPOs that require greater monitoring of mobility on our throughway system and setting targets for system performance. Metro will address federal MAP-21 and FAST Act transportation performance management requirements that were adopted as part of the 2018 Regional Transportation Plan (RTP), for the following areas:

- Safety
- ~~National Highway System~~ Asset Management
- ~~National Highway~~ System Performance
- ~~National~~ Freight Movement ~~on the Interstate System~~
- Congestion Mitigation and Air Quality Program
- Transit Asset Management

The performance targets are for federal monitoring and reporting purposes and will be 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 and complement other performance measures and targets contained in Chapter 2 of the 2018 RTP.

Congestion Management Process

Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of goods and people. A congestion management process (CMP) is a systematic objectives driven approach for managing congestion that provides accurate, up-to-date information on transportation system performance for all modes of travel. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The CMP, as defined by federal regulation, is intended to move these congestion management strategies into the funding and implementation stages.

A CMP is required in metropolitan areas with greater than 200,000 people, and are known as Transportation Management Areas (TMAs). Federal requirements also state that in all TMAs, the CMP shall be developed and implemented as part of the transportation planning process such that CMP strategies are reflected in the regional transportation plan (RTP).

The goal of the region's CMP is to provide for the safe and effective management and operation of new and existing transportation facilities through a combination of reducing drive alone trips, increasing transit ridership, bicycling, and walking, supporting freight mobility, and expanding the use of operational system management and demand management strategies.

The Regional Transportation Plan calls for strategic widening of existing roads and throughways to address congestion bottlenecks, increasing street network connectivity, expanding travel options, and using system and demand management strategies to help improve reliability and better connect

goods to market. Prior to adding new motor vehicle capacity beyond the planned system of arterial and throughway through lanes, the region's CMP and RTP policy require an analysis of travel demand reduction and operational management strategies. They also require an analysis of planned transit service and multimodal connectivity improvements to demonstrate that these strategies cannot adequately address arterial or throughway deficiencies and bottlenecks.

The Mobility Corridor Atlas is the main tool Metro uses for the Congestion Management Process and MAP-21 reporting.

Overall Objectives

MAP-21/FAST Act Performance Measures and Targets for the Portland Metro Region

- Continue monitoring and reporting for the federal MAP-21 and FAST Act transportation performance management requirements that include: Safety, ~~National Highway System~~ Asset Management, ~~National Highway System~~ Performance, ~~National~~ Freight Movement ~~on the Interstate System~~, Congestion Mitigation and Air Quality, and Transit Access Management.
- Review current regional performance measure targets for 2020 and 2022 and evaluate if the regional targets need to be adjusted.

Congestion Management Process

The 2018 RTP's goals, objectives and policies provide a framework for the region's Congestion Management Process (CMP). The 2018 RTP outlines a series of 11 goals which Metro will monitor. Some RTP objectives related to the goals and specific to the CMP are:

- Walkable Communities
- A Connected Region
- Access to Industry and Freight Intermodal Facilities
- Travel Choices
- Regional Mobility
- Transportation Safety
- Clean Air
- Performance-based Planning

Previous Work *(through June 2019)*

MAP-21/FAST Act Performance Measures and Targets for the Portland Metro Region

- In 2018, Metro worked with ODOT to set MAP-21 performance measure targets.
- Coordinated with ODOT and obtained ODOT review of the target setting for the region on Safety, National Highway System Asset Management, National Highway System Performance, National Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Program.
- Coordinated target reporting for Transit Asset Management with TriMet, SMART and C-TRAN.

Congestion Management Process

- Developed congestion management objectives and policies as part of the RTP, Transportation System Management and Operations Action Plan, and Regional Travel Options Strategy.
- Identified geographic areas and regional transportation networks using the Mobility Corridor Atlas to apply the CMP.
- Established multimodal performance measures for the CMP as part of the RTP Performance Targets (Chapter 2) and Performance Evaluation (Chapter 7).
- Other transportation monitoring measures have been developed as part of the 2018 RTP and have been calculated and evaluated.

Methodology

Metro calculated, gather from other agencies, and organized the data for reporting purposes, on the federal MAP-21 and FAST Act transportation performance management requirements for the region. Most of the regional targets match the statewide MAP-21/FAST Act Performance targets. Where the regional targets differ from the statewide targets, the regional targets were set based on the 2016 and 2017 Baseline data that showed the state target was not achievable by 2022. Metro asked ODOT for review of the draft regional targets before finalizing the targets.

The Congestion Management Process (CMP) relies on performance measures in the RTP and provides a framework for ongoing data collection and monitoring of system performance with the Mobility Corridor Atlas as the reporting vehicle.

Major Project Deliverables/ Milestones	
1st Quarter	
2nd Quarter	
3rd Quarter	
4th Quarter	
Ongoing	• MAP-21 performance monitoring and reporting. • Review of MAP-21 targets for the region based on new reporting data. • Development of the Mobility Corridor Atlas tool. • Collect data and monitor system performance for the CMP. • Identify and evaluate the effectiveness of the CMP strategies • Implement selected CMP strategies and manage the transportation system.

Project Lead

- Metro Planning and Development Department

Project Partners

- Oregon Department of Transportation
- U.S. Department of Transportation/ Federal Highway Administration
- City and county transportation agencies
- TriMet
- South Metro Area Regional Transit (SMART) and C-TRAN

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	29,258	PL	**$**	44,941
Interfund Transfers	**$**	15,682			
TOTAL	**$**	**44,941**	**TOTAL**	**$**	**44,941**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.2

Regional Transportation Safety Program

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

Description

Working with partners in the region Metro has completed an updated 2018 Regional Transportation Safety Strategy. To implement the strategy, Metro is formalizing regional transportation safety activities in a Regional Transportation Safety Program to support achieving national, state, regional and local safety goals, objectives, policies and performance targets.

A two-year work plan will be developed to guide Metro activities related to transportation safety in coordination with federal, state and local partners. The work plan will be based on the strategies and actions identified in the 2018 Regional Transportation Safety Strategy and the Regional Safe Routes to School Program.

Tasks in the Regional Transportation Safety Program work plan will include annual reports to the Metro Council and JPACT, schedules to update regional plans and the Regional Transportation Functional Plan to reflect current policy direction, activities to coordinate with partners and increase awareness of Vision Zero and Safe Routes to School, identifying legislative priorities and refining regional funding criteria, and developing and maintaining relevant crash data and analysis tools.

Overall Objectives

- Reduce and eliminate fatalities from traffic crashes in region
- Develop and implement a two-year work plan for a traffic safety program to support implementation of the 2018 Regional Transportation Safety Strategy, Safe Routes to School Program and local, national and state transportation safety plans
- Support and be consistent with the Oregon Transportation Safety Plan

Previous Work *(through June 2019)*

- Establishment of ad-hoc Regional Safety Workgroup in 2009 in response to a Federal Highway Administration recommendation to better incorporate safety into the MPO planning process
- Metro worked with local governments, ODOT, TriMet, practitioners and researchers to draft the region's first Regional Transportation Safety Plan
- Adoption of regional safety performance targets in 2010 Regional Transportation Plan
- Completion of the 2011 Metro State of Safety Report
- Completion of the 2012 Regional Transportation Safety Plan
- Adoption of the 2014 Climate Smart Strategy, which included recommended actions for safety
- Updated safety targets and policy in the 2014 Regional Transportation Plan
- Adoption of the 2018 Regional Transportation Safety Strategy, including updated Vision Zero safety target, annual safety targets to meet federal requirements, safety performance measures, strategies and actions, developed with guidance from technical safety work group, Metro technical and policy advisory committees, and Metro Council
- Identification regional high injury corridors and intersections using ODOT and regional data and replicable GIS based methodology, and completion of the 2017 Regional High Injury Corridors and Intersections Report

- Completion of the 2018 Metro State of Safety Report
- Development of new safety policy section in the 2018 Regional Transportation Plan
- Developed draft work plan for Transportation Safety Program
- Updated, host and maintain a publicly available Metro crash map analysis tool with 2012-2018 crash data. The tool was developed in 2014 with ODOT 2007-2011 crash data and provided a simple format to visually explore crash data.

Methodology

Metro will manage the Regional Transportation Safety Program and the development of a two-year work plan. Metro will also consult with partners listed under Project Partners~~Other Stakeholders~~ in the development of the work plan and implementing actions and will coordinate internally with other programs and projects at Metro.

Major Project Deliverables/ Milestones	
1st Quarter	• Finalize draft work plan • Develop regional safety/performance-based street design workshop in coordination Metro Active Transportation and Complete Streets programs
2nd Quarter	• Convene regional transportation safety work group, refine draft work plan • Develop regional approach for future transportation safety legislation, including level of effort and feasibility analysis to address equity in fines and enforcement
3rd Quarter	• Finalize work plan • Draft annual report for Metro Council and JPACT • Develop visualizations and graphics of data analysis, crash statistics, logo and other material for annul reports, plans, and regional transportation safety webpage. To inform elected officials, the public and other stakeholders and support public understanding of Vision Zero. • Develop crash data and analysis business plan in partnership with Metro Research Department.
4th Quarter	• Update key crash data findings • Visual display of data • Update High Injury Corridors and report back for annual report. • Report back on selected safety projects in the region • Finalize annual report • Develop understanding of level of effort to develop posted speed data set.
Ongoing	• Track implementation activities • Develop and maintain crash data and analysis tools: CrashMap, sidewalk and bikeway data, traffic, bike and pedestrian counts, crash prediction and crash risk exposure models • Develop and maintain web, video and printed materials to clearly communicate • Coordinate with other Metro programs and departments, including transit, active transportation, freight, Complete Streets and Data Resource Center

Project Lead

- Metro Planning and Development Department

Project Partners

- City and county transportation agencies
- Oregon Department of Transportation
- Oregon Department of Land Conservation and Development
- Police, fire and public health departments
- TriMet, SMART and other transit operators in the region
- U.S. Department of Transportation/ Federal Highway Administration
- Non-profit and community groups focused on traffic safety
- Refer to the 2018 Regional Transportation Safety Strategy for an extensive list of potential partners

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	30,556	STBG	**$**	42,114
Interfund Transfers	**$**	16,378	Metro	**$**	4,820
TOTAL	**$**	**46,934**	**TOTAL**	**$**	**46,934**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.2

Regional Active Transportation Program

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

Description

The Regional Active Transportation Program manages updates to and implementation of pedestrian, bicycle and access to transit in the Regional Transportation Plan (RTP) and the Regional Active Transportation Plan. The program provides guidance to jurisdictions in planning for safe, efficient and comfortable active transportation access and mobility on the regional transportation system (including regional trails and multi-use paths).

Additionally, the program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to active travel needs and issues across the region. The program ensures that prioritized regional bicycle and pedestrian projects are competitively considered within federal, state, and regional funding programs. Ongoing data collection, analysis, education, and stakeholder coordination are also key elements of Metro's Active Transportation program.

Overall Objectives

- Develop and implement a Regional Active Transportation work plan to support the implementation of the Regional Active Transportation Plan
- Coordinate with and support other regional programs and planning projects such as Regional Safety program, Enhanced Transit Concept Pilot Program, Jurisdictional Transfer Assessment Program, Regional Mobility Policy Update, Investment areas planning and Metro's Return on Investment analysis of active transportation projects.
- Support RTP implementation at local TSP level and within technical advisory committees for Regionally funded active transportation projects
- Technical support for regional funding measures
- Convene regional partners for biannual active transportation / safety summits
- Annually attends local Bicycle or Pedestrian advisory committees and county coordinating committees to provide updates on Metro projects and collect input.

Previous Work *(through June 2019)*

- Development of 2014 Regional Active Transportation Plan (ATP)
- Implementation of the ATP within regional plans and projects, e.g. 2014 and 2018 Regional Transportation Plans, Southwest Corridor Plan, Powell-Division Plan, East Metro Connections Plan.
- Spring 2019 regional safety / performance-based street design workshop in coordination Metro Safety and Complete Streets programs

Methodology

Metro Planning & Development manages the program and coordinates with the Metro's Parks and Nature department and other regional partners.

Major Project Deliverables/ Milestones	
1st Quarter	• Support planning and development of active transportation projects • Develop work program for Active transportation program
2nd Quarter	• Host Active Transportation / Safety workshop sharing new Regional street design guidance in coordination with Metro Safety and Complete Streets programs
3rd Quarter	• Host active transportation / safety workshop
4th Quarter	• Annual report to JPACT & Metro Council
Ongoing	• Coordination with Metro's Return on Investment analysis of active transportation projects. • Coordination with other Metro programs and projects and with various regional partners

Project Lead

- Metro

Project Partners

- Local Cities and Counties
- Oregon Department of Transportation
- Port of Portland
- TriMet, SMART and other transit operators in the region
- Non-profit and community groups focused on active transportation
- U.S. Department of Transportation / Federal Highway Administration

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	15,278	STBG	**$**	21,057
Interfund Transfers	**$**	8,189	Metro	**$**	2,410
TOTAL	**$**	**23,467**	**TOTAL**	**$**	**23,467**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.1

Enhanced Transit Concept Pilot Program

Staff Contact: Jamie Snook, jamie.snook@oregonmetro.gov

Description

This is a critical time in our region to consider how transit fits into our larger regional goals. As our region deals with significant population and employment growth, we must turn to more efficient modes of moving people around in order to ensure that our freeway system meets a basic level of mobility necessary for freight movement. The Climate Smart Strategy, adopted by JPACT and the Metro Council in 2014, provided clear direction to invest more in our transit system in order to meet regional goals and objectives related to sustainability and carbon emissions.

To meet the greater Portland region's environmental, economic, livability and equity goals today and as we grow over the next several decades, new partnerships are needed to deliver transit service that provides increased capacity and reliability yet is relatively low-cost to construct, context-sensitive, and able to be deployed quickly throughout the region where needed. Producing "Enhanced Transit," through the co-investment of multiple partners could be a major improvement over existing service such as our region's existing and future Frequent Service bus lines, but less capital-intensive and more quickly implemented than larger scale high capacity transit projects the region has built to date.

Investments serve our many rapidly growing mixed-use centers and corridors and employment areas that demand a higher level of transit service but may not be good candidates for light rail, or bus rapid transit with fully dedicated lanes at this time.

On October 2017, JPACT authorized utilization of bond proceed revenue of $5 million to support the funding of the Enhanced Transit Concept Pilot Program. The program will support the development of ETC projects and build partnerships between transit agencies and jurisdictions to implement improvements quickly. ETC can include regional scale, corridor scale, and/or spot-specific improvements that enhance the speed and reliability for buses or streetcar.

Overall Objectives

- Increase transit ridership to a level that will be sufficient to meet regional and local mode split goals by improving transit reliability, speed, and capacity through hotspot bottleneck locations in congested corridors and throughout the region. This will be accomplished through moderate capital and operational investments from both local jurisdictions and transit agencies.
- Identify and design a set of Enhanced Transit projects with local jurisdictions and facility owners where improvements are most needed and can be deployed quickly to produce immediate results.

- Develop a pipeline of Enhanced Transit projects so they are ready to advance forward to construction as jurisdictions identify funding.
- Pilot new and innovative ideas to increase transit travel times.

Previous Work *(through June 2019)*

- Coordinated with partners to identify potential in right-of-way projects.
- Conducted ETC workshops with partners around the region to gauge ripeness of selected projects.
- Issued a request for interest to identify ETC projects that are ripe for design and implementation.
- Identified projects to fast track towards construction and projects to advance into project development.

Major Project Deliverables/ Milestones	
1st Quarter	• Assist to advance projects to construction by end of 2019
2nd Quarter	• Assist to advance projects to construction by end of 2019
3rd Quarter	• Assist to advance project development on projects
4th Quarter	• Assist to advance project development on projects
Ongoing	• Assist to advance projects to construction • Assist to advance project development • Continue to work with regional partners • Monitor success of pilot projects

Project Lead

- Jamie Snook, Metro
- Kelly Betteridge, TriMet

Project Partners

- City of Portland
- City of Beaverton
- Multnomah County
- Washington County
- Clackamas County
- ODOT

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	$	103,019	Metro	$	158,237
Interfund Transfers	$	55,218			
TOTAL	**$**	**158,237**	**TOTAL**	**$**	**158,237**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.7

Complete Streets Program

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

Description

Metro's Complete Streets Program was established to provide transportation design guidelines, regional arterial and throughway design classifications and tools to support local jurisdictions to design streets that implement context-sensitive design solutions. Context driven performance-based design supports the 2040 Growth Concept and achieving regional goals, including: Vision Zero, increased transportation options for people of all ages and abilities, efficient and reliable travel for all modes, healthy people and environment, security, reduced green house gas emissions, sustainable economic prosperity, racial and income equity, vibrant communities, resiliency and fiscal stewardship.

Program elements include providing resources, tools and technical assistance to cities and counties as transportation projects go through project development and design and convening workshops, forums and tours to increase understanding and utilization of best practices in transportation design. The program is closely coordinated with other regional transportation programs, with region-wide planning activities, and with Metro's Parks and Nature Department.

An update of the regional street and green street (stormwater management) design guidelines and new regional trail design guidelines are nearly finalized and provide design elements and a Performance-Based Design Decision Making Framework. The updated guidelines reflect the state of the practice in transportation and incorporate missing topics, including designing for safety, age friendly communities, relationship of transportation design to public and environmental health, providing for effective freight and goods movements in multimodal environments, trail design, separated bikeways and bicycle and transit interaction.

The Complete Streets Program implements Regional Transportation Plan (RTP) design policies for regional transportation facilities and includes ongoing involvement in local transportation project conception, funding, and design. Metro's Regional Transportation Functional Plan (RTFP), the implementing plan of the RTP, specifies that city and county street design regulations shall allow implementation of the recommended designs. Additionally, transportation projects funded with federal Regional Flexible Funds must follow the design guidelines. This program also addresses Federal context-sensitive design solutions initiatives and requirements to develop mitigation strategies to address impacts of the transportation projects.

Overall Objectives

- Finalize and release updated regional green street and trail design guidance to provide cities, counties and agencies with up-to-date, state of the practice, context sensitive and performance based guidance.
- Finalize updated Metro web presence for Complete Streets Program.
- Implement complete streets program activities to support performance-based design of transportation projects.

Previous Work *(through June 2019)*

- Updated design policy section of the 2018 Regional Transportation Plan.
- Completed draft content for the updated and new guidelines, consistent with annotated outline developed by technical work group, including: performance-based decision making framework; land use and transportation transect; diagrams, tables and graphics; white paper on nine design elements; design elements template and content; glossary; resource list; photographs and schematics.
- Convened technical work group to review and provide input on draft content.
- Provided update to and received input from Metro technical advisory committees and Metro Council.
- Held Performance-Based Planning and Design workshop, coordinated with safety and active transportation programs.
- Developed draft updated web page for Complete Streets Program.
- Developed publicly available Livable Streets photo library.
- Coordinated with Regional Flexible Fund program on criteria related to design and green infrastructure.
- Drafted case study to illustrate performance-based design decision making process.

Methodology

Metro with local jurisdictions in project-development activities for regionally funded transportation projects. During FY 2019-21, the Complete Streets Program will continue to focus on projects that directly relate to implementation of Region 2040 land use components, including projects funded through the Metropolitan Transportation Improvement Program (MTIP) and will coordinate as needed on the Regional Flexible Funds program and other regional transportation funding activities as needed.

Finalizing the updated street, green street and new trail design guidelines will be led by Metro's Planning and Development Department in coordination and collaboration with Metro's Park and Nature Department, the Technical Work Group with representatives from the Oregon Department of Transportation, TriMet and SMART, and cities and counties. Metro staff will work with experts within Metro, with the Consultant team and with the Technical Work Group to review and revise content for design guidance and programmatic activities. The Technical Work Group will conclude meeting in the first quarter of FY2019-21 once the updated design guidelines are finalized, but may be convened on an ad hoc basis to collaborate on regional street and trail design issues. Technical Work Group meetings are open to the public.

Periodic updates will be given to the Transportation Policy Alternatives Committee (TPAC), the Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council. Overarching direction from the Metro Council and the technical and policy advisory committees will inform the project.

Updates to county and city transportation coordinating technical advisory committees and other stakeholder groups will be made to increase awareness of the project and receive input.

Metro will maintain an interested parties email distribution list for the Complete Street Program and provide information to that list as needed on topics relevant to the program.

Major Project Deliverables/ Milestones	
1st Quarter	• Finalize updated regional street, green street and new trail design guidelines. • Release updated and new design guidelines. • Activate Complete Streets webpage on Metro's website. • Develop timeline to review and update the design policy section of the 2018 RTP. Update of the design policy section will reflect the regional design guidelines and better integrate green infrastructure and natural resource protection. Update must be completed prior to completion of the next RTP update.
2nd Quarter	• Develop timeline and work scope to complete one or more local, national or international case studies to illustrate performance-based design decision making process and to support implementation of regional street and trail design guidance. • Develop timeline for presentations, forums and workshops for Complete Street program.
3rd Quarter	• Implement, dependent on scoped timeline, activities associated with case studies and presentations/forums/workshops.
4th Quarter	• Implement, dependent on scoped timeline, activities associated with case studies and presentations/forums/workshops.
Ongoing	• Continue to expand publicly accessible on-line photo and image library. • Update Metro Complete Streets program website as needed, adding case studies, new resources as they are available. • Provide technical assistance as needed on transportation plans and processes.

Project Lead

- Metro – Lead Agency (Planning and Development Department)

Project Partners

- Metro Parks and Nature Department - Cooperate/Collaborate
- Oregon Department of Transportation - Cooperate/Collaborate
- TriMet, SMART –~~Collaborate~~Cooperate/Collaborate
- Cities, Counties, Special Districts, Agencies - Cooperate/Collaborate

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	$	87,014	STBG	$	120,695
Interfund Transfers	$	46,640	Metro	$	28,559
Materials & Services	$	15,600			
TOTAL	**$**	**149,254**	**TOTAL**	**$**	**149,254**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.55

Fund Swap Management and Monitoring

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

Description

In Metro's responsibilities as a metropolitan planning organization (MPO) for the Portland region, the agency has allocation and programming authority of certain federal surface transportation funds. These funds are often referred to as the Regional Flexible Funds, which are federal surface transportation block grant (STBG) and congestion mitigation and air quality (CMAQ) monies, but at times Metro receives notification of new or additional federal funding allocation authority. Metro must document and develop the schedule of planned expenditure for the funds in which the MPO has allocation authority as well as all other federal surface transportation funds to be expended in the region. That document and schedule, known as the Metropolitan Transportation Improvement Program (MTIP) is approved by JPACT and the Metro Council.

In early 2017 and in autumn 2018, JPACT and the Metro Council approved and directed Metro staff to pursue a number of funding swaps of Regional Flexible Funds and Highway Infrastructure Program funds in which Metro has allocation authority. The funding swaps were in part to reduce the number of transportation projects to undergo the federal aid process and to support flexibility in project development on a number of active transportation projects and other regional planning studies.

Overall Objectives

- Track delivery of fund swapped projects.
- Track and monitor project progress of fund swapped projects
- Manage and administer the local funds in a manner that is efficient, transparent and with established protocols that would sufficiently meet an audit.

Previous Work *(through June 2019)*

- Executed in total three IGAs (two with TriMet and one with the City of Portland) to exchange federal Regional Flexible Funds or Highway Infrastructure Program funds for local funds
- Executed seven (7) IGAs with local jurisdictions which address the delivery of 12 projects across the IGAs (FY 2018-2019)
- Procured ZoomGrants software license and set up the grant management tools and system
- Developed and documented the business process for the Metro administered funding

Methodology

Metro administers the swapped funding and monitors the delivery of the projects. Each project which was identified for swapping federal funds with local funds was done so in a specific selection process based on the type of federal funds being swapped and the local funds available. The selection process is described in the business process. Intergovernmental agreements (IGAs) are used to define the scope of work and establish the deliverables and schedule/timeline for the project. Information from the IGAs has been entered into a grant management database for monitoring progress and managing reimbursement requests for work completed on the project. As necessary, any MTIP amendments or UPWP entries are undertaken and coordinated by staff and with the jurisdiction delivering the project.

The following projects which have been identified for funding swaps and conducting planning activities:

- Connected Lents – City of Portland
- Connected Division Midway – City of Portland
- Connected Cully Phase 2 – City of Portland
- 148th Avenue Safety and Access to Transit – City of Portland
- Stark/Washington Corridor Improvements – City of Portland
- I-84 Path Extension – City of Portland
- Fanno Creek Regional Trail – Bonita Road to Tualatin Bridge – City of Tigard
- Westside Trail Bridge Design – Tualatin Hills Parks and Recreation District
- Bike-Pedestrian Access through the Union Pacific Rail Bridge on 223rd Avenue – Multnomah County
- Division Complete Street – City of Gresham
- Active Transportation Economic ROI Analysis – Metro
- Oak Grove – Lake Oswego (OGLO) Pedestrian/Bike Bridge Feasibility study– Clackamas County
- TV Highway – Washington County

Major Project Deliverables/ Milestones	
1st Quarter	• Collect project quarterly reports
2nd Quarter	• Collect project quarterly reports
3rd Quarter	• Collect project quarterly reports
4th Quarter	• Collect project quarterly reports
Ongoing	• Receive and review deliverable products • As necessary, manage and work through change management requests (e.g. scope change requests, etc.) and ensure the original project • Produce regular monitoring and progress reports • Continue to execute intergovernmental agreements (IGAs) with the jurisdictions delivering locally funded projects • Submit any additional regular reporting to document the funding expenditures and cost of administering the fund swap program

Project Lead

- Metro

Project Partners

- TriMet
- Port of Portland
- Cities and Counties

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	14,374	Additional Local Contributions	**$**	22,079
Interfund Transfers	**$**	7,705			
TOTAL	**$**	**22,079**	**TOTAL**	**$**	**22,079**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.1

II. Metropolitan planning organization (MPO) planning projects

One time projects that Metro leads

Regional Mobility Policy Update

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

Description

In 2018, Metro completed an update to the ~~long-range~~ regional transportation plan. Congestion and its impacts on mobility and the region's economic prosperity and quality of life are a top public concern. The update identified current traffic congestion on many of the region's throughways and ~~other local and state-owned~~ arterials, and predicts that many of these facilities are unlikely to meet adopted interim regional mobility policy targets in the future, including I-5, I-205, I-84, OR 217 and US 26.

Recognizing a number of ~~the problems~~limitations with the current adopted mobility policy~~importance of addressing growing congestion in a comprehensive and timely manner~~, ODOT and Metro prioritized moving forward with a ~~more refined and~~ focused look at the *Interim Regional Mobility Policy* adopted in the RTP and the Oregon ~~Highway~~ Highway Plan (OHP) Policy IF3 (Highway Mobility Policy) in advance of the next update to the RTP (due in 2023).

~~This effort will identify multimodal mobility measures and targets for determining needs and for evaluating the current and future performance of each of the region's multimodal mobility corridors. A~~The purpose ~~goal~~ of this effort is to update the interim mobility policy framework for the Portland metropolitan area in the RTP and OHP Policy 1F, including development of alternative mobility measures and targets. The updated policy framework will define~~adopt~~ clear mobility expectations and a decision-making framework that will guide the development of and updates to regional and local transportation system plans and the evaluation of plan amendments subject to the Transportation Planning Rule (TPR) -0060 during development review. The updated framework will also guide future monitoring and reporting in support of the region's congestion management process and MAP-21/FAST Act performance-based planning. ~~that shows where, under what circumstances and how certain performance measures and targets could apply in long range transportation system planning, developmentplan amendment review, operational and investment decisions.~~ The project is expected to ~~identify~~ result in amendments to the ~~Regional Transportation Plan~~RTP and regional functional plans ~~(as appropriate)~~ and ~~the Oregon~~ OHP Policy 1F3 for consideration by JPACT, the Metro Council and the Oregon Transportation Commission prior to initiating the 2023 RTP update~~Transportation Plan and modal plans~~. ~~(as appropriate). The updated framework will also guide future monitoring and reporting in support of the region's congestion management process and MAP-21/FAST Act performance-based planning.~~

Additional background information on this project can be found in Chapter 8 (Section 8.2.3.~~4~~1) of the 2018 ~~Regional Transportation Plan~~RTP.

Overall Objectives

- Metro Council and Oregon Transportation Commission consider approval of the updated mobility policy framework prior to initiating the 2023 RTP update~~Modernize the mobility policy framework for developing long-range transportation system plans and guiding the evaluation of plan amendments, operations and investment decisions in the Portland Metro region~~.

- Develop an alternative mobility policy and associated measures, targets and methods for the Portland metropolitan region that define mobility expectations for multiple modes users, and time periods, and that:
  - Clearly and transparently communicate mobility expectations and provide clear targets for local, regional and state decision-making
  - Addresses all modes of transportation and both people and goods movement
  - Distinguish between throughway and arterial performance
  - Are financially realistic
  - Reflect and are consistent with adopted state, regional and community policy objectives
  - Support implementation of the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions and Climate Smart Strategy and related policies
  - Address growing motor vehicle congestion in the region and its impacts on transit, freight and other modes of travel
  - Are innovative and advance the state of the art beyond the current motor vehicle v/c-based measures and targets
  - Consider system and facility performance for all modes in the alternative mobility policy, as well as financial, environmental and community impacts of the policy, including impacts of the policy on traditionally underserved communities
  - Are applicable and useful at the system plan, mobility corridor, and plan amendment (development review) scale
    - ~~Identify mobility corridor-based, multimodal mobility measures, targets and methods for application in the region that are financially realistic and advance Region 2040 desired outcomes and RTP goals and policies.~~

~~Ensure the updated mobility policy framework is inspired by innovation and new ideas.~~

- ~~For purposes of plan amendment review, develop performance measures that clarify when and how system and modal benefits can outweigh localized traffic impacts of proposed plan amendments.~~
- Ground policy development and implementation in community, regional and state goals for land use and transportation, public values and mobility expectations, sound technical analysis and input from partners, stakeholders and the public.
- Communicate complete, accurate, understandable, and timely information to ~~the public~~partners and~~,~~ stakeholders ~~and partners~~ throughout the project.
- Ensure an inclusive engagement approach that provides meaningful opportunities for input from policymakers, community and business leaders and organizations, local jurisdictions, transit and Port districts and the public prior to key milestones.
- Build broad local government buy-in and support for the updated policy and implementation.
- Increase collaboration and coordination among state, regional and local partners.
- Ensure compliance with all public participation requirements and consistency with state requirements and plans, including relevant statewide planning goals, the State Agency Coordination Program (OAR 731-015-0055) and the ~~Oregon Highway Plan,~~OHP Policy ~~Action~~ 1F3 and associated Operational Notice PB-02.

~~AComplete adoption of the updated mobility policy framework by the Metro Council and the Oregon Transportation Commission prior to initiating the 2023 RTP upda~~

Previous Work *(through June 2019)*

- ~~Adoption of the 2040 Growth Concept in 1995 – the region's integrated land use and transportation strategy for managing growth and directing investments.~~

- Adoption of the Oregon Highway Plan ~~(OHP)~~ in 1999.
- Adoption of the Interim Regional Mobility Policy for the region in the 2000 ~~Regional Transportation Plan (~~RTP~~)~~.
- Ongoing implementation of the region's ~~Congestion Management Process (~~CMP~~)~~ since adoption of the 2000 RTP.
- Adoption of the Interim Regional Mobility Policy in Table 7 and Policy 1F3 in the ~~Oregon Highway Plan~~OHP in 2002.
- Adoption of the Oregon Transportation Plan (OTP) in 2006, the policy document that frames and organizes all of the state's modal plans for transportation.
- Adoption of the "Regional Mobility Corridors Concept" and "System Completion" policy frameworks in the 2010 RTP as tools for diagnosing and monitoring ~~and reporting on~~ mobility needs in 24 subareas that contain the region's ~~twenty-four major~~multimodal travel corridors ~~and~~ – an integrated multimodal transportation system of ~~developing a comprehensive strategy for improving mobility in each corridor. Each mobility strategy bundles~~ throughways, arterials, transit routes, freight routes and regional active transportation routes, including regional trails, ~~as complementary parts of an integrated transportation system~~ that serve~~s~~ planned land uses identified in the 2040 Growth Concept and Regional Framework Plan.
- Publication of the Regional Mobility Corridor Atlas in 2010 and 2015 to identify gaps and deficiencies for all modes of travel within each regional mobility corridor.
- Updates to the Oregon Transportation Planning Rule (TPR) and Oregon Highway Plan (OHP) in 2011~~ to address emerging statewide issues in congestion management~~.
- Publication of the ODOT Region 1 Corridor Bottleneck Operations Study (CBOS) in 2013 to identify bottleneck locations on the region's throughway system and potential solutions.
- Publication of the ODOT Region 1 Active Traffic Management (ATM) Atlas in 2016.
- Publication of ODOT Region 1 Portland Transportation Performance Report in 2016 and 2018, documenting growing congestion and crash rates on the region's throughways and impacts on system reliability.
- Publication of Regional Transportation Snapshots in 2016 and 2017, documenting changes in travel behavior and overall transportation system performance for all modes of travel.
- Collaboration with ODOT, TriMet and SMART to meet ~~MAP-21/FAST Act Transportation~~federal ~~Performance~~performance~~-Based~~ based ~~Planning~~ planning requirements in 2017 and 2018.
-
- ~~Adoption of the Regional Transportation Safety Strategy in 2018.~~
- ~~Adoption of the Regional Freight Strategy in 2018.~~
- ~~Adoption of the Regional Transit Strategy in 2018.~~
- Adoption of the Regional Transportation Safety Strategy, the Regional Freight Strategy and the Regional Transit Strategy in 2018.
- Adoption of the 2018 Regional Transportation Plan, including near-term safety and congestion-related performance monitoring targets as required by MAP-21/FAST Act and long-term performance targets related to safety, congestion, system completion, mode share, vehicle miles traveled and vehicle emissions. The RTP also identifies the need to update the ~~RTP~~ Interim Regional Mobility Policy prior to the next scheduled RTP update (due in 2023).
- Project agreement between Metro and ODOT.

~~Collaborated with ODOT, regional partners and stakeholders, including representatives of historically marginalized communities, to develop the problem statement, charter, approach, intergovernmental agreement, work plan, public engagement plan and budget for this project in 2018 and 2019.~~

~~Public engagement report summarizing feedback received during partner outreach and engagement activities that informed development of the work plan and public engagement plan for this project.~~
~~Approval of the work plan and public engagement plan by JPACT and the Metro Council in June 2019.~~

Methodology

This effort will be completed in two broad phases:

- **Phase 1 | Project Scoping | May to September 2019** ~~in five phases as defined in~~ ~~the~~ Metro and ODOT work together with assistance from a consultant to engage local, regional and state partners and stakeholders to develop a refined problem statement, glossary of terms, ~~scope of~~ work plan and public engagement plan to be for considered for adoption~~ed~~ by JPACT and the Metro Council ~~in 2019~~. Engagement activities in this phase will include stakeholder interviews, TPAC workshop(s), a Community Leader's Forum, Metro Council briefings and local elected official briefings through JPACT and City of Portland and County Coordinating Committees.
- **Phase 2 | Project Implementation ~~From~~ | October 2019 to June 2021~~,~~** Metro and ODOT ~~will~~ work together~~,~~ with assistance from a contractor, to engage local, regional and state partners~~,~~ and stakeholders~~,~~ ~~and the public~~ to develop the alternative regional mobility policy, measures, targets, and methods for consideration by JPACT, Metro Council and the Oregon Transportation Commission~~update the region's mobility policy~~.

~~-~~The project will rely on existing regional technical and policy advisory committees and decision-making processes, that is supplemented with briefings to the OTC and targeted outreach to coordinating committees, business and freight associations, transportation, environmental justice and environmental advocacy groups and historically marginalized communities.

The project will ~~This work will~~ produce two major policy ~~refinements~~amendments to the RTP and Policy 1F3 in the OHP ~~for consideration by JPACT and the Metro Council in June 2021 (by resolution) and the Oregon Transportation Commission, following adoption by JPACT and the Metro Council:~~.

- ~~A~~~~One~~A ~~corridor-specific~~ mobility policy framework ~~framework~~ will be developed for the ~~National Highway System~~region~~al~~'s ~~T~~throughways, ~~for the purpose of meeting federal requirements, and because the NHS generally corresponds to the Interstate and Statewide highway system defined in~~ which generally correspond with e~~E~~xpressways designated in the Oregon Highway Plan (OHP). This policy will be incorporated into the RTP, Regional Transportation Functional Plan and ~~and the Oregon Transportation Plan and modal plans~~OHP Policy 1F3 for the purpose of evaluating the performance of throughways in the region ~~(as appropriate)~~.
- A mobility ~~corridor-based mobility~~ policy framework will be developed for regional arterial streets ~~for the purpose of managing motor vehicle congestion while improving safety for all users, improving transit speed and reliability, completing gaps and deficiencies in pedestrian and bicycle facilities and supporting regional and local land use plans~~. This policy will be incorporated into the RTP and Regional Transportation Functional Plan for county and city-owned arterials, and in ~~the Oregon Transportation Plan~~OHP Policy 1F3 for the purpose of evaluating the performance of state-owned arterials.

Together, the new policy frameworks will guide transportation system planning as part of future RTP and local TSP updates in support of the region's ongoing congestion management process. The

policy frameworks will also be applied to the evaluation of transportation impacts of plan amendments during development review, and will provide guidance for operational decisions.

The project will follow the process set forth in OHP Policy 1F3 and associated Operational Notice PB-02 and must include findings to demonstrate compliance. That means the project will set forth a Portland area-specific process(es) and documentation requirements and identify measures and targets for identifying needs and for demonstrating the adequacy of regional and local actions and projects in transportation system plans, and of mitigation measures for plan amendments during development review.

Proposed measures and targets will generally be taken from existing measures and past research efforts, including the RTP, Climate Smart Strategy, ODOT Key Performance Measures, Federal performance measures and targets, Washington County TGM project on performance measures and standards, and the ODOT Region 1 Highway Performance Project and Traffic Performance Report. A targeted review of best practices from California, Washington, Florida, and other states and MPOs will be conducted.

Measures to explore may include motor vehicle, freight and transit travel time and reliability, active transportation network completeness, street connectivity, transit coverage and frequency, mode share, accessibility, trip length, vehicle miles traveled, and mobility corridor person and goods movement capacity and throughput. Measures, targets, and methods may vary in how they apply system-wide, to multimodal mobility corridors, to throughways, to arterials, and to plan amendments, but will not result in 24 mobility corridor-specific measures or targets.

~~State Highways.~~

~~Together, these new policy frameworks will guide transportation system planning as part of future RTP updates and the development of city and county Transportation System Plans (TSPs) in support of the region's ongoing Congestion Management Process (CMP). The policy frameworks will also be applied to the evaluation of transportation impacts of plan amendments, and will provide guidance for operational and investment decisions.~~

~~In addition to becoming a part of the 2023 RTP, this effort will also inform, and be informed by, related regional planning efforts, such as the 2020 Transportation System Management and Operations (TSMO) Strategy, Regional Congestion Pricing Technical Analysis, Enhanced Transit Corridors Pilot Project and the Jurisdictional Transfer Assessment (JTA) Project.~~ The project will apply the proposed measures and targets to selected mobility corridors at the mobility corridor and development review scale through case studies. The case studies will involve a technical assessment to determine the feasibility and adequacy of the proposed measures and targets. Following the case studies, the project will define an updated alternative mobility policy for the Portland region, including measures and targets for use in the 2023 RTP update.

In addition to becoming a part of the 2023 RTP, this effort will be coordinated with and supportive of other state and regional initiatives, including the ODOT Value Pricing Project, 2020 Transportation System Management and Operations (TSMO) Strategy, Regional Congestion Pricing Technical Analysis, Enhanced Transit Corridors implementation, the Jurisdictional Transfer Assessment Project and ongoing implementation of the region's congestion management process.

This work is anticipated to continue in FY 20-21, concluding in June 2021 prior to initiating the 2023 RTP update.

Major Project Deliverables/ Milestones	
1st Quarter	• Work plan and public engagement plan with a refined problem statement, project approach and glossary of terms • Contractor scope(s) of work • ~~Findings/b~~Background report(s) including existing regional and state mobility policy framework and performance measures, and related studies and plans by ODOT Region 1, Washington County, and others. ~~to demonstrate the need to update the RTP regional mobility policy~~ • Scoping public engagement report
2nd Quarter	~~Case studies~~ ~~Public engagement report~~ • Guiding principles for updating regional mobility policy framework
3rd Quarter	• Policy framework elements defined (e.g., desired performance ~~outcomes~~targets, evaluation measures and methods ~~and range of potential solutions to address~~)
4th Quarter	• Direction for case studies~~Case studies to illustrate framework elements and potential applications~~ • Public engagement report
Ongoing	• Quarterly reports • Maintain project website

Project Leads

- Metro and the Oregon Department of Transportation

Project Partners

- Oregon Transportation Commission
- Metro Council
- Joint Policy Advisory Committee on Transportation
- Transportation Policy Alternatives Committee
- Oregon Department of Land Conservation and Development
- Cities and Counties
- Ports of Portland and Vancouver
- TriMet, SMART, C-TRAN and other transit ~~operators~~ providers in the region
- ~~Metro Parks & Nature Department~~
- SW Washington Regional Transportation Council
- Bi-State Coordination Committee
- Federal Highway Administration
- Federal Transit Administration
- Business associations, community-based organizations, transportation and environmental advocacy groups

FY 2019-20 Cost and Funding Sources

Requirements:		**Resources:**	
Personal Services	$ 354,894	STBG	$ 501,337
Requirement	$ 190,223	Metro	$ 57,380

Materials & Services	$	13,600			
TOTAL	**$**	**558,718**	**TOTAL**	**$**	**558,718**

Full Time Equivalent Staffing:

Regular Full Time FTE: 2.6

Transportation Systems Management and Operations – Strategic Plan Update

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

Description

The Transportation System Management and Operations (TSMO) program currently follows a 10-year plan that ends 2020. The plan update will be known as the 2020 TSMO Strategy, and will serve as the strategy to implement key components of the 2018 RTP. The TSMO Strategy will guide program investments using RFFA funding, state funding, additional federal grant funds and local funds, building on investments in transportation system efficiency and supporting innovations.

Overall Objectives

- Lead process for updating and adoption of the TSMO Strategy. Strategy will provide direction for new regional funding investments aimed at reducing greenhouse gas emissions.
- The Strategy update process will review past TSMO investments and the state of TSMO in the region to understand the safety, livability, multimodal and reliability outcomes achieved.
- The process will look at how advances in information technology have changed methods to manage and operate the transportation system, including emerging technology.
- Analyze what investments provide system efficiency.

Previous Work *(through June 2019)*

- 2006-2007 – development of regional ITS strategies (federal grant).
- 2008-2011 - an ODOT TGM grant supported the region's first TSMO Plan.
- 2014 – a final Concept of Operations was completed for a large area around the area where I-84 ~~I-84~~ and I-205 meets to consider Active Corridor Management elements ODOT, City of Portland and other regional partners could implement to improve reliability.
- 2016 – FHWA supported a regional workshop around capability maturity for traffic management.
- 2016 – Update of the regional ITS Architecture and data Communications Plan
- 2017 – Regional concept for next-generation Transit Signal Priority completed by TriMet
- 2018 – Metro led a Multimodal Integrated Corridor Management planning grant for the I-84 multimodal corridor from downtown Portland to Troutdale (US DOT competitive grant funds).

Methodology

Engage stakeholders to understand issues and needs from operators and the traveling public. Analyze multimodal performance data to advance the region's ability to diagnose and address congestion, support multimodal operations, reduce climate and other impacts and incorporate safety connected to Vision Zero. Refine regional strategy to guide TSMO investments and activities in the Portland metropolitan region. When needed, identify and recommend policy to leverage the strategy.

Major Project Deliverables/ Milestones	
1st Quarter	• Develop a project management plan to ensure smooth delivery of the 2020 TSMO Strategy utilizing the partner-agency staff and consultant resources effectively. • Develop a common way to understand equity in the context of TSMO. • Prepare public and stakeholder engagement plan. • Review regional progress under the current TSMO plan
2nd Quarter	• Update regional vision for TSMO while aligning with the 2018 RTP and supporting strategies. • Assess the future of TSMO through understanding the region's current capabilities, scanning peers and reviewing policies to address long-term needs. • Identify technologies useful to TSMO in our region. • Do financial planning to define the best use of TSMO funds. • Develop TSMO Strategy projects.
3rd Quarter	• Create the companion pieces to the strategy to smoothly implement the new 2020 TSMO Strategy. • Produce the 2020 TSMO Strategy, to be considered for regional adoption.
4th Quarter	
Ongoing	

Project Lead

- Metro

Project Partners

- FHWA, ODOT, TriMet, Port of Portland, counties, cities, Southwest Washington Regional Transportation Council, WSDOT, emergency managers

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	$	100,000	TSMO Strategic Plan STBG	$	271,728
Consultants	$	202,828	Metro/Match	$	31,100
TOTAL	**$**	**302,828**	**TOTAL**	**$**	**302,828**

Full Time Equivalent Staffing:

Regular Full Time FTE: ~~n/a~~0.5

Economic, Demographic, and Land Forecasting Development and Application Program

Staff Contact: Chris Johnson, chris.johnson@oregonmetro.gov

Description

The **Economic, Demographic, and Land Forecasting Development and Application Program** complements the **Economic, Demographic and Land Use Forecasting Program**. The Land Use Analytics Team (LUAT) is responsible for the carrying out the activities related to long-term forecast tool development and application that support Metro's planning responsibilities. LUAT regularly updates long- range economic and demographic projections in order to incorporate the latest observed changes in demographic, economic, and real estate development conditions.

Overall Objectives

- Build capacity of land use forecasting models, data, and knowledge.
- Apply land use forecasting tools and data to Metro planning projects such as the Urban Growth Management process and the Regional Transportation Plan.

Previous Work *(through June 2019)*

- Creation of the Land Use Technical Advisory Group (LUTAG) to advise Metro staff on the data, local conditions, and forecast validity of Metro's land use toolkit (Stakeholder Outreach).
- Conducted a Residential Housing Preference Survey to determine if tastes and preferences for housing might shift in future years as regional demographics evolve (Survey, Data Acquisition, and Research).
- Validation and sensitivity analysis of MetroScope – Metro's long-range land use forecast model. This work also included convening an independent expert review panel to review the model methods and structure, and analyze the results from the validation and sensitivity report (Survey, Data Acquisition, and Research).
- Refined Buildable Land Inventory to better incorporate the regulatory framework, development constraints, and development incentives for the Metro region (Survey, Data Acquisition, and Research).
- Implemented new redevelopment model that replaces obsolete redevelopment filters in the old BLI methodology. The redevelopment model should provide greater accuracy in estimating the Buildable Land Inventory and therefore better land supply information to the UGR analysis and results (Survey, Data Acquisition, and Research).
- Developed a prototype Housing and Transportation Cost Index tool to estimate the number of cost burdened households, the cost burdened condition of the median household, and cost burden estimates for above average, average and below average income bracket households. This information was used to support the Housing Needs Analysis of the most recent Urban Growth Boundary decision (Survey, Data Acquisition, and Research).

Methodology

The Modeling and Forecasting Division of the Metro Research Center will manage the Economic, Demographic, and Land Forecasting Development and Application Program. A combination of the activities listed below will be utilized to achieve the objectives of the Economic, Demographic, and Land Forecasting Development and Application Program:

- Survey, Data Acquisition, and Research:
  - Stakeholder Involvement via LUTAG
  - Buildable Land Inventory
  - Market Research
  - Performance Measurement
- Model and Analytic Tool Improvements:
  - Model Development
  - Innovation
- Risk Management

Major Project Deliverables/ Milestones	
1st Quarter	• Land Use Model Design Plan
2nd Quarter	• Land Use Model Scoping Final Report (Phase I)
3rd Quarter	• Mid-Cycle UGB Decision Model Design Plan
4th Quarter	• Land Use Model/ABM Integration Design Plan • Residential Survey Design Plan
Ongoing	• Distributed Forecast • Housing and Transportation Cost Index Tool (Post-Prototype)

Project Lead

- Modeling and Forecasting Division of the Metro Research Center.

Project Partners

- Metro Council/Staff
- Metro Planning and Development Department
- Oregon Office of Economic Analysis
- Oregon Department of Land Conservation and Development
- Portland State University Population Research Center
- Local Governments and Jurisdictional Partners

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	72,497	PL	**$**	111,355
Interfund Transfers	**$**	38,858			
TOTAL	**$**	**111,355**	**TOTAL**	**$**	**111,355**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.481

Travel Forecast Development and Application

Staff Contact: Chris Johnson, chris.johnson@oregonmetro.gov

Description

The **Travel Forecast Development and Application Program** includes the supporting work elements and activities necessary to keep the travel demand model and ancillary tools responsive to policy questions and investment decisions that emerge during the regional transportation planning process. The major projects and tasks included within this program are differentiated from the **Travel Forecast Maintenance Program** in that they are significant one-time initiatives as opposed to on-going efforts.

Note: The Travel Forecast Development and Application and the Travel Forecast Maintenance Programs were combined programs up until the FY 2018-19 UPWP, so the apparent similarities in the program narratives below are an artifact of their prior combined status. Moving forward from the FY 2018-19 UPWP, the differences between the programs can be explicitly identified by comparing the Major Project Deliverables/Milestones sections of the respective narratives.

Overall Objectives

- Ensure the continued validity and utility of the travel demand modeling methods, techniques and tools.
- Ensure that travel demand modeling methods, techniques and tools are consistent with the guidelines and requirements of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Environmental Protection Agency (EPA).

Previous Work *(through June 2019)*

- Conducted periodic household travel behavior surveys.
- Updated existing trip-based travel demand models.
- Developed a next generation dynamic activity-based travel demand model platform.
- Developed a next generation behavioral-based freight travel demand model.
- Simplified routing algorithm for the bicycle assignment tool.
- Developed a working Multi-Criterion Evaluation toolkit.
- Developed a prototype Housing + Transportation Cost Index toolkit.
- Reviewed and updated travel demand model input data and assumptions.
- Streamlined travel demand model application computer code and scripts.
- Collaboration with the Oregon Model Steering Committee.
- Collaboration with Transportation Research Board Committees and Conferences.

Methodology

The Modeling and Forecasting Division of the Metro Research Center will manage the Travel Forecast Development and Application Program. A combination of the activities listed below will be utilized to achieve the objectives of the Travel Forecast Development and Application Program:

- Plan, coordinate, (and conduct) a household travel behavior survey during 2020-21 timeframe.
- Investigate and/or acquire emerging data products (e.g., Sidewalk Labs Replica) to complement and/or replace traditional data sources.

- Updating, refine, and enhance current generation of travel demand models (e.g., trip-based travel demand model) and tools.
- Test and refine the next generation of model platforms (e.g., activity-based passenger travel demand model, behavior-based freight travel demand model) and toolkits (e.g., Multi-Criterion Evaluation tool, Housing + Transportation Cost Index tool) currently under development.

Major Project Deliverables/ Milestones	
1st Quarter	
2nd Quarter	
3rd Quarter	
4th Quarter	
Ongoing	• Scope and work plan for 2021 regional household travel survey. • Final report on the Replica data pilot/evaluation. • Validated activity-based travel demand model. • Integrated behavior-based freight and activity-based travel demand models. • Integrated Multi-Criteria Evaluation (MCE) tool and activity-based travel demand models. • Application version of Housing + Transportation Cost Index tool.

Project Lead

- Modeling and Forecasting Division of the Metro Research Center.

Project Partners

- Oregon Department of Transportation.
- TriMet.
- City and county transportation agencies.
- Federal Highway and Transit Administrations.
- Oregon Department of Environment Quality.
- Federal Environmental Protection Agency.
- Oregon Health Authority.
- Port of Portland.
- State and regional universities.

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	282,574	PL	**$**	434,033
Interfund Transfers	**$**	151,459			
TOTAL	**$**	**434,033**	**TOTAL**	**$**	**434,033**

Full Time Equivalent Staffing:

Regular Full Time FTE: 1.966

Corridor Refinement and Project Development (Investment Areas)

Staff Contact: Malu Wilkinson, Malu.Wilkinson@oregonmetro.gov

Description

~~The Investment Areas program works with~~
Metro has traditionally collaborated on local project-development activities for regionally funded transportation projects. In support of that function, the Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) and concurrently works with jurisdictional 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.~~Investment Areas can provide resources necessary to fund major project work that occurs prior to a formal funding agreement between Metro and a jurisdiction. Such critical early work includes project scoping, preparation of purpose and need statements, development of evaluation criteria, and developing public involvement plans.

~~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~~Metro also provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP. The Investment Areas program coordinates with those efforts to ensure consistency with regional projects, plans, and policies. Investment Area projects typically support compact transit oriented development (TOD) in the region's mixed use areas, conduct multijurisdictional planning processes to evaluate high capacity transit and/or other transportation improvements, and work to integrate freight and active transportation projects into multimodal corridors.

~~Metro has traditionally collaborated on local project-development activities for regionally funded transportation projects. In recent years, the Project Development~~In recent years, the program has focused on projects directly related to completion of corridor refinement planning and project development activities in regional transportation corridors outlined in the RTP. It has also focused on developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. In the future, it will support initiation of new corridor planning efforts to be led or supported by Metro in collaboration with partners. Project Development funding is also required to fund work on major projects that occurs prior to a formal funding agreement between Metro and a jurisdiction, such as project scoping, preparation of purpose and need statements, development of evaluation criteria, and developing public involvement plans. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies. ~~It will also support initiation of new corridor planning efforts to be led by~~

~~Metro or others.~~

Overall Objectives

- Ensure consistency with regional plans and policies related to major transportation corridors by collaborating with local jurisdictions in local planning and project development activities, including technical advisory committees, workshops and charrettes, as well as provide formal comment on proposed projects.
- Implement the Mobility Corridor Initiatives strategy outlined in the RTP through monitoring ongoing planning activities and working with other jurisdictions to initiate new corridor efforts.
- Advance transit projects identified in the High Capacity Transit Plan as part of the RTP
- Collaboration in the development of projects not yet funded by other grants or contracts.

Previous Work *(through June 2019)*

This work program has included two regional corridor refinement work prioritization processes of the corridor refinement work plan (in 2005 and in 2009). It has also including scoping, grant application and other start up activities of many studies including the 2005 Highway 217 Corridor study, the Eastside Streetcar project, I-405 loop study, I-5/99W, Sunrise Corridor, Damascus TSP/Highway 212 and Sunrise Parkway refinement plans and the Columbia Crossing Project.

In FY ~~2017-18~~2018-19, the program provides additional support for the Division Transit Project and Southwest Corridor Light Rail Project and the Southwest Corridor Plan and Shared Investment Strategy and the study of an Enhanced Transit Corridor approach for the region. The program allows development and support of new investment areas as defined in the implementation chapter of the Regional Transportation Plan, including improvements for the Tualatin Valley Highway, transit capacity improvements through Portland's central city, enhancements to the Max Red Line, and projects to support economic development in the area surrounding the Columbia River.

Accomplishments in FY ~~2017-18~~2018-19 include:

- Worked with TriMet and ODOT to define and develop new projects in priority high capacity transit (HCT) or Mobility Corridors. These could include on-street bus rapid transit projects or urban circulators.
- Worked with local jurisdictions in regional HCT priority corridors to develop land use plans that support the System Expansion Policy elements of the RTP.
- Supported local project development efforts on mobility corridors, including supporting the study of an Enhanced Transit Corridor approach for the region.
- ~~Continued to~~Provided additional unanticipated support for the Division Transit project
- ~~Continued to support~~ And the ~~SW~~Southwest Corridor ~~Shared Investment Strategy and Transit~~Light Rail project.
- Continued support for the Regional Transit Strategy as part of the 2018 RTP Update (2017-2018~~)~~).
- Worked with jurisdictions and community partners in a new economic investment area along McLoughlin Boulevard
- Worked with bi-state partners to initiate a coordinated effort to define a shared investment strategy to support economic development goals.
- Partnered with TriMet and others to develop a scope of work for assessing approaches to improve

transit capacity through Portland's central city.

Methodology

~~Metro collaborates with local jurisdictions in local project-development activities for regionally funded transportation projects. In addition, as provided by the State Transportation Planning Rule (TPR), Metro is required to complete a regional Transportation System Plan that identifies the need for transportation facilities and their function, mode, and general location. The 2000 RTP called for completion of 18 specific corridor refinements and studies for areas where significant needs were identified but that required further analysis before a specific project can be developed. Section 660-012-0025 of the TPR requires prompt completion of corridor refinements and studies.~~

~~In winter 2005, Metro again consulted with regional jurisdictions to identify the next priority corridor(s) for commencement of planning work. Based on the consultation, in winter 2005-06, JPACT and Metro Council approved a corridor planning work plan update, which called for initiation of five new corridor plans in the next five years. In winter 2007-08, Metro commenced work on one of the corridor planning efforts identified in that work program, the Regional High Capacity Transit System Plan.~~

~~In fall 2009, Metro worked with technical committees and local jurisdictions to prioritize the five remaining corridors, and develop a phased approach to accomplish all remaining refinement plans by 2020. During that process, Mobility Corridor #15 (East Multnomah County connecting I-84 and US 26) and Mobility Corridors #2 and #20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the "Tigard Triangle") have emerged as strong candidates for corridor refinement planning in terms of technical factors, as well as local urgency and readiness.~~

Metro's Investment Areas program has been connecting the planning for major transportation projects with the community's broader goals and needs by providing a process to leverage the strengths of multiple partners to accomplish shared goals. While each area's conditions and needs are different, the approach of bringing together government, community, and business partners provides a framework to produce a shared plan of action to guide the investments and decisions of multiple agencies. Including a broader set of stakeholders in a collaborative decision making process allows for decisions that once seemed unclear or unfair to stakeholders to be more transparent. This approach improves our ability to involve and include those who are affected by these decisions and investments.

Investment areas can set the stage for a range of major capital investments beyond high capacity transit. Other Metro investment areas have focused on freight routes connecting major highways through small communities, redevelopment of brownfields in employment areas, and leveraging the opportunities of a regionally significant riverfront destination. The following areas are complete or are underway:

East Metro Connections Plan
Southwest Corridor
Division Transit Project
McLoughlin Investment Area

The investment areas approach is intended to leverage transportation or other major public investments to address four potential elements: workforce and economic development, environment and parks, affordable housing and vibrant community development. The selection of investment

areas starts with the foundation of the 2040 Growth Concept and the Regional Transportation Plan. Decision makers and staff then have opportunity to apply filters for equity, economic significance, and readiness to sort through potential investment areas and identify the next one for regional attention.

There is interest throughout the region in applying the investment areas approach to other geographies where multiple major investments with major impacts are planned or contemplated. The region uses the Regional Transportation Plan to evaluate transportation needs and help prioritize investments in major corridors that connect various cities and counties. As regional partners define potential Enhanced Transit Corridors and develop a regional transportation investment strategy future investment areas will be identified. Investment areas staff will continue to work with partners across the region to ensure we make the most to align local, regional and state investments to support our goals.

Major Project Deliverables/ Milestones	
1st Quarter	• ~~Continue support for the Regional Transit Strategy as part of the 2018 RTP Update~~
2nd Quarter	
3rd Quarter	
4th Quarter	
Ongoing	• Work with TriMet and ODOT to define and develop new projects in priority high capacity transit (HCT) or Mobility Corridors. These could include on-street bus rapid transit projects or urban circulators. • Work with local jurisdictions in regional HCT priority corridors to develop land use plans that support the System Expansion Policy elements of the RTP. • Continue to support local project development efforts on mobility corridors and enhanced transit corridors. • ~~Continue to~~Provide unanticipated additional support for the Division Transit project • ~~Continue to support~~ and the ~~SW~~Southwest Corridor ~~Shared Investment Strategy and Transit~~Light Rail project. • Work with jurisdictions and community partners in ~~a new~~an economic investment area along McLoughlin Boulevard. • Build on existing bi-state collaborations, forming a new level of coordination between transportation and land use agencies and economic and workforce interests in the national freight and commerce corridor where I-5 and I-205 span the Columbia River~~-~~. • ~~Explore~~In partnership with TriMet, explore approaches to improve transit capacity through Portland's central city, including ways to alleviate transit operational issues caused by the Steel Bridge. ~~Identify affordable housing opportunities, land-use adjustments and economic development and business stabilization opportunities along the 6.1-mile streetcar line extension to Montgomery Park, linking Portland's central eastside to an underserved area of Northwest Portland and ultimately Hollywood Town Center in Northeast Portland~~

Project Lead

- Metro – Lead Agency

Project Partners

- TriMet – cooperate/collaborate
- ODOT – cooperate/collaborate
- Multnomah, Clackamas and Washington Counties – cooperate/collaborate
- Other Local Cities – cooperate/collaborate

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	$	~~466,734~~417,844	Regional Corridor Planning STBG	$	707,762
Interfund Transfers	$	~~250,169~~223,964	STBG	$	196,727
Materials & Services	$	~~1,360,405~~395,500	~~FTA – Equitable TOD Planning~~	$	~~1,076,000~~
			Metro	$	96,819
TOTAL	**$**	**2,077,308**	**TOTAL**	**$**	**~~2,077,308~~1,008.012**

Full Time Equivalent Staffing:

Regular Full Time FTE: 3.~~37~~05

City of Portland Transit and Equitable Development Assessment

Staff Contact: Brian Harper, Metro, brian.harper@oregonmetro.gov

Description

The project seeks to create a transit-oriented development plan for a future East-West transit line. This includes identifying affordable housing, economic development and business stabilization opportunities along the 6.1-mile transit extension to Montgomery Park, linking Portland's central eastside to an underserved area of Northwest Portland.

Project partners will examine how transit and TOD and transportation investments can better support inclusive development, affordable housing and access. The workplan will focus on planning for compact development along the corridor with an emphasis on identifying tools to help advance equitable development.

Overall Objectives

- Identify appropriate transit mode to connect Central Eastside to NW Portland and identify equitable development outcomes desired by the community.

Previous Work *(through June 2019)*

- Draft Scope

Methodology

- Metro: Grant administration and oversight, communication with the Federal Transit Administration (FTA), consultant procurement, disbursement of grant funds
- PSI: Project leadership and management
- BPS: Community engagement, land use existing conditions and analysis, City adoption of plan amendments
- PBOT: Transportation existing conditions, transportation analysis, transportation implementation, City adoption of plan amendments.

Major Project Deliverables/ Milestones	
1st Quarter	• Intergovernmental Agreement • Grant progress report to FTA • Consultant procurement • Documentation of grant compliance • Final Scope • Community Engagement Plans • Solicit proposals for small contracts or grants with community-based organizations • Project website and communication materials • Form 6-10 person Project Advisory Committee
2nd Quarter	• Existing Conditions Reports

	○ Land Use ○ Transportation
3rd Quarter	• Housing inventory and needs assessment report • Employment and economic development impacts and opportunities report
4th Quarter	• Benefits and costs summary report • Multi-modal street plan for project corridor • Transit analysis of mode and network changes • Alignment and land use assessment • Urban design frameworks • Opportunity site evaluations • Equity Analysis report • Preferred Urban Design Concept • Preferred Land use Concepts
Ongoing	• Project manager meeting agendas and minutes • Coordination of RTP and 2040 Comprehensive Plan • Engagement of under-represented communities • Communications • Advisory Committee meetings • Future Phases: ○ Transportation System Plan amendments ○ Conceptual planning level designs and cost estimates ○ Preliminary infrastructure funding plan ○ Funding plan for implementing equity recommendations ○ Legislative Adoption ○ Zoning code amendments ○ Community engagement summary and equity evaluation ○ Development Agreement

Project Lead

- City of Portland

Project Partners

- Metro, Portland Streetcar, TriMet

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	$	48,890	FTA TOD Planning	$	1,076,000
Interfund Transfer	$	26,205			
Materials & Services	$	1,000,905			
TOTAL	**$**	**1,076,000**	**TOTAL**	**$**	**1,076,000**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.32

Southwest Corridor Transit Project

Staff Contact: Chris Ford, chris.ford@oregonmetro.gov

Description

The Southwest Corridor Transit Project is the cornerstone of the Southwest Corridor Plan, a comprehensive effort to identify and implement public realm investments and incentive desired development in support of local land use visions within a fast growing area. This corridor extends from Central City Portland south to cities of Sherwood and Tualatin in the vicinity of Highway 99W and Interstate 5. The plan is a partnership between Metro, Washington County, the Oregon Department of Transportation, TriMet and the cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, and King City.

The light rail project would be a 12-mile MAX extension from the Portland Transit Mall to serve SW Portland, Tigard, Tualatin and the surrounding communities. The proposed project also includes bicycle, pedestrian and roadway projects to improve access to light rail stations, and improved connections to the educational opportunities and services on Marquam Hill and the Portland Community College Sylvania campus. In conjunction, Metro is working with project and community partners on the Southwest Corridor Equitable Development Strategy to support inclusive outcomes including affordable housing, workforce development, and access to education and other ladders of opportunity aligned with this major regional investment.

Overall Objectives

- Develop a light rail project concept to connect Tualatin, downtown Tigard and Southwest Portland to the existing MAX network to improve mobility and create the conditions that will allow communities in the corridor to achieve their land use vision.
- Undertake necessary steps for implementation of the light rail project, including completion of federal environmental review, collaborative transit and urban design, permitting, commitment of non-federal funding, participation in the Federal Transit Administration (FTA) New Starts program, and attainment of a medium-high project rating from FTA.
- Identify and implement policies, strategies and investments to promote equitable outcomes for existing and future residents, workers and visitors to the SW Corridor.
- Coordinate funding opportunities for other public realm investments in the SW Corridor, including transportation improvements and parks, trails and habitat projects.

Previous Work *(through June 2019)*

- In 2011, the Southwest Corridor Steering Committee was created by Metro Council to help identify a high capacity transit investment for the SW Corridor.
- In 2013, the Southwest Corridor Steering Committee recommended a Shared Investment Strategy identifying transit investments; transportation improvements (roadway, bicycle and pedestrians); parks, trails and habitat projects; and regulations, policies and incentives to achieve desired development consistent with adopted land use visions.
- In 2015-16, the project steering committee substantially narrowed the high capacity transit alignment options still under consideration, and recommended light rail over bus rapid transit as the transit mode.
- In 2016, the federal environmental review process began to evaluate the remaining light rail

alignment options.

- In 2017, the SW Equitable Development Strategy began, including formation of a project oversight committee that meets bimonthly.
- In June 2018, the Draft Environmental Impact Statement (EIS) was released for public review and comment, leading to a Southwest Corridor Steering Committee recommendation on the preferred alternative that took into account the Draft EIS and public input.
- In November 2018, a locally Preferred Alternative (LPA) for the SW Corridor Light Rail project was adopted into the Regional Transportation Plan.
- In December 2018, Metro Council approved a Land Use Final Order for the Southwest Corridor Light Rail Project, streamlining the land use permitting process.
- In December 2018, TriMet requested to enter the Project Development phase of FTA's New Starts program.
- In winter 2019, TriMet received approval from FTA to enter Project Development.
- In winter/spring 2019, a new project steering committee issued recommended for elements of the LRT project not covered by the LPA, plus any adjustments to station location and park-and-rides.
- TriMet issued a Conceptual Design Report showing the proposed built outcome of the LRT project.
- Ongoing post-LPA transit design advancement in support of the Final EIS.

Methodology

Metro will continue to manage the federal environmental review process and equitable development strategy. TriMet will manage the design of the light rail project, guided by a steering committee and a community advisory committee, in consultation with project partners.

Major Project Deliverables/ Milestones	
1st Quarter	• Submit Southwest Equitable Development Strategy to FTA • LRT project capital cost estimate
2nd Quarter	• Publish Final Environmental Impact Statement for SW Corridor LRT project
3rd Quarter	• Record of Decision issued for SW Corridor LRT project
4th Quarter	• Sign intergovernmental agreements for non-federal funding of LRT project
Ongoing	• Continued ODOT and project partner staff meetings to review and discuss project planning and designs • Continued public engagement process • Continued collaboration with project partners to support local community land use visions • Work toward identifying funding and implementation options for SW Corridor transportation improvements (roadway, bicycle and pedestrians) and parks, trails and habitat projects listed in the Southwest Shared Investment Strategy but not included in the LRT Preferred Alternative

Project Lead

- TriMet / Metro

Project Partners

- ODOT, Washington County, City of Portland, City of Tigard, City of Tualatin, FTA

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	643,938	Metro	**$**	355,785
Interfund Transfers	**$**	345,151	Other Anticipated Funds	**$**	1,657,004
Materials & Services	**$**	1,023,700			
TOTAL	**$**	**2,012,789**	**TOTAL**	**$**	**2,012,789**

Full Time Equivalent Staffing:

Regular Full Time FTE:	5.03

Division Transit Project

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

Description

The Division Transit Project is a bus rapid transit project that would run between downtown Portland to downtown Gresham.~~The Powell/Division Corridor Transit Implementation Plan coordinates land use and transportation planning efforts for an investment strategy that defines a transit project for a Small Starts application (the Division Transit Project), develops supportive land use actions and identifies and prioritizes related projects to stimulate community and economic development.~~ The transit project would connect several low income areas with major education and workforce training sites including Portland State University, Oregon Health & Science University, Portland Community College and Mount Hood Community College as well as Portland and Gresham job centers~~.~~ supporting the community goals. ~~This corridor extends from Central City Portland east to Gresham in the vicinity of Powell Boulevard and Division Street.~~

Based on a transit alternatives assessment and public input, the project steering committee recommended a Locally Preferred Alternative (LPA) for the transit project that includes the transit mode (bus rapid transit), the route (from downtown Portland on the transit mall to Southeast Division Street to the Gresham Transit Center, and the general stop locations (approximately 1/3 mile apart). In addition, the project partners identified land use actions and station area investments that would support livable communities in the corridor and included them in the City of Portland and City of Gresham Local Action Plans. This process provided the foundation for TriMet's successful application to enter into Project Development with the Federal Transit Administration and sets the stage for a future Small Starts funding application and the initiation of environmental approvals under the National Environmental Policy Act (NEPA).

The LPA was adopted by the local jurisdictions in December 2016, and Metro Council in June 2017. With local adoption of the LPA, TriMet began leading the design, traffic, and outreach with support from Metro and other project partners. Metro continued to lead the NEPA environmental process conducting a Documented Categorical Exclusion. This NEPA process was completed in winter of 2018-19. In addition, Metro led the historic, cultural, and recreational resources evaluation and consultation processes (Section 106 and 4(f)). This analysis and consultation with the Oregon State Historic Preservation Organization, tribes, and other consulting parties was also completed in winter of 2018-19.

~~The land use investment strategy pieces are being led by the local jurisdictions which have adopted Local Action Plans outlining their vision for implementing land use and economic development that complements the transit investment of the Division Transit Project.~~

Overall Objectives

- Develop a transit solution that efficiently serves a high demand corridor in the near term while recognizing the limited local capital and operational funding for near term implementation.
- Develop a Powell/Division Corridor community investment strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development centered on a transit line.

- Establish agreements on local, regional and state actions to support implementation of the community investment strategy.
- Develop multimodal solutions that distribute both benefits and burdens of growth, support active lifestyles and enhance the natural environment.
- Actively engage public in developing the criteria to prioritize transportation investments and land use changes.
- Conduct transit alternatives assessment to determine the best mode, alignment, associated service changes and capital improvements of a high capacity bus route.
- Complete environmental approvals under the National Environmental Policy Act (NEPA).
- Incorporate refined transportation planning project into RTP and implement improved transit service between Gresham and Portland.

Previous Work *(through June 2019)*

Powell/Division Transit and Development Plan

The Division Transit Project is an outgrowth of the Powell/Division Transit and Development Plan that looked at improvements for community development and transit for the area between downtown Portland and downtown Gresham in the vicinity of Powell Boulevard and Division Street. The Powell/Division Corridor Transit Implementation Plan coordinates land use and transportation planning efforts for an investment strategy that defines a transit project for a Small Starts application (the Division Transit Project), develops supportive land use actions and identifies and prioritizes related projects to stimulate community and economic development. The land use investment strategy pieces are being led by the local jurisdictions which have adopted Local Action Plans outlining their vision for implementing land use and economic development that complements the transit investment of the Division Transit Project. The Division Transit Project is continuing to be planned, designed, and constructed over the next two years.

Multi-modal Corridor Refinement

The 2000 Regional Transportation Plan (RTP) identified a significant transportation need in 18 corridors but specified that additional work was needed before a specific project could be implemented. ~~In FY 2000-01, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. Per that recommendation, Metro initiated and led corridor studies including the Powell/Foster corridor. The phase I Powell/Foster plan was completed and the findings were adopted by JPACT and the Metro Council in FY 2003/04.~~

~~In winter 2005, Metro again consulted with regional jurisdictions to identify the next priority corridor(s) for commencement of planning work. Based on the consultation, in winter 2005/06, JPACT and Metro Council approved a corridor planning work plan update, which called for initiation of five new corridor plans in the next five years. In winter 2007/08, Metro commenced work on one of the corridor planning efforts identified in that work program, the Regional High Capacity Transit System Plan.~~

~~As part of the regional Transportation Plan update, in 2009, Metro worked with technical committees and local jurisdictions to identify and prioritize remaining corridor needs.~~ One of the ~~such~~ prioritized corridors was the East Metro Connections Plan (EMCP) which included a study of bus service issues, including bus rapid transit (BRT) route from central Portland to Mount Hood Community College within the Powell / Division corridor.

High Capacity Transit Corridors

In July 2009, the Metro Council adopted the Regional High Capacity Transit (HCT) System Plan. The HCT plan identifies and prioritizes corridors for implementation based on a set of evaluation criteria consistent with the goals of the RTP and the region's 2040 growth concept. The HCT plan was adopted by the region as part of the Regional Transportation Plan in June 2010. In July 2011, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council adopted the High Capacity Transit System Plan Expansion Policy guidelines to further describe the process for moving projects forward.

Both the HCT plan and the system expansion policy identify Portland Central City to Gresham in the vicinity of Powell Corridor as a Near-Term regional priority corridor. The rigorous HCT process included the application of 25 evaluation criteria approved by the Metro Council and Joint Policy Advisory Committee on Transportation. System Expansion policy targets were applied to both the Southwest and Powell corridors. While on many measures such as transit supportive land use and community support, regional network connectivity and integrated transportation system development, the corridors scored equally, Powell measured higher in Housing and Transportation Affordability Benefit and Region 2040 Connections. The Southwest corridor scored higher on TOTAL corridor ridership and funding potential. Both corridors are currently moving forward with collaborative efforts with local, state and regional partners.

East Metro Connections Plan

The East Metro Connections Plan (EMCP) included a recommendation for future study of HCT in the Powell/Division Corridor. A BRT in the Powell/Division corridor has strong regional and jurisdictional support. The recommendations from the EMCP study included detailed transit findings from the analysis and near term implementation plans.

Methodology

Metro led the Powell/Division Transit and Development Plan in partnership with TriMet. In December 2018, with the adoption of the Division Transit Project Locally Preferred Alternative, TriMet has become the lead partner for the project with Metro continuing to lead the NEPA process. ~~This project builds on previous work including the Powell/Foster study (Metro, 2004), the Outer Powell Boulevard Conceptual Design Plan (City of Portland, 2011) and the East Metro Connections Plans work. In 2013-14 the project partners worked collaboratively to develop the land use and transportation scope(s) and budget(s).~~

The project improves the land use and transportation conditions and mobility in the Powell/Division Corridor to support vibrant communities with transportation that helps to sustain economic prosperity, healthy ecosystems, and community assets; minimizes contributions to global warming; and enhances quality of life. This work program started with locally identified land use plans and priorities and economic development strategies. The transportation analyses identify measures to support the land use strategies and improve mobility (particularly transit) in the corridor. ~~Metro is the local~~TriMet is the lead agency that considers and compares various transit alternatives, including mode, alignment / routing, service and capital improvements, as well as a no build scenario. Metro was the lead agency for the NEPA process and the historic and cultural analysis and evaluation (Section 106 and 4(f)). FTA concurred with the NEPA Documented Categorical Exclusion in March 2019.

Major Project Deliverables/ Milestones	
1st Quarter	• Support design, federal coordination, and outreach led by TriMet • 90% design plans costed and completed ~~Potentially receive federal funding under FTA Small Starts CIG program~~
2nd Quarter	• Support design, federal coordination, and outreach led by TriMet • Final 100%/issued for construction design completed • Potentially receive federal funding under FTA Small Starts CIG program • Initial construction begins
3rd Quarter	• ~~Support design, federal coordination, and outreach led by TriMet~~Outreach and construction planning led by TriMet
4th Quarter	• Support design, federal coordination, and outreach led by TriMet • Powell Garage readied for articulated buses
Ongoing	• Continued project partner staff meetings to review and discuss project planning and designs • Continued public engagement process • Continued collaboration with project partners to support local community land use visions

Project Lead

- TriMet
  ~~Metro leads NEPA and Historic and Cultural evaluation and consultation.~~

Project Partners

- Metro, City of Portland, City of Gresham, Multnomah County, Oregon Department of Transportation

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	23,399	Regional Corridor Planning STBG	**$**	19,114
Interfund Transfers	**$**	12,542	Metro	**$**	16,827
TOTAL	**$**	**35,941**	**TOTAL**	**$**	**35,941**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.15

MAX Red Line Improvements Project

Staff Contact: Elizabeth Mros-O'Hara, Elizabeth.Mros-Ohara@oregonmetro.gov ; Malu Wilkinson, Malu.Wilkinson@oregonmetro.gov

Description

The MAX light rail system provides high capacity transit connecting the major centers of our region. The MAX Red Line has connected the City of Beaverton, downtown Portland, Gateway Regional Center, and Portland International Airport since 2001. Since its opening, there has been substantial growth in the corridor and more demand for reliable transit connecting these important centers.

Currently, the Red Line has two single track sections near Gateway/99th Ave and Portland International Airport, which result in inbound and outbound trains having to wait for each other. If a train is off schedule, these wait times can impact the entire MAX system as other trains rely on the same tracks to serve different parts of the region.

Adding a second set of tracks in these areas will reduce delays for riders on all five MAX lines. In addition, community leaders on the west side have been requesting Red Line service to better connect a growing part of the region, and TriMet's Westside Service Enhancement Plan identifies the extension of the Red Line further west as part of TriMet's strategy for improving transit.

The Red Line improvements west of the Beaverton Transit Center include improving track and switches and adding signals and a new operator break facility at the Fair Complex/Hillsboro Airport MAX Station allowing Red Line trains to serve ten more west side stations. These stations are currently only served by the MAX Blue Line, which is often overcrowded. Improvements will allow TriMet to increase train frequency to better meet rider demand.

Improved transit will support anticipated redevelopment at the Port of Portland, such as the expansion of the Portland International Airport, and potential redevelopment at the Gateway Regional Center.

Overall Objectives

Increase speed and reliability of all five MAX lines and improve carrying capacity to meet transit demand west of the Beaverton Transit Center. Construct improvements in the 2021-2022 timeframe with an opening targeted for 2023. This work will improve mobility and transit performance throughout the region.

Previous Work *(through June 2019)*

- Initiation of discussions with jurisdictions and stakeholders to coordinate design and better transit access.
- Initiation of the transit design and environmental analysis.
- Submission of draft Documented Categorical Exclusion to FTA.
- Adoption of Locally Preferred Alternative.
- Entry into project development.

Methodology

TriMet and Metro will work with the local jurisdictions and the Port of Portland to scope the project to improve access to major transit origins and destinations, improve reliability of the entire MAX system, and support future redevelopment at the Gateway Regional Center, the Port of Portland properties, and within Beaverton and Hillsboro.

TriMet and Metro will also consult with the federal agencies during the scoping phase.

TriMet is coordinating with local jurisdictions to avoid and minimize any potential impacts associated with improving the Red Line.

Major Project Deliverables/ Milestones	
1st Quarter	• Finalize Documented Categorical Exclusion; Complete 30% design. Submit for FTA Rating
2nd Quarter	• Complete 60% Design
3rd Quarter	• Receive Rating Recommendation in President's Budget
4th Quarter	• ~~Apply~~ Develop materials for the Small Starts Grant Agreement
Ongoing	

Project Lead

- TriMet

Project Partners

- Metro
- Port of Portland
- City of Portland
- City of Beaverton
- City of Hillsboro
- Federal Transit Administration
- Federal Aviation Administration

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	31,489	Regional Corridor Planning STBG	**$**	19,089
Interfund Transfers	**$**	16,878	Metro	**$**	29,279
TOTAL	**$**	**48,368**	**TOTAL**	**$**	**48,368**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.2

Central City Transit Capacity and Steel Bridge Analysis

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

Description

This study explores ways to alleviate transit operational issues caused by the Steel Bridge. As the critical link between downtown Portland and the east side of the greater Portland region for the Blue, Green, Red, and Yellow MAX Lines, as well as for several bus routes, the 106 year old bridge constrains light rail throughput, requires frequent maintenance that impacts system-wide light rail reliability, and presents structural risks. The Steel Bridge with its current two-track configuration cannot reliably accommodate anticipated growth in service.

Preliminary analysis identified more than 20 concepts that were consolidated into representative alternatives and evaluated to understand the potential benefits and drawbacks. Initial study suggests that two concepts appear most promising:

- a new transit bridge south of and parallel to the Steel Bridge
- a transit tunnel between Lloyd Center station and Goose Hollow station

Overall Objectives

The study is being implemented to define a project that will:

- Improve travel times for transit riders
- Achieve transit system reliability goals
- Provide adequate capacity for future ridership at peak hours
- Improve system redundancy and address seismic risks
- Support redevelopment goals in the Rose Quarter area

Previous Work *(through June 2019)*

- Completed IGA with TriMet
- Completed work plan
- Initiated study of alternatives for a new transit bridge
- Initiated study of alternatives for a transit tunnel
- Initiated modeling comparing build alternatives to No-Build
- initiated study to assess potential funding options
- initiated stakeholder engagement process

Methodology

Metro will manage the Central City Transit Capacity and Steel Bridge Analysis. Metro will consult with partners in the development of the work plan and implementation of the study, and coordinate internally with other programs and projects at Metro.

Major Project Deliverables/ Milestones	
1st Quarter	• Complete modeling
2nd Quarter	• Complete alternative analyses

3rd Quarter	• Complete funding analysis
4th Quarter	
Ongoing	• Stakeholder engagement

Project Lead

- Metro Planning and Development Department

Project Partners

- TriMet
- City of Portland
- Oregon Department of Transportation

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	125,535	Other Local~~Anticipated~~ Funds	**$**	567,822
Interfund Transfers	**$**	67,287			
Materials & Services	**$**	375,000			
TOTAL	**$**	**567,822**	**TOTAL**	**$**	**567,822**

Full Time Equivalent Staffing:

Regular Full Time FTE: 1.05

Regional Congestion Pricing Technical Analysis

Staff Contact: ~~Tyler Frisbee, Tyler.frisbee@oregonmetro.gov,~~ Margi Bradway, margi.bradway@oregonmetro.gov

Description

As the greater Portland region's population continues to grow, and our congestion grows with it, we need to use all of the tools at our disposal to provide the best transportation system to residents, workers and businesses. Even if we build all of the transportation projects we have identified in the next twenty years, congestion will continue to get worse; we can't build our way out of it. Congestion pricing is a tool that other places have used to reduce congestion and help people get around their city more efficiently, and the Portland region should understand how it could be applied across the region to maximize benefits and minimize risks.

Other rapidly growing metropolitan regions, including Puget Sound, the San Francisco Bay Area, the San Diego Association of Governments, Los Angeles and Chicago, undertook regional studies to better understand the various ways congestion pricing could be implemented and the impacts associated with each option. Some of these studies coincided with the implementation of tolling projects, others were done independently. While the Portland region undertook some of the first studies of congestion pricing in 1998 and 1999, and just finished analysis of the impacts of pricing on two key corridors in the region, we do not have an updated understanding of the different ways that congestion pricing could be applied regionally to help our region address our specific goals and challenges.

A regional study should model various types of demand-management pricing to help the region better understand how each type would impact other policy outcomes, including but not limited to congestion reduction, freight mobility, equity, greenhouse gas emissions reduction, and mode shift.

Overall Objectives

- Identify the policy impacts that different types of demand-management focused pricing programs (including cordon pricing, VMT pricing, parking pricing, and a high-volume network pricing program) would have on policy outcomes, including:
    - Congestion
    - Traffic diversion
    - Safety
    - Freight throughput
    - Equitable outcomes for underserved communities
    - VMT
    - Greenhouse gas emissions
    - Air pollution
    - Mode splits

Previous Work *(through June 2019)*

The work below is not directly related to this proposed study, but will provide guidance and background information to the process:

- Traffic Relief Options Study (1996-1999)

- Portland Metro Area Value Pricing Feasibility Analysis

Methodology

Metro, ODOT, and PBOT will work together to develop a work plan and approach for a regional pricing study, and will work with other partners to ensure their needs are considered in the work plan development. The Oregon Metro Research Center will lead the modelling work and analysis.

Major Project Deliverables/ Milestones	
1st Quarter	• Develop work plan and identify shared partner interests in outcomes • Begin modelling work of various pricing programs
2nd Quarter	• Refine modelling work
3rd Quarter	• Present early modelling results and receive feedback for next round
4th Quarter	• Second modelling phase of work
Ongoing	• Present modelling findings

Project Lead

- Oregon Metro Planning and Development Department

Project Partners

- Oregon Department of Transportation
- Portland Bureau of Transportation
- City and County Transportation Agencies
- TriMet

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	60,066	PL	**$**	92,261
Interfund Transfers	**$**	32,195	Metro	**$**	190,000
Materials & Services	**$**	190,000			
TOTAL	**$**	**282,261**	**TOTAL**	**$**	**282,261**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.45

Regional Emergency Transportation Routes Update

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

Description

Natural disasters can happen anytime, and the transportation system needs to be prepared to withstand them and to ~~provide needed~~facilitate life-saving and life-sustaining activities, including the transport ~~for~~ of first responders (e.g., police, fire and emergency medical services), fuel, essential supplies and ~~medical transport~~patients. The Regional Emergency Transportation Routes (ETRs) project will aim to update the existing ETRs ~~and MOU~~ for the 5-county Portland-Vancouver region in partnership with the Regional Disaster Preparedness Organization (RDPO).

First designated in 1996, regional Emergency Transportation Routes (ETRs) are priority routes targeted during an emergency for debris-clearance and transportation corridors to facilitate life-saving and ~~enhancing~~sustaining response activities. The~~y~~ current regional ETRs were ~~are~~ established by ~~an~~ a memorandum of understanding between ~~agreement with~~ the Oregon and Washington Departments of Transportation (ODOT and WSDOT), ~~Metro~~the Port of Portland, Clackamas, Columbia, Multnomah and Washington counties and the City of Portland in the Portland-Vancouver metropolitan region in 2006~~TriMet and five counties in the Portland metropolitan region (including the three in Metro's service area, as well as Clark County in Washington and Columbia County in Oregon)~~. That MOU outlines responsibility for the RDPO Emergency Management work group – referred to as REMTEC – to coordinate an update of the ETRs on a five-year cycle. However, no updates have been made since 2006.

Since 2006, ~~when the current ETRs were last updated along with an MOU between ODOT, WSDOT, Metro and the local jurisdictions, advances have been made in~~ our understanding of ~~the~~ seismic risks ~~to our transportation system~~in the region has improved. Funded by the RDPO, the 2017 Oregon Department of Geology and Mineral Industries (DOGAMI) Enhanced Earthquake Impact Study assessed seismic vulnerability of buildings and infrastructure in the region, outlining anticipated impacts of a 9.0 Cascadia Subduction Zone (CSZ). ~~The analysis was expanded in 2018 to include Columbia County in Oregon and Clark County in Washington.~~ The DOGAMI analysis shows that most of the designated ETRs (meant to facilitate post-earthquake life-safety response activities) in the region will experience significant liquefaction, ground deformation and landslide risks.

ODOT has evaluated the seismic resilience of the state-designated Lifeline Routes in Clackamas, Columbia, Multnomah and Washington counties. Currently, ODOT is working with each county to assess the seismic resiliency of locally designated ETRs and potential detour routes for the most seismically vulnerable state bridges by using local arterial streets. This effort includes an evaluation of the cost-benefit of the investment on the local transportation system compared to the retrofit cost of state-owned bridges bypassed by the potential detour routes. In addition, each county in Oregon is recommending changes to the ETRs within their respective jurisdiction based on this analysis.

~~Building on the DOGAMI work, ODOT is working with each county to further assess the state designated lifeline routes and the locally designated ETRs to anticipate seismic impacts to bridge and overpass infrastructure on the state's designated lifeline arterial streets and throughways. Each~~

~~county is recommending changes to the ETRs within their respective jurisdiction based on this analysis. The City of Portland also completed an update of their ETRs in 2018, independent of ODOT's work with the counties, which will be brought into the planning effort.~~

Given the above work, the designation of current ETRs need to be re-evaluated at a regional-scale ~~for seismic vulnerability and~~ to reflect updates recommended by the City of Portland and each of the five counties. ~~The purpose of revisiting the existing ETR routes with a seismic lens is to evaluate whether the routes have a high likelihood of being damaged or cut-off during an earthquake and determine whether other routes may be better suited to prioritize as ETRs as a result. And, in line with ODOT's analysis, provide guidance on the most cost-effective routes to make more seismically resilient in future capital investment plans.~~ This project will update existing designated regional routes using the latest DOGAMI seismic data, ODOT Lifeline analysis and subsequent county-level bridges and ETR analysis.

~~This project will also update the current agreement for the five-county region. The updated agreement will define a reasonable time frame for future updates and outline roles and responsibilities of the agencies involved for future updates and data management.~~

Additional background information on this project can be found in Chapter 8 (Section 8.2.3.10) of the 2018 Regional Transportation Plan.

Overall Objectives

- ~~Increase collaboration and coordination among state, regional and local partners, including transportation planners and emergency management and operations staff and the Regional Disaster Preparedness Organization.~~Raise the level of visibility and relevance of ETRs in transportation planning for emergencies, disasters and significant events.
- Increase awareness among within the preparedness and planning community of public and private assets and capabilities that may be available to support response efforts locally, regionally, statewide and nationally.
- Improve emergency transportation route resilience to withstand changing environments and more quickly restore normal operations.
- Facilitate informed dialogs and planning between transportation and other major stakeholders involved in emergency planning.
- Strengthen regional partnerships around resiliency, recovery and enhanced transportation networks.
- Communicate complete, accurate, understandable, and timely information to stakeholders throughout the project.
-
- Provide meaningful opportunities for input from policymakers and key stakeholders.

~~Build on existing datasets and analysis completed by DOGAMI, ODOT and local jurisdictions.~~

~~Ensure an inclusive engagement approach that provides meaningful opportunities for input from policymakers, local jurisdictions, transit and Port districts and the public prior to key milestones.~~

~~Prepare amendments for inclusion in the 2023 Regional Transportation Plan update.~~

~~Develop recommendations for future work to address longer-term regional transportation recovery, resilient infrastructure planning and identify infrastructure interdepend~~

Previous Work *(through June 2019)*

- Designation of first Regional Emergency Transportation Routes in 1996.

- Approval of updated Emergency Transportation Routes and Memorandum of Understanding between ODOT, WSDOT, Port of Portland, ~~Metro,~~ City of Portland and three-counties in 2006.
- Publication of the Oregon Department of Geology and Mineral Industries' Earthquake Regional Impact Analysis for Clackamas, Multnomah and Washington counties in 2017~~ and subsequent analysis for Clark and Columbia counties in 2018-2019~~.
- Completion of county-level review and refinement of county ETRs using DOGAMI analysis and ODOT bridge data in 2018 and early 2019.
- Secured grant funding from the Urban Areas Security Initiative (UASI) program through the RDPO.
- Development of the scope of work~~ plan~~ and~~ public~~ stakeholder engagement plan by Metro and RDPO in coordination with project partners.
- Release of a Request For Proposals for contractor support for technical analysis and other support.

Methodology

This effort will be completed from June 2019 to January 2021~~ as defined in the scope of work and public engagement plan developed by Metro and RDPO~~. The project will hire a graduate student and consultant to work under the direction of RDPO and Metro to support the delivery of the project scope of work and stakeholder engagement plan developed by Metro and RDPO.

The ETR project will:

- deliver an updated ETR map in ArcGIS platform, a list of ETR corridors and accompanying report for use by state, regional and local entities in planning and emergency response. The accompanying report will outline the methodology and criteria used and resultant application of the ETR information.
- update the ETR database by incorporating all existing, current data on the ETRs, including existing maps and methodologies, DOGAMI's seismic impact analysis, ODOT Lifeline analysis and subsequent county-level bridges and ETR analysis in four of the five counties and analysis conducted by the City of Portland.
- account for infrastructure updates in the region that may impact resilience of certain routes.
- better address ETR connections between neighboring jurisdictions and connections to the designated State lifeline routes by analyzing adjacencies and ensuring connectivity of routes.
- establish updated, data-driven, agreed-upon and validated criteria for refining the Regional Emergency Transportation Routes designations.
- establish a tiered prioritization structure (if deemed appropriate) to address the phases of emergency response and the transition toward recovery, and/or to address the variability of needed routes depending on the emergency scenario/differing hazard impacts.
- account for critical infrastructure and social service facilities in the ETR prioritization criteria, with an agreed upon methodology (connected to a related ongoing project of RDPO).

The project will engage and consult with transportation, emergency management and public works departments of each county and the City of Portland (via the RDPO's working groups for these disciplines), ODOT and Washington Department of Transportation (WSDOT), as well as the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), Southwest Regional Transportation Council (RTC), TriMet, SMART, C-TRAN and DOGAMI. Other agencies and groups will be engaged and consulted as key stakeholders due to their roles in emergency response and/or critical infrastructure and social services for vulnerable populations, including: the Northwest Oregon

Health Preparedness Organization (NWHPO), the RDPO Fire/EMS Work Group, the RDPO Public Works Work Group, paratransit providers, law enforcement, port districts and water and utility providers such as, Portland General Electric (PGE), Pacific Power, NW Natural, among others.

This work will provide information to support the critical facilities assessment and Regional Recovery Framework Project being developed by the RDPO and the Regional Debris Management Plan developed by Metro and it will support statewide efforts to update the 2013 Oregon Resilience Plan in 2021.

Following completion of the ETR project, jurisdictional partners and the RDPO will develop draft agreement[1] language defining a timeline for future ETR updates and roles and responsibilities for data management between all appropriate jurisdictions. The ETR project will also serve as a basis for identifying policy and technical amendments for consideration in Metro's Regional Framework Plan and implementing Regional Transportation Plan and functional plans to inform planning and investment decisions. The ETR project will inform recommendations for future planning work related to regional transportation recovery, resiliency and emergency management in the Portland-Vancouver region for consideration by the region's policymakers. To that end, the project team will seek endorsement of the project recommendations by the RDPO Steering Committee and Policy Committee, the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Southwest Regional Transportation Council (RTC).
~~Metro and RDPO will work together with a contractor to engage local, regional, and state partners to update the regional ETRs. While recognizing these routes will be used following an earthquake, flood or other hazards, this work will update the current ETRs with a focus on seismic vulnerability. The project will:~~

- ~~Update existing ETR criteria to address DOGAMI seismic vulnerability data, ODOT lifeline routes, critical facility locations, multimodal routes, vulnerable populations and other factors identified during the scoping phase.~~
- ~~Update data and maps of ETRs for use by all agencies for future regional and local transportation and emergency response planning.~~
- ~~Document definitions, methodology, tiered priorities, etc. in a simple and easy to reference accompanying report/guide document.~~
- ~~Develop amendments for inclusion of the updated ETRs in the 2023 Regional Transportation Plan and recommendations for future work to address longer-term regional transportation recovery, resilient infrastructure planning and identify infrastructure interdependencies.~~
- ~~A draft MOU documenting the updated emergency transportation routes (ETR) on a map of the region. The updated MOU will define a reasonable time frame for periodic updates (perhaps extending the update from 5 years to 10 years, per recent practice). The MOU also will outline responsibilities of the agencies involved (ODOT, WASHDOT, Metro, TriMet, C-Tran, SMART, RDPO, REMTEC, DOGAMI, etc.) for future updates and data management.~~
- ~~Dissemination of updated routes and other project outcomes in the form of a half-day event.~~

~~This work will provide information to support the critical facilities assessment and Regional Recovery Framework Project being developed by the RDPO and the Regional Debris Management Plan developed by Metro and support statewide efforts to update the 2013 Oregon Resilience Plan in 2021.~~ This work is anticipated to continue in FY 20-21, concluding in ~~June~~ January 2021.

[1] The agreement could be in the form of a memorandum of understanding (MOU) or an intergovernmental agreement (IGA).

Major Project Deliverables/ Milestones	
1st Quarter	• Contractor selection • Contractor and scope(s) of work • Policy framework and best practices review (memo) • Data collection compilation and organization
2nd Quarter	• Mapping and analysis • Draft framework ETR refinement process design and draft regional ETR criteria • Public Stakeholder engagement report
3rd Quarter	• Mapping and analysis • • Stakeholder workshop(s) and engagement report
4th Quarter	• Draft ETR maps • StakeholderPublic engagement report
Ongoing	• Quarterly reports • Maintain project website

Project Lead

- Regional Disaster Preparedness Organization (RDPO) and Metro

Project Partners

- Metro Council
- Joint Policy Advisory Committee on Transportation
- SW Washington Regional Transportation Council
- RDPO Steering Committee, RDPO Policy Committee and RDPO Regional ETR Work Group
- Regional Emergency Management Work Group (also known as REMTEC)
- Transportation Policy Alternatives Committee
- Oregon Department of Transportation
- Washington Department of Transportation
- Oregon Department of Geology and Mineral Industries (DOGAMI)
- Oregon Office of Emergency Management
- RDPO Regional ETR Work Group
- REMTEC (also known as Regional Emergency Management Work Group)
- Cities and Counties counties in the Portland-Vancouver region
- Port~~s~~ of Portland
- Port of and Vancouver
- TriMet, SMART, C-TRAN and other transit operators in the region
- Metro Research Center, Parks & Nature and Property and Environmental Services Departments
- Local, regional and state transportation and, emergency management and public works agenciesdepartments and organizations
- SW Washington Regional Transportation Council
- Bi-State Coordination Committee
- Federal Highway Administration
- Federal Transit Administration

- ~~Business associations, community-based organizations, transportation and environmental advocacy groups~~

FY 2019-20 Cost and Funding Sources

Requirements:		**Resources:**	
Personal Services	**$** 23,944	Other Anticipated Funds	**$** 36,778
Interfund Transfers	**$** 12,834		**$**
TOTAL	**$ 36,778**	**TOTAL**	**$ 36,778**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.15

Regional Freight Delay and Commodities Movement Study

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

Description

In October 2017, the Regional Freight Work Group (RFWG) discussed the need for future freight studies that should be called out in the 2018 Regional Freight Strategy. The RFWG recommended that the Regional Freight Delay and Commodities Movement Study should be included as a future freight study.

The purpose of the Regional Freight Delay and Commodities Movement Study will be to evaluate the level and value of commodity movement on the regional freight network within each of the mobility corridors identified in the Regional Transportation Plan's Mobility Corridor Atlas. The study will use Metro's new freight model to summarize the general types of commodities, the tonnage of the commodities and the value of the commodities that are using these freight facilities within each of the mobility corridors. The study will also evaluate the need for improved access and mobility to and from regional industrial lands and intermodal facilities.

The study will recommend prioritized freight projects for the next RTP and Regional Freight Strategy based on new freight measures, congestion, unreliability, accessibility and the highest tonnage and value of commodities within each mobility corridor.

Overall Objectives

- Develop a methodology for determining which freight facilities and mobility corridors are carrying the highest tonnage of goods and commodities, and the highest amount of value for those commodities.
- Develop a measure based on the tonnage and value of the goods and commodities carried in each corridor for determining which corridors should be prioritized for transportation projects based on their importance for freight and economic value.
- Based on the congestion and unreliability found in each of the mobility corridors, Metro will identify corridors that have the most importance for freight and economic value.
- Utilize the new freight monitoring measure for reliability and the evaluation measures for cost of delay on the freight network and freight access to industrial land and intermodal facilities.

Previous Work *(through June 2019)*

- Developed a draft scope of work for applied uses of the Regional Freight Model including improved evaluation of the cost of congestion, benefits of freight project improvements and better understanding of truck related environmental impacts.

Methodology

To be determined by the applied uses of the Regional Freight Model and the draft scope of work for the Regional Freight Delay and Commodities Movement Study.

The study schedule and consultant work will start during the 3rd quarter of FY 2019-20 and continue for 12 to 18 months, ending in FY 2020-21. Project expenditures will occur in FY 2020-21 and will likely exceed the expenditures in FY 2019-20.

Major Project Deliverables/ Milestones	
1st Quarter	• Coordinate work on the applied uses of the Regional Freight Model with travel forecasting staff. • Write a draft scope of work and a RFP for the Regional Freight Delay and Commodities Movement Study (under Future Freight Studies in the 2018 Regional Freight Strategy)
2nd Quarter	• Finalize the scope of work and select a contractor for the Regional Freight Delay and Commodities Movement Study.
3rd Quarter	• Complete a report on applied uses of the Regional Freight Model with input from travel forecasting staff. • Serve as Metro's lead and manage the contract for the Regional Freight Delay and Commodities Movement Study.
4th Quarter	• Serve as Metro's lead and manage the contract for the Regional Freight Delay and Commodities Movement Study.
Ongoing	• Develop findings and conclusions from the study. • Study and project deliverables and expenditures will continue into FY 2020-21.

Project Lead

- Metro Planning and Development Department

Project Partners

- City and county transportation agencies
- Port of Portland
- Oregon Department of Transportation
- Oregon Modeling Steering Committee – Freight Subcommittee
- Portland Freight Committee and other community groups focused on freight and goods movement

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	$	35,000	Other Anticipated Funds	$	200,000
Consultants	$	165,000			
TOTAL	**$**	**200,000**	**TOTAL**	**$**	**200,000**

Full Time Equivalent Staffing:

Regular Full Time FTE: n/a

Economic Value Atlas (EVA) Implementation

Staff Contact: Jeff Raker, jeffrey.raker@oregonmetro.gov

Description

Development of the Economic Value Atlas (EVA) is establishing tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy. Phase III of the Economic Value Atlas decision-support mapping tool concluded in 2018. The EVA enters an implementation phase in FY 2019-2020 that includes test applications among partner organizations and jurisdictions, refinements to the tool, and integration into agency-wide activities.

This work provides new mapping and discoveries about our regional economic landscape, links investments to local and regional economic conditions and outcomes and informs policy and investment – providing 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.

Overall Objectives

- Provide a solid data foundation for key regional policies, actions and investment strategies, such as Greater Portland 2020, the 2040 Growth Concept, the Regional Transportation Plan, Regional investment areas and corridor refinement planning
- Bridge local and regional economic development aspirations;
- Support regional transportation planning and investment decisions by highlighting key intersects between transportation and economic conditions.
- Build a granular understanding of relative economic strengths and challenges among communities in the region to inform local Transportation System Plans, Economic Opportunity Analyses, and area studies,

Previous Work *(through June 2019)*

- Phase 1 - Engagement + Partner Development
    - Economic Development Listening Tour
    - Establish Working Group – Economic Value Atlas Task Force
    - Scope development and consultant selection
    - Expert Input on Cluster + Cross-Sector Challenges + Options
    - Market assessment of traded sector economy
    - Ongoing engagement of key economic and workforce development partners
- Phase 2 - Regional Economic Analysis
    - Coalesce + Establish Economic Performance Indicators
    - Visual/Spatial Mapping of Regional Economy + Clusters
    - Economic Value Atlas Decision-Support Mapping Tool (anticipated winter 2018/2019)
- Phase 3 - Early applications and refinement (anticipated spring 2019)

Methodology

Metro will serve as project manager for this effort, with significant support from Greater Portland Inc., Port of Portland, City of Portland, and Business Oregon. Remaining phases of the project include:

- Phase 3 –Guidance on Metro Plans + Initiatives
  - Use EVA to ID Future Investment Areas
  - Integrate Findings Into 2018 RTP Update + MTIP
  - Integrate metrics/criteria into 2019-2020 RFFA
  - Integrate analyses/findings into future multi-criteria evaluation
- Prospective Future Phases – Guidance on external policy/actions, advance cluster-specific and cross-sector action plan(s), and build out ongoing Metro role in economic and workforce development.

Major Project Deliverables/ Milestones	

1st Quarter	• Tool Refinements
	• Prospective Test EVA Applications
	  ○ Local TSPs and EOAs
	  ○ 2020 Transportation Measure
	  ○ Explore integration of metrics/criteria into 2021-2023 RFFA
	  ○ Columbia Connects
	  ○ 2040 Growth Concept refresh on employment lands
	  ○ Use EVA to ID or inform future Investment Areas
	  ○ Integrate analyses/findings into future multi-criteria evaluation

2nd Quarter	• Continue work on Prospective Test EVA Applications
3rd Quarter	• Additional Tool Refinements
4th Quarter	• Refresh Data and establish Opportunity Cost Calculator for specific infrastructure investments
Ongoing	

Project Lead

Metro – Lead Agency

Project Partners

ODOT – Contract Manager
Greater Portland, Inc. – Collaborate/Cooperate
Work Systems, Inc. – Collaborate/Cooperate
Port of Portland – Collaborate/Cooperate
City of Portland – Collaborate/Cooperate
Business Oregon – Collaborate/Cooperate
Joint Policy Advisory Committee (JPACT)
Metro Policy Advisory Committee (MPAC)
Transportation Policy Alternatives Committee (TPAC)
Metro Technical Advisory Committee (MTAC)

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	74,344	Metro	**$**	114,192
Interfund Transfers	**$**	39,848			
TOTAL	**$**	**114,192**	**TOTAL**	**$**	**114,192**

Full Time Equivalent Staffing:

Regular Full Time FTE:	0.65

Jurisdictional Transfer Program

Staff Contact: ~~Tom Kloster, tom.kloster@oregonmetro.gov~~John Mermin, john.mermin@oregonmetro.gov

Description

The 2018 Regional Transportation Plan identifies the need and a process for completing several jurisdictional transfers in the Metro region for older, state-owned facilities that have lost their statewide function over time to urbanization and now function as urban arterial streets. Most of these routes have been bypassed by modern, limited access throughways that replace their statewide travel function. In recognition of this transition, the state has adopted policies to promote the jurisdictional transfer of these older routes to city or county ownership.

Most of these roadways have a backlog of pavement maintenance as well as gaps or deficiencies in basic urban pedestrian and bicycle facilities. Funding for near- or long-term investments has not been identified by the state or local jurisdictions. Furthermore, there is no agreement in the region on which roads are the highest priorities when it comes to what to transfer, when, and at what cost. For this reason, these transfers will take time to accomplish on a case-by-case basis.

Overall Objectives

Help project partners identify roadways that are good candidates for transfer, expected cost ranges to fund state of good repair improvements, cost ranges to fund additional improvements and potential funding sources and timelines.

Previous Work *(through June 2019)*

Identification of need and processes for transfer described in the *2018 RTP, Oregon Highway Plan* and *Oregon Jurisdictional Transfer Handbook.*

Methodology

Metro will work with ODOT to lead a collaborative and inclusive process for decision-making to prioritize highways and address some of the next steps for transfer in the Portland region. Because Metro does not own any roadways, Metro will act as a facilitator and convener of partners to move the process forward. The 2018 RTP establishes the following steps for assessing candidate facilities for jurisdictional transfer:

STEP 1: Identify roadways in the Portland region that might be candidates for jurisdictional transfer using Oregon Highway Functional Classifications and other criteria.

STEP 2: Compile existing data on existing conditions, including safety, pedestrian completeness, transit service and pavement conditions.

STEP 3: Evaluate costs and local readiness of corridors for transfer.

STEP 4: Prioritize roadways for jurisdictional transfer in the Portland region into three tiers of readiness and urgency for transfer.

STEP 5: Identify risk issues and legal mechanisms for Tier 1 corridors identified in the assessment.

These steps will help prepare the region, local governments and the state to identify priorities and readiness. The process will not commit funding sources, but it will help project partners identify roadways that are good candidates for transfer, expected cost ranges to fund state of good repair improvements, cost ranges to fund additional improvements and potential funding sources and timelines.

While this process aims to assess and prioritize roadways for transfer in the Portland region, it is not intended to discourage any transfers from occurring prior or during the assessment process. There are certain roadways and jurisdictions that may be ready for a transfer without going through this assessment process.

Major Project Deliverables/ Milestones	
2019-20	• Identify roadways in the Portland region that might be candidates for jurisdictional transfer. • Compile existing data on existing conditions of candidate corridors. • Evaluate costs and local readiness of corridors for transfer. • Prioritize roadways for jurisdictional transfer in the Portland region. • Identify risk issues and legal mechanisms for identified Tier 1 corridors

Project Leads

- Metro Planning & Development Department
- Oregon Department of Transportation

Project Partners

- Local Cities and Counties
- Metro Council
- TriMet
- U.S. Department of Transportation

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Personal Services	**$**	75,686	Other Anticipated Funds	**$**	116,254
Interfund Transfers	**$**	40,568			
TOTAL	**$**	**116,254**	**TOTAL**	**$**	**116,254**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.55

III. Other regional planning projects

Projects of regional significance not led by Metro

ODOT Development Review

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

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 roadway system, or if they involve access (driveways) to state roadways. This includes work with jurisdiction partners and applicants, and products may include written responses and/or mitigation agreements. This work 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.

Overall Objectives

- Make recommendations for mitigation of safety and operational impacts of development on the state roadway system as appropriate
- Work collaboratively with local jurisdictions and applicants to develop mitigation agreements
- Review land use actions for Transportation Planning Rule (TPR), Oregon Highway Plan, Access Management Rule and ODOT permit compliance and make recommendations as appropriate

Previous Work *(through June 2019)*

In a typical fiscal year, Region 1 staff review of over 2,000 land use actions, with approximately 150 written responses and 100 mitigation agreements.

Methodology

General methodology steps include:

- Intake of local/regional jurisdiction notice of land use actions
- Review for impact on state roadway system; review of plan amendments and development site plan review for TPR (comprehensive plan amendment/zone change), Oregon Highway Plan, access and permit considerations as appropriate
- Work with partners and applicants as necessary to determine appropriate mitigation
- Recommend conditions of approval as appropriate regarding the proposed land use action for mitigation of safety and operational impacts of development and ODOT permit requirements

Major Project Deliverables/ Milestones	
Ongoing	• Response letters and mitigation agreements.

Project Lead

- Oregon Department of Transportation

Project Partners

- Oregon Department of Land Conservation and Development
- Cities and Counties

FY 2019-20 Cost and Funding Sources

Requirements:		**Resources:**	
Staff Time	$ 300,000	SPR	$ 300,000
TOTAL	**$ 300,000**	**TOTAL**	**$ 300,000**

Full Time Equivalent Staffing:

Regular Full Time FTE: 2.75

ODOT – Transportation and Growth Management

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

Oregon's Transportation and Growth Management (TGM) Program supports community efforts to expand transportation choices for people. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go. The ODOT/DLCD TGM program provides grants to regional and local jurisdictions to conduct land use and transportation planning.

Overall Objectives

- Partner with DLCD and regional or local governments to conduct land use and transportation planning efforts receiving TGM grants
- Provide technical assistance with regard to best practices and consistency and compliance with the Oregon Transportation Plan, Oregon Highway Plan, Transportation Planning Rule, and other applicable state transportation plans, regulations and standards

Previous Work *(through June 2019)*

- Washington County – First/Last Mile (June 2019)
- Portland – Columbia Corridor Plan (June 2019)
- Gresham – Clackamas-Columbia Corridor (June 2019)
- Multnomah County – Scenic Gorge Congestion Management (2018)
- South Clackamas Transit Master Plan (June 2019)

Methodology

Methodology is dependent on work product, but generally includes standard planning steps (identifying the problem, existing conditions, policy framework, needs assessment, development of alternatives, evaluation of alternatives, recommendations, funding strategies) consistent with the Oregon Highway Plan, Transportation Planning Rule and the Regional Transportation Plan and Functional Plan.

Major Project Deliverables/ Milestones	
1st Quarter	
2nd Quarter	
3rd Quarter	
4th Quarter	
Ongoing	

Project Lead

- Oregon Department of Transportation

Project Partners

- Oregon Department of Land Conservation and Development
- Cities, Counties, Transit Agencies (Grant Recipients)

FY 2019-20 Cost and Funding Sources

Requirements:		**Resources:**	
ODOT Staff Time	**$** 200,000	TGM (STPBG)	**$** 200,000
Grants Estimate	**$**	TGM (STPBG)	**$**
TOTAL	**$ Total Amount**	**TOTAL**	**$ Total Amount**

Full Time Equivalent Staffing:

Regular Full Time FTE: 2.0

ODOT – Region 1 Active Transportation Strategy

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

Building on the recently completion of the Active Transportation Needs Inventory, this project will enable ODOT Region 1 to engage in the identification and conceptual planning of projects that increase biking, walking and access to transit. The Oregon Transportation Plan set a goal of completing the state biking and walking network by 2030. The 2016 Statewide Bicycle and Pedestrian Plan and accompanying Implementation Plan establish a framework for pursuing this.

Overall Objectives

- Identify priority active transportation investments
- Develop facility cross-sections and project plans (not to exceed 30% design)
- Support mobility corridor efforts throughout the region to ensure facilities for walking and biking

Previous Work *(through June 2019)*

- Region 1 Active Transportation Needs Inventory (FY 2013 - 2017)

Methodology

- Develop region-specific implementation actions based on the Oregon Bicycle and Pedestrian Plan
- Select needs on state facilities and initiate project planning
- Collaborate with local agencies in identifying opportunities to link implementation actions with transportation system plan activity (development or implementation)

Major Project Deliverables/ Milestones	
1st Quarter	
2nd Quarter	
3rd Quarter	
4th Quarter	
Ongoing	

Project Lead

- Oregon Department of Transportation

Project Partners

- Metro
- Cities, Counties, Transit Agencies
- TriMet and Rural Transit Providers

FY 2019-20 Cost and Funding Sources

Requirements:		**Resources:**	
ODOT Staff Time	**$** 125,000	SPR	**$** 150,000
Consultant Services	**$** 25,000	TGM (STPBG)	**$**
TOTAL	**$ 150,000**	**TOTAL**	**$ 150,000**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.5

ODOT – Region 1 Transportation Data, Tools and Reports

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

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, Active Transportation Needs Inventory Atlas, Corridor Bottleneck Operations Study Project Atlas and Active Traffic Management Study. Every year, the data underlying these studies requires management and upkeep. The purpose of this project is to ensure that ODOT and its partners always have up to date and useful data available.

Overall Objectives

- To support planning, programming and design of a safe and efficient transportation system.
- To ensure ready access to current and reliable data that supports decision making.

Previous Work *(through June 2019)*

- 2016 Corridor Performance Report
- 2017 Interchange Atlas Update

Methodology

- Continue to invest in data collection
- Identify needs for new data or new data representations (annual review)
- Update published documents (ATNI, e.g.) as appropriate
- Make as much of this data available online (TransGIS, e.g.) as possible
- Perform outreach to raise awareness of data availability and utility

Major Project Deliverables/ Milestones	
1st Quarter	
2nd Quarter	
3rd Quarter	
4th Quarter	
Ongoing	

Project Lead

- Oregon Department of Transportation

Project Partners

- Metro
- TriMet, Jurisdictional Partners

FY 2019-20 Cost and Funding Sources

Requirements:		**Resources:**	
ODOT Staff Time	**$** 30,000	SPR	**$** 100,000
Consultant Services	**$** 70,000		**$**
TOTAL	**$ 100,000**	**TOTAL**	**$ 100,000**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.25

ODOT – Region 1 Planning for Operations

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

ODOT seeks to leverage its recent 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.

Overall Objectives

- 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

Previous Work *(through June 2019)*

- ODOT has developed the Corridor Bottleneck Operations Study (CBOS) and Active Traffic Management Study, both of which build on 30+ years of traffic management efforts in the region.
- In FY18, ODOT initiated a second phase of CBOS.

Methodology

- Perform on-going diagnostic analysis of the transportation system, especially before/after studies as projects are built.
- Collaborate with local agencies on the development of transportation system plans, with emphasis on integrating ATM and other strategies to achieve safety and efficiency goals.
- Coordinate this effort with Metro and other partners on the upcoming TSMO Strategic Plan, including its updating and implementation.
- Identify and prioritize TSMO investment opportunities
- Early project planning (not to exceed 30% design)

Major Project Deliverables/ Milestones	
1st Quarter	
2nd Quarter	
3rd Quarter	
4th Quarter	
Ongoing	

Project Lead

- Oregon Department of Transportation

Project Partners

- Metro, TriMet, Jurisdictional Partners

FY 2019-20 Cost and Funding Sources

Requirements:		**Resources:**	
ODOT Staff Time	**$** 25,000	SPR	**$** 125,000
Consultant Services	**$** 100,000		**$**
TOTAL	**$ 125,000**	**TOTAL**	**$ 125,000**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.25

I-5/I-205 Value Pricing: Planning & Environmental Linkage

Staff Contact: Judith Gray, Judith.gray@odot.state.or.us

Description

In its 2017 session, the Oregon Legislature passed a historic transportation funding package, House Bill (HB) 2017. HB 2017 committed $5.3 billion in investments on congestion relief projects, preservation and maintenance for roads and bridges, biking and walking options, better public transportation, freight movement, and electric vehicle incentives. In addition, Section 120 of HB 2017 established a Traffic Congestion Relief Program, directing the Oregon Transportation Commission (OTC) to pursue federal approval to implement value pricing on freeways in the Portland region, starting with Interstate 5 and Interstate 205.

The overall purpose of this tolling implementation on I-5 and I-205 is to improve mobility for the region, with an emphasis on those trips that depend on the freeways for regional and longer travel. To achieve this purpose, the project has the following objectives:

- Create a revenue source to help fund bottleneck relief projects in the corridor.
- Use variable toll rates to manage traffic congestion in the I-5/I-205 corridor.

In order to implement this directive, the OTC directed ODOT to initiate the Portland Metro Area Value Pricing Feasibility Analysis. The purpose of the feasibility analysis was to engage regional stakeholders, agency partners, and the public to explore the options available and determine how and where congestion pricing could help improve congestion on I-5 or I-205 during peak travel times. A consultant team with national expertise in congestion pricing, economics, and public engagement helped ODOT administer the feasibility analysis. The Oregon Metro Research Center provided considerable modelling support throughout the effort.

Based on the PAC recommendation, technical analysis, and public input, the OTC directed ODOT to advance value pricing projects for further study, including National Environmental Policy Act (NEPA) requirements, on both I-5 and I-205 to effectively manage north/south travel through the metro area. Both projects could provide congestion relief and, potentially, funding for planned projects and mitigation strategies. The OTC also accepted the PAC recommendation to develop the mitigation strategies in conjunction with the pricing projects to address the following priorities:

- Improved public transportation and other transportation options as essential strategies for equity and mobility
- Special provisions for Environmental Justice populations, including low income communities
- Diversion strategies to minimize and mitigate negative impacts

Separate from the initial implementation of these two pricing projects and mitigation strategies, the OTC directed ODOT to develop an approach for systemwide congestion pricing evaluation.

Overall Objectives

- Complete analysis of recommended pricing projects on I-5 and I-205 to address objectives, including improving overall mobility by managing congestion and investing in freeway bottlenecks.
- Develop strategies to ensure benefits are broadly shared and to mitigate potential negative impacts
- Conduct sufficient outreach, coordination, analysis, and project development to address regional/Oregon priorities and meet federal NEPA requirements.

Previous Work *(through December 2018)*

The planned work will build on the Portland Metro Area Value Pricing Feasibility Analysis, completed in December 2018.

Methodology

ODOT is developing a work plan and initiating procurement for consultant services. The Oregon Metro Research Center will continue to provide modelling and analysis, along with ODOT and consultant modeling support. As work gets underway, ODOT expects to engage community, regional, statewide, and tribal stakeholders, in addition to extensive public engagement.

Major Project Deliverables/ Milestones	
1st Quarter	• Engage consultant and identify stakeholders • Develop Purpose & Need statement and corresponding performance measures for technical analysis. • Establish modeling baseline for future analysis periods.
2nd Quarter	• Conduct neighborhood, equity, transit planning, and other focused engagement to address mitigation priorities • Conduct initial modeling for alternatives analysis
3rd Quarter	• Continue engagement and analysis for alternatives analysis
4th Quarter	• Continue engagement and analysis for alternatives analysis; • Continue development of mitigation strategies
Ongoing	• Begin developing proposed project and Environmental Baseline Report

Project Lead

- Oregon Department of Transportation

Project Partners

- Oregon Metro Research Center, Southwest Washington Regional Transportation Council
- Metro, regional, city and county agencies
- Washington Department of Transportation
- Federal Highway Administration

FY 2019-20 Cost and Funding Sources

Requirements:		**Resources:**	
ODOT Staff Time	**$** 500,000	STIP	**$** 3,000,000
Consultant Services	**$** 2,500,000	Resource	**$**
TOTAL	**$ 3,000,000**	**TOTAL**	**$ 3,000,000**

Full Time Equivalent Staffing:

Regular Full Time FTE: 5

IV. Project development planning

Federally-funded transportation planning projects that have an emphasis of pre-NEPA, project development activities

Project Development: French Prairie Bridge Connectivity

Staff Contact: Zachary J. Weigel, P.E., weigel@ci.wilsonville.or.us

Description

The Interstate 5 Boone Bridge, the only existing connection across the Willamette in the Wilsonville area, is considered unsafe for pedestrians and cyclists. The French Prairie Bridge will provide a critical missing link to restore a seamless, non-highway connection between Portland and Eugene. The bridge will connect the Portland region with the French Prairie area by linking the Ice Age Tonquin Trail with the Champoeg Trail and the Willamette Valley Scenic Bikeway.

The French Prairie Bridge would also serve as a needed rapid-incident, emergency response system allowing authorized vehicles a bypass when the Boone Bridge is blocked. The bridge will give ODOT and other responsible authorities the ability to clean-up faster; and police, fire, and other emergency vehicles will have better access to incidents. Currently, when traffic incidents occur near Boone Bridge, I-5 and the entire surrounding freeway system can shut-down for hours.

Overall Objectives

- Safe bicycle and pedestrian access
- Improved connectivity between the Willamette Valley Scenic Bikeway and new regional Ice Age Tonquin Trail.
- Emergency and post-disaster route for police, fire and response vehicles and equipment.
- Tourism development
- Practical, cost-effective transportation solution with multiple public benefits.

Previous Work *(through June 2019)*

- Form Technical Advisory Committee and project Task Force for project decision recommendations.
- Opportunity and Constraints memo summarizing results of land use reconnaissance, geotechnical, hydraulics, socioeconomics traffic impacts, 4f and 6f impacts, historic and cultural resources reports within the study area.
- Identify preferred French Prairie Bridge location and alignment.
- Identify preferred French Prairie Bridge type/design.
- Complete French Prairie Bridge Location Evaluation Report and Planning Effort Summary
- Conceptual bridge design and cost estimating.

Methodology

The City of Wilsonville will consult with partners listed under Other Stakeholders in the identification of the preferred French Prairie Bridge location, alignment, and type/design, conceptual bridge design and cost estimating, and supporting environmental fieldwork necessary to give Wilsonville and regional partners' information needed to decide whether to pursue final design and construction of the bridge.

Major Project Deliverables/ Milestones	
1st Quarter	• Supporting environmental fieldwork to be determined by FHWA
2nd Quarter	• Supporting environmental fieldwork to be determined by FHWA
3rd Quarter	
4th Quarter	
Ongoing	

Project Lead

- City of Wilsonville

Project Partners

- Metro
- Clackamas County
- Oregon Department of Transportation
- Federal Highway Administration
- Old Town Neighborhood Association
- Charbonneau Country Club
- Cycle Oregon, BTA, and other organizations and advisory committees serving regional bicycle and pedestrian needs
- Tualatin Valley Fire and Rescue District (TVFRD)
- Clackamas County Sheriff's Office
- Friends of French Prairie
- Travel Oregon

FY 2019-20 Cost and Funding Sources

Requirements:		**Resources:**	
Staff	$ 30,000	Federal Grant	$ 200,000
Consultant Fees	$ 220,540	Local Match	$ 20,540
		Local Funds	$ 30,000
TOTAL	**$ 250,540**	**TOTAL**	**$ 250,540**

Full Time Equivalent Staffing:

Project Manager	0.25
Total	0.25

Project Development: Clackamas County – Trolley Trail Bridge: Gladstone to Oregon City

Staff Contact: Joel Howie, PE (Clackamas County) jhowie@clackamas.us
Jacque Betz (City of Gladstone) betz@ci.gladstone.or.us

Description

The project will study the feasibility of replacing the recently demolished Union Pacific Railroad's Portland Avenue Historic Trolley Bridge for pedestrians and bicyclists. The project would provide a much-needed active transportation link across the Clackamas River and become the signature landmark for the popular new Trolley Trail.

Gladstone and Oregon City, designated as a town center and a regional center, respectively, in Metro's 2040 Growth Concept and 2035 Regional Transportation Plan, are separated by the Clackamas River. The Gladstone side of the river is home to many schools and community centers serving traditionally underserved populations, and the Oregon City side is the site of a high-density commercial and residential development. The most direct route connecting the two centers across the river is the 99E/McLoughlin Boulevard Bridge, but it lacks bicycle faclities and its sidewalks are substandard. Additionally, the Oregon Department of Transportation has stated that adding bicycle facilities to the bridge roadway would conflict with traffic and freight movement along McLoughlin Boulevard, a state highway.

Overall Objectives

- County will develop a Request for Proposals document for engineering consultant services to conduct the feasibility study. County and City will review proposals submittals and rate the proposals. County will develop a draft scope of work and provide to the highest rated consultant. County will negotiate the final scope of work and fee estimate with the highest rated consultant. If reasonable, request a contract with the consultant. If unreasonable, repeat negotiation process with the second highest rated consultant and beyond until a reasonable fee estimate is reached.
- Upon completion of the consultant contract, the following are the expected tasks to be included in the feasibility study report:
    - Public involvement meetings;
    - geotechnical evaluation of foundation alternative concepts;
    - environmental scoping including wetland reconnaissance, permitting requirements such as Clean Water Act Section 404 (US Army Corps of Engineers), Oregon Removal-Fill Law (Oregon Department of State Lands), Endangered Species Act (U.S. Fish & Wildlife Service and National Marine Fisheries Service), and stormwater Management Guidelines (DEQ), biological resources identification, cultural resources investigation; identification of local permitting requirements including floodplain regulations;
    - investigation of existing utility impacts and possible utilties to be carried on the new bridge;
    - evaluation of river hydraulics and scour potential, and determination of needed streambank restoration;

- evaluation of structural alternatives including new bridge types; developing alternative bridge concept plans and developing alternative cost estimates;
- identification of needed agency agreements and maintenance plan requirements;
- and trail concept planning for connections to Gladstone and Oregon City trails.

Previous Work *(through June 2019)*

- County developed a Request for Proposals document for engineering consultant services to conduct the feasibility study.
- County and City reviewed consultant proposals and rated the consultants.
- County developed a draft scope of work and provided to the highest rated consultant.
- County and highest (or second highest) rated proposer completed negotiations on the statement of work and fee estimate and entered into a consultant contract.
- A draft feasibility study and report was completed including:
  - project management and project meetings;
  - public involvement;
  - geotechnical evaluation of foundation alternatives;
  - environmental scoping including wetland reconnaissance, permitting requirements such as Clean Water Act Section 404 (US Army Corps of Engineers), Oregon Removal-Fill Law (Oregon Department of State Lands), Endangered Species Act (U.S. Fish & Wildlife Service and National Marine Fisheries Service), and stormwater Management Guidelines (DEQ), biological resources identification, cultural resources investigation; identification of local permitting requirements including floodplain regulations;
  - investigation of existing utility impacts and possible utilties to be carried on the new bridge;
  - evaluation of river hydraulics and scour potential;determination of needed streambank restoration;
  - evaluation of structural alternatives including new bridge types; developing alternative bridge concept plans and developing alternative cost estimates;
  - identification of needed agency agreements and maintenance plan requirements;
  - a trail concept planning for connections to Gladstone and Oregon City trails.

Methodology

Clackamas County is responsible for implementing the RFQ and being the holder of the consultant contract. Both Clackamas County and the City of Gladstone are responsible for reviewing and providing comments on the draft feasibility study and associated draft reports.

Major Project Deliverables/ Milestones	
1st Quarter	• Final Report Completed
2nd Quarter	
3rd Quarter	
4th Quarter	
Ongoing	

Project Lead

- Clackamas County

Project Partners

- City of Gladstone

FY 2019-20 Cost and Funding Sources

Requirements:

Metro Grant	**$**	8,973
City of Gladstone Match	**$**	1,027
TOTAL	**$**	**10,000**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0

Project Development: Hillsboro – Oak and Baseline, S. 1st – SE 10th

Staff Contact: Karla Antonini, karla.antonini@hillsboro-oregon.gov

Description

In Hillsboro, the Baseline/Oak couplet (Oregon Highway 8, or OR8) is a critical transportation element connecting western Washington County through Hillsboro's Downtown. While it serves as the primary route bringing freight and commuters into Hillsboro's Downtown core, as well as carrying regional travel to and from western portions of the County, it has long imparted some negative impacts on the City's residents and businesses.

As the "front door" for many drivers, the two streets create a pass through, commercial strip presenting challenges for potential customers and pedestrians. The streets create a barrier between the low-income, ethnically diverse neighborhood to the south, and the City's Downtown core (including important government and commercial functions) lying to the north. Both streets have existing sidewalks, yet are less than desirable to walk or bike along, and are difficult to walk or bike across due to safety issues. This also makes bus stops difficult for pedestrians to access.

The couplet, while providing high visibility due to the annual daily traffic of 33,000, is not highly supportive to business investment along the corridor due to the poor condition of the sidewalk zone, the rapidly-moving traffic (30 mph through a Central Business District), and the lack of on-street parking (except on one side of Oak) to support storefront business access and better buffer the pedestrian zone from auto and freight traffic. Moreover, the couplet fails to direct drivers and pedestrians to the nearby Main Street business district, thus eliminating potential customers for the Main Street merchants.

This project seeks to support redevelopment along the Oak/Baseline couplet by providing a comfortable, human-scale environment for residents and business customers while at the same time accommodating auto and truck traffic along the State highway. It also seeks to increase accessibility by persons using all modes of transport to priority community service destinations such as City and County offices, the Health & Education District, the 10th Street commercial corridor as well as the Main Street district, with its restaurants, retailers and arts and entertainment venues. The project will also enhance access to the regional light rail system located in the heart of the Downtown, as well as bus access to the TriMet Line 57 Frequent Service route, and routes 46, 47, and 48, and the Yamhill County fixed-route bus service at MAX Central Station, located one block north of the Oak-Baseline couplet.

Overall Objectives

- To select a preferred design alternative that improves the conditions on Baseline, Oak and 10th Avenue to make it a more pleasant and inviting environment for all modes of travel, pedestrians and residents.
- To select a preferred design alternative that allows for easier access to the north and south of Oak and Baseline Streets for the low income, ethnically diverse neighboring residents to

access services from the Health & Education District, the Downtown area, and the SW Industrial Area.

- To select a preferred design alternative that catalyzes private and public development in the Hillsboro regional center as envisioned in land use planning policies.
- The concept plans will include proposed plans, cross-sections, locations of pedestrian and bicyclist facilities and amenities, transit facilities and amenities, and concept-level traffic, bicycle, and pedestrian signal and related technology system modifications and enhancements.
- The final report will describe the preferred concept for improving the Baseline, Oak and 10th Avenue corridor and scope of work for implementation (Design Exceptions, Corridor Plan approvals, list of future permits, plan amendments, legal actions, etc.).
- Obtain Design Concurrence from ODOT Region 1 Roadway and State Traffic Engineer's office for preferred concept.

Previous Work *(through June 2019)*

- Scope of work submitted to ODOT for comment
- Completed a Project Change Request form to expand the project limits on Oak and Baseline Streets to SW Adams Street and on SE 10th Avenue from SE Maple Street to E Main Street to better capture the streetscape impacts.
- Working on amending the work scope for the project.
- IGA will be executed.
- Obligate funds for the project

Methodology

The City of Hillsboro intends to work with its partner agencies (including ODOT, Washington County, TriMet, and Metro), the Hillsboro Chamber of Commerce, the Hillsboro Downtown Partnership, adjoining cities (Cornelius and Forest Grove) as well as affected businesses, property owners, and residents to consider whether the alternatives are desirable to the community and if so, develop a plan for how it could best be implemented in this location. There will be involvement by a Technical Advisory Committee. We anticipate that the work plan will take approximately one year to complete.

Major Project Deliverables/ Milestones	
1st Quarter	• Meet with ODOT/Metro to discuss potential design standards • Submit IGA to ODOT for execution
2nd Quarter	• Finalize Scope of Work • Obligate funds for the project • RFP written, reviewed and finalized • ODOT/Metro Review of RFP
3rd Quarter	• Contract with refined scope (includes one month for RFP release and interviews • Consultant selected and work begins
4th Quarter	• Design and implement the public participation process
Ongoing	• Work continues

Project Lead

- City of Hillsboro

Project Partners

Metro – Cooperate/Collaborate
Oregon Department of Transportation – Cooperate/Collaborate
TriMet – Cooperate/Collaborate
Hillsboro Chamber of Commerce
Other Stakeholders:
Washington County
Forest Grove
Cornelius
Metro Regional Freight Technical Advisory Committee
Regional Transportation Council (RTC) of metropolitan Washington County
Oregon Transportation Commission (OTC)
Land Conservation and Development (DLCD)
Community groups and organizations involved in climate planning, equity, land use and transportation issues.
Organizations serving minority, elderly, disabled, and non-English speaking resident's needs.
Organizations and advisory committees serving regional bicycle, pedestrian, and transit needs
General public.

FY 2019-20 Cost and Funding Sources

Requirements:		**Resources:**	
Staff	**$** 557,227	Federal Grant	**$** 500,000
	$	Local Match	**$** 57,227
TOTAL	**$ 557,227**	**TOTAL**	**$ 557,227**

Full Time Equivalent Staffing:

Project Manager: 0.25

Project Development: Tualatin - SW Herman Road: SW 124th - SW Cheyenne Avenue

Staff Contact: Jeff Fuchs, Public Works Director, City of Tualatin. jfuchs@tualatin.gov

Description

In the City of Tualatin, on SW Herman Rd between SW 124th Ave and SW Cheyenne Ave, project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks. (2019-21 RFFA Awarded Project) (UPWP Regionally Significant Project)

Overall Objectives

- Create safer conditions for walking and biking in this corridor
- Use public engagement to develop roadway alternatives and select a preferred alternative
- Improve freight mobility by separating active transportation users from automobiles and freight along this corridor.
- Prepare preliminary design

Previous Work *(through June 2019)*

- Prepared and submitted speed zone reduction request for ODOT approval
- Development and finalization of the ODOT Project Prospectus parts 1 & 2
- Draft business charter, outlining the required scope of work and budget
- Review and adoption of IGA for jurisdictional approval

Methodology

- The City would like to reduce the speed limit on this segment of Herman Rd and has requested ODOT approval for this. Reducing the speed limit will be the first step in improving roadway safety and will determine the roadway design solutions.
- Project Development: public engagement, alternatives development, and preliminary design

Major Project Deliverables/ Milestones	
1st Quarter	• Complete speed zone reduction request process (ODOT) • Development and finalization of the ODOT Project Prospectus parts 1 and 2 • Draft IGA for jurisdictional approval
2nd Quarter	• Prepare consultant RFP and scope of work
3rd Quarter	• Consultant solicitation
4th Quarter	• Begin preliminary engineering
Ongoing	

Project Lead

- City of Tualatin

Project Partners

- ODOT
- Washington County
- Tualatin Chamber of Commerce
- Ride Connection

FY 2019-20 Cost and Funding Sources

Requirements:		**Resources:**	
Preliminary engineering	**$** 725,000	Local Match	**$** 100,000
	$	RFFA Grant	**$** 625,000
TOTAL	**$ 725,000**	**TOTAL**	**$ 725,000**

Full Time Equivalent Staffing:

Regular Full Time FTE: 1

Project Development: Tualatin Hills Parks & Recreation District - Beaverton Creek Westside Trail – SW Hocken Avenue

Staff Contact: Rene' Brucker, rbrucker@thprd.org

Description

This planning project will design a 1.5-mile long multiuse off-street regional trail along the TriMet light rail corridor and Beaverton Creek between the Westside Regional Trail and SW Hocken Avenue in Beaverton. The trail will be a 12-foot wide hard surface (asphalt) and may include sections of permeable pavement if appropriate) and will include 2-foot wide gravel shoulders. Boardwalks, and possibly a bridge, may be needed in sections to cross wetlands and/or floodplain areas at the east end of the project. Fencing is anticipated where the trail will parallel the TriMet light rail line towards the west end of the project.

Street crossings, four in total, are anticipated at SW 153rd and SW Hocken Avenue (collector streets) and at SW Shannon Place and Schottky Terrace (local streets). The crossing at SW 153rd will include upgrades to the light rail track crossing to accommodate the trail and the crossing at SW Hocken Avenue is anticipated to include a signalized mid-block crossing to connect to an existing on-street section of the Beaverton Creek Trail.

The planning work will include an alternatives/feasibility analysis and preferred location for the trail, preliminary cost estimates, environmental studies and potential impacts/mitigation and a prospectus that will lead to the PE phase.

Overall Objectives

- Provide an off-street transportation option for bicycles and pedestrians where only on-street routes currently exist.
- Provide multi use trail connections to existing east/west and north/south trails, such as the Westside Trail, Beaverton Creek Trail and Waterhouse Trail, as well as to downtown Beaverton.
- Strengthen the project area's non-motorized active transportation system and improve user safety.
- Work collaboratively with local jurisdictions, stakeholders and the community.
- Improve connections to residential neighborhoods, underserved communities, commercial and employment center, transit services, schools, parks and recreation, natural areas and open space, other essential public facilities and off-street trails throughout the region.
- Create a community trail link between the Crescent Connection Trail in Beaverton to the existing Westside Trail at the Tualatin Hills Nature Center.
- Determine a preferred trail alignment

Previous Work *(through June 2019)*

- Contract negotiations complete in November 2018 with a notice to proceed.
- Project kick-off December 2018.
- Survey, Environmental, Utilities & Geotech work start Dec. 2018.
- (2) public open houses

- Completion of Opportunities & Constraint Evaluation & Evaluation Criteria Technical Memo March 2019
- Survey completion April 2019
- Near completion of Trail Design Alternatives

Methodology

Tualatin Hills Park & Recreation District (THPRD) coordinates with and reports to ODOT and provides quarterly and yearly updates to Metro. THPRD provides project management and works collaboratively with ODOT in the project management role.

- Metro – program and update the Regional Transportation Plan
- Oregon Department of Transportation (ODOT) – oversight and management of project funding, contract negotiations and changes and provision of technical expertise and support services
- Federal Transit Administration (FTA) – coordination to minimize impacts to transit services
- TriMet – coordination to minimize impacts to transit services and ROW negotiations
- Tualatin Hills Park & Recreation District (THPRD) – oversight and management of day-to-day project activities, ROW negotiations and coordination with ODOT, local jurisdictions and stakeholders
- Community groups and organization involved in transportation issues – input and review of project development plans
- General Public – input and review of project development plans

Major Project Deliverables/ Milestones	
1st Quarter	• Completion of Design Development of Trail Design Alternatives
2nd Quarter	• Completion of Trail Alternatives Evaluation Report
3rd Quarter	• Completion of Preferred Alternative Development, • Completion of Prospectus Development • Completion of New Bridge Design • Start of Concept Plans (30%)
4th Quarter	• Continuing Concept Plans (30%) development
Ongoing	• Planning Project Completion July 2020

Project Lead

- ODOT
- Metro

Project Partners

- Tualatin Hills Park & Recreation District

FY 2019-20 Cost and Funding Sources

Requirements:		**Resources:**	
Consultant Staff & Subs	**$** 474,000	RFFA Grant~~Federal~~	**$** 800,000
ODOT Staff	**$** 52,320	Local	**$** 91,564
TOTAL	**$ 526,320**	**TOTAL**	**$ 891,564**

Full Time Equivalent Staffing:

Regular Full Time FTE:	1.95
THPRD Project Manager	.35
Consultant	1.5
ODOT Project Manager	.10

Project Development: Vision Around the Mountain Planning Study

Staff Contact: Jason.d.kelly@odot.state.or.us

Description

The purpose of this planning study is to develop transit service connectivity and enhanced operational coordination along the Columbia River Gorge and Mt. Hood transit corridors. The project will assess transit consumers' travel patterns, transit operators' productivity, marketing strategies, network coverage, and transit service levels in the Mt. Hood travel shed. Additionally, the project will outline programmatic and policy considerations for integrating transit systems.

Overall Objectives

- Connect and coordinate transit services in Mt. Hood travel shed
- Identify marketing strategies to reach transit users
- Establish parameters for integrating transit systems

Previous Work *(through June 2019)*

- No project work has been funded; however, previous studies will inform this project

Methodology

Major Project Deliverables/ Milestones	
1st Quarter	• Launch project
2nd Quarter	• Existing Conditions Analysis
3rd Quarter	• Outreach: Visioning Workshops, Stakeholders, Riders
4th Quarter	• Final Report
Ongoing	

Project Lead

- Jason Kelly, ODOT

Project Partners

- Clackamas County
- City of Sandy
- Hood River County Transportation District
- TriMet
- ODOT
- FHWA Western Federal Lands
- United States Forest Service
- Oregon State Parks

FY 2019-20 Cost and Funding Sources

Requirements:			**Resources:**		
Existing Conditions	**$**	23,098.03	Resource		**$**
Outreach	**$**	28,036.75	Resource		**$**
Visioning Workshop	**$**	14,178.16	Resource		**$**
Final Report	**$**	36,770.85	Resource		**$**
TOTAL	**$**	**102,083.79**		**TOTAL**	**$**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.15

Project Development: TV Highway Project

Staff Contact: Dyami Valentine, dyami_valentine@co.washington.or.us

Description

A work plan will be developed to guide activities related to developing an enhanced transit and transportation safety plan for TV Highway between Beaverton and Forest Grove in coordination with state and local partners. The work plan will be based on the strategies and actions identified in the previous work noted below and result in an actionable plan for improved mobility to address long-standing infrastructure and investment issues along TV Highway.

The action plan will strive to identify a preferred transit solution and develop a set of projects with costs estimates that can be delivered with a high level of confidence for the corridor that safely and efficiently serves high ridership demand, improves access to transit, and is coordinated with related transportation investments. The solution will include mode, alignment and station locations with supporting transportation improvements.

Overall Objectives

- Achieve a shared understanding and desired set of outcomes for the TV Highway corridor.
- Develop and implement a work plan to address long-standing infrastructure and investment issues along TV Highway.

Previous Work *(through June 2019)*

- **TV Highway Corridor Plan** (2013) identified multimodal transportation improvements in the TV Highway corridor. Applicable recommendations adopted into Washington County Transportation System Plan (2015)
- **Aloha Reedville and Livable Community Plan** (2014) identified strategies to support job growth, business development, affordable housing options and transportation solutions in the urban unincorporated area of Aloha-Reedville.
- **Aloha Tomorrow** developed implementation steps to advance detailed land use and transportation recommendations for the Town Center Focus Area centered at TV Highway and 185th Avenue, supporting a community vision for a walkable, vibrant, and livable town center with a mix of commercial, residential, and civic uses. The project also examined several high capacity transit alternatives between Beaverton and Hillsboro.
- **Moving Forward TV Highway Enhanced Transit and Access Plan** evaluated enhanced transit alternatives and investment solutions to improve transit mobility in the TV Highway corridor in urban unincorporated Washington County and support Town Center goals for Aloha.
- **TV Highway Improvement Plan** (Forest Grove)
- **Safety and Access to Transit Phases 1 and 2** (2018-2021 STIP)
- **Oak/Baseline Couplet Study**: Design option alternatives for traffic calming features to reduce vehicle speeds. Study areas include the number of travel lanes and improving pedestrian and bicycle access (Hillsboro)
- **Canyon Rd safety and streetscape improvements** (Beaverton)

Methodology

Washington County will manage the TV Highway Project in close coordination with city and regional partners.

1. **Inter-Jurisdictional and Agency Coordination**
   a. Washington County will also consult with the cities of Forest Grove, Cornelius, Hillsboro and Beaverton as well as ODOT, TriMet and Metro in the development of the work plan and implementing actions and will coordinate with other programs and projects.
2. **Intersection/Spot Treatments**
   a. Evaluate stop locations, placement and potential consolidation throughout the corridor (Forest Grove to Beaverton).
   b. Evaluate use, feasibility, multi-modal impacts and warranted locations of converting right turn only lane to a shared transit/right-turn lane, allowing buses to bypass traffic in the through lanes to access far side stops.
   c. Evaluate and recommend transit signal priority treatments to modify traffic signal timing or phasing when buses are present to both improve transit performance and reduce traffic impacts to right-turning vehicles in shared transit lane/right-turn lane environments.
3. **Corridor Enhancements**
   a. Evaluate use, feasibility, multi-modal impacts and warranted locations of the following types of treatments:
      i. Business Access and Transit lanes
      ii. Shared bus and bike zones
      iii. Street design and traffic flow modifications
   b. Identification of potential ODOT design exceptions and design concurrence.
4. **Access Enhancements**
   a. Evaluate access improvements for transit users, including people of all ages and abilities (ADA), walking and biking.

Major Project Deliverables/ Milestones	
1st Quarter	•
2nd Quarter	•
3rd Quarter	•
4th Quarter	•
Ongoing	•

Project Lead

- Washington County

Project Partners

- Metro
- Beaverton
- Cornelius
- Hillsboro
- Forest Grove
- TriMet
- Oregon Department of Transportation

FY 2019-20 Cost and Funding Sources

Requirements:		**Resources:**	
~~Requirement~~Personal Services	$ 500,000	~~Resource~~Other Local Funds	$ $500,000
~~Requirement~~	$	~~Resource~~	$
TOTAL	**$ 500,000**	**TOTAL**	**$ 500,000**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.5

Project Development: Oak Grove-Lake Oswego Pedestrian-Bike Bridge Feasibility Study

Staff Contact: Steve Williams, swilliams@clackamas.us

Description

Interest in a pedestrian-bicycle bridge spanning the Willamette River between Oak Grove and Lake Oswego has been strong for many years. There is no crossing between the Sellwood Bridge in Portland and the OR43 Bridge in Oregon City, a distance of over 10 miles. As result, east-west movement by pedestrians and bicyclists is hampered within the region. When Clackamas County did a full update of the county Transportation System Plan in 2013 the project receiving the greatest public support was a proposed Oak Grove-Lake Oswego pedestrian-bicycle bridge.

At the same time, there are important questions regarding the feasibility of such a bridge. In 2009 Metro began a study of adding a pedestrian and bicycle facility to the existing railroad bridge, but was informed by the railroad that they were not willing for that to take place. There are also other issues related to the feasibility of the proposed bridge. Properties on both the east and west sides of the river are fully developed and the only likely sites for the bridge on both sides seem to be existing publicly owned properties. In addition, there appear to be challenges with connecting a bridge to the pedestrian and bicycle transportation network.

This project has three purposes: 1) Determine the feasibility of developing the bridge and providing connections to the existing pedestrian-bicycle network; 2) Conduct public engagement to determine the strength of support for the bridge within the project area; 3) Develop a plan for city and county governments, and the region to work together to build and maintain the bridge.

Overall Objectives

- Identify bridge landing sites on both the east and west sides of the Willamette River, connections to the existing pedestrian and bicycle network, bridge concepts that meet all state and federal requirements, and planning level cost estimates for the bridge.
- Prepare a funding plan for development/construction as well as long term operations and maintenance of the bridge.
- Identify environmental and design issues that must be addressed and prepare a scope of work for a type, size and location study to bring the project to 30% design and undertake all required environmental and permitting processes.
- Develop a plan for coordinated action by local and regional governments to develop, operate and maintain the bridge.
- Determine the level of support for the project among members of the public.

Previous Work *(through June 2019)*

- The engineering feasibility analysis for the bridge including connections to the pedestrian and bicycle network will be completed by June 2019.
- An environmental scoping and permitting review meeting will be complete by June 2019.
- An environmental justice/equitable development analysis will be complete by June 2019.
- The public engagement activities will have started but will not be complete by June 2019.

Methodology

By June 2019 the technical analysis will mainly be complete. The main activities in FY2019-20 will be completion of the engineering feasibility study, completion of the project cost estimates, development of the scope of work for the type, size and location study, and development of the final report and the final cycle of public engagement. During that period the project partners will be asked to determine if they support moving forward with the project.

Major Project Deliverables/ Milestones	
1st Quarter	• Bridge Engineering Analysis Report • NEPA/Permitting Scoping Report • Project Cost Report • Scope of Work for Type, Size and Location Study
2nd Quarter	• Final Public Engagement activities • Project Funding Plan • Coordination Plan for the Development, Operations and Maintenance of the Bridge
3rd Quarter	• Approval of the Final Report
4th Quarter	• If the project is determined to be feasible, and sufficient funding is available the project sponsors will move forward with the Type, Size and Location study beginning in the last quarter of FY19-20
Ongoing	

Project Lead

- Clackamas County Department of Transportation and Development

Project Partners

- North Clackamas Park and Recreation District
- City of Lake Oswego
- City of Milwaukie
- Metro

FY 2019-20 Cost and Funding Sources

Requirements:		**Resources:**	
Project Management	$ 10,000	~~TriMet Bond Funds~~Other Local Funds	$ 10,000
Coordination Plan	$ 10,000	~~TriMet Bond Funds~~Other Local Funds	$ 10,000
Engineering Feasibility	$ 45,000	Other Local Funds~~TriMet Bond Funds~~	$ 45,000
Cost Estimates	$ 50,000	Other Local Funds~~TriMet Bond Funds~~	$ 50,000

NEPA/Permitting Scope	$ 6,000	Other Local Funds~~TriMet Bond Funds~~	$ 10,000
Public Engagement	$ 15,000	Other Local Funds~~TriMet Bond Funds~~	$ 15,000
TOTAL	**$ 136,000**	**TOTAL**	**$ 136,000**

Full Time Equivalent Staffing:

Regular Full Time FTE: .25

V. Other planning related information

MEMORANDUM OF UNDERSTANDING

BETWEEN METRO AND

SOUTH METRO AREA REGIONAL TRANSIT

IMPLEMENTING

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

This MEMORANDUM OF UNDERSTANDING (MOU) is made and entered into by and between **METRO,** the Portland Urbanized Area Metropolitan Planning Organization (MPO), acting by and through its elected officials, hereinafter referred to as METRO, and the City of Wilsonville, acting by and through the **SOUTH METRO AREA REGIONAL TRANSIT** and the City of Wilsonville elected officials, hereinafter referred to as SMART, collectively referred to as the Parties.

RECITALS

WHEREAS, by authority granted in ORS 190.110, units of local government or state agencies may enter into agreements for the performance of any or all functions and activities that parties to the agreement, or their officers or agents, have the authority to perform, and

WHEREAS, intergovernmental agreements defining roles and responsibilities for transportation planning between the MPO for an area and the public transit operator(s) for the area are required by Fixing America's Surface Transportation (FAST) Act and the Code of Federal Regulations (CFR), Chapter 23, Section 450.314; and

WHEREAS, METRO and SMART are mutually interested in the implementation of a multimodal transportation system and the Parties agree to consultation and coordination in the development of the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), Regional Travel Options (RTO) program, multi-modal corridor studies, Transit Environmental Impact Statements/ Preliminary Engineering, Unified Planning Work Program (UPWP), and SMART's short-term Transit Investment Plan; and

WHEREAS, the Metropolitan Transportation Planning program is in the mutual interest of METRO and SMART and they mutually agree to appropriate funding shares to support the program; and

WHEREAS, METRO and SMART have responsibilities for complying with Federal, State, and Local regulations related to transportation and the provision of public transit; and

WHEREAS, METRO and SMART acknowledge that SMART is represented by the position for the "Cities of Clackamas County" on the Joint Policy Advisory Committee on Transportation (JPACT) and the Transportation Policy Alternatives Committee (TPAC).

NOW THEREFORE, the premises being in general as stated in the foregoing, it is agreed by and between the Parties hereto as follows:

TERMS OF AGREEMENT

1. Pursuant to the authority above and incorporated herein, METRO and SMART agree to define roles and responsibilities in carrying out the metropolitan transportation planning process, as further described in this MOU.

2. The term of this MOU will begin on January 1, 2018 and will terminate on June 30, 2020.

3. This MOU may be revisited and modified as needed, when the Parties so determine. Any modification to this MOU must be in writing and signed by the Parties.

METRO Agrees to:

1. Adopt and maintain the RTP and the MTIP as required by the Oregon Transportation Planning Rule and for coordination of METRO and SMART public involvement processes.

2. Provide for a coordinated, cooperative, and continuing transportation planning and programming process.

3. Manage the operation of JPACT and TPAC.

4. Develop the Congestion Management Process that is inclusive of transit, transportation demand management, and traffic operations strategies as required by federal regulations.

5. Coordinate with the Oregon Department of Transportation (ODOT) to develop and maintain regional Intelligent Transportation Systems (ITS) architecture for traffic and transit operations.

6. Conduct multimodal corridor alternative analyses, in cooperation with SMART and affected local governments, in corridors needing a major transportation investment, as called for in local or regional transportation plans.

7. Be the federally designated lead agency for transit New Starts planning as prescribed by the process administered by the Federal Transit Administration through the conduct of a multi-modal corridor alternatives analysis and selection of a locally preferred alternative (or similar designation) as adopted by the METRO Council and other participating agencies. This will apply to major transit projects that have been identified in local or regional transportation plans and are expected to seek federal funds.

8. Lead the preparation of National Environmental Policy Act (NEPA) documents, including draft and final environmental impact statements in cooperation with SMART and affected local governments, in those corridors where a transit project has been designated as the locally preferred alternative or other similar designation by the METRO Council following completion of a multimodal corridor alternatives analysis or

where a locally developed transit project anticipates seeking federal funding.

9. Prepare data as necessary to fulfill the requirements of the Federal Transit Administration's New Starts Reporting requirements.
10. Prepare for METRO Council adoption any ordinances, resolutions, and reports required to meet appropriate federal, state, and regional requirements in the development and advancement of federally funded major transit projects.
11. Conduct air quality conformity determinations for transportation plans, programs, and projects as required by federal and state regulations.
12. Develop, maintain, and analyze transportation-related data and GIS information for use in transportation planning studies.
13. Maintain and update regional travel forecasting models for the Portland metropolitan area, that provide base year and future year travel estimates for person trips, transit trips, and walk/bike trips.
14. Consult with SMART on development of the annual UPWP and include work elements of interest to SMART to the extent feasible within funding constraints.
15. Coordinate with SMART on early, ongoing, and responsive public involvement activities, as required by federal, state, and locally mandated rules and regulations in the transportation planning and programming process.

SMART Agrees to:

1. Coordinate and consult with METRO on development of transit plans and programs as they relate to performance of the regional transportation system. These include but are not limited to: a short-term Transit Investment Plan, Employee Commute Trip Reduction Plans, ADA Paratransit Service Plans, transit management system planning, development of appropriate ITS architecture, SMART annual service plan, High Capacity Transit (HCT) planning, access to jobs and reverse commute programs, other transit services planning, pedestrian access to transit planning, and park-and-ride facility planning. SMART shall also provide program and policy development guidance and technical assistance in preparing transit elements of the RTP that relate to the SMART system and its interface with the Tri-County Metropolitan Transportation District of Oregon (TriMet) and other public and private transit providers. This includes development of proposed transit networks for regional travel forecasting models.
2. Coordinate closely with METRO regarding transit system projects requiring a major transportation investment such as a New Starts or Small Starts projects, and the development of related transit Environmental Impact Statements/Preliminary Engineering. Such efforts may include but are not limited to assistance in route and transit system planning, design, and estimating capital and operating costs.
3. Cooperate with METRO to continue to improve the cost-effective delivery of planning and preliminary engineering services where required and to ensure planning and engineering work for New Starts projects are adequately funded.
4. Coordinate with METRO in collection and analysis of transit related data utilized to complete National Transit Database (NTD) reports.

5. Submit the following for review and/or consideration of adoption by JPACT and the METRO Council:
   a. The short-term Transit Investment Plan with documentation of its consistency with the RTP.
   b. The annual Paratransit Service Plan with documentation of compliance with Federal regulations and the RTP.
   c. Projects for inclusion in the MTIP/STIP.
6. Consult with METRO on development of the annual UPWP to include work elements of interest to SMART to the extent feasible within funding constraints.
7. Assist METRO with preparation of the Regional Travel Options Report.
8. Coordinate with SMART's JPACT and TPAC representatives to address policy issues that affect transit in the region.
9. Provide annual funding toward work elements of interest to SMART in METRO's transportation planning work program.
10. Coordinate public involvement activities with METRO in the transportation planning and programming process, as required by state and federal planning regulations,

IT IS MUTUALLY AGREED:

The undersigned agencies in the State of Oregon, in accordance with CFR, Chapter 23, Section 450.314 (MPO Agreements) do hereby mutually agree to consult and coordinate in carrying out transportation planning and programming the Portland Urbanized Area as required by this Subpart.

Martha Bennett Chief Operating Officer Metro 1/29/18 Date	Bryan Cosgrove City Manager City of Wilsonville 1/31/18 Date

Approved as to Form:

Amanda Guile-Hinman
Assistant City Attorney
City of Wilsonville

2017 Federal Certification Review
USDOT Findings and Metro Response

Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Nov 6, 2018)
Metropolitan Transportation Plan (MTP)	**Corrective Action 1:** By December 31, 2018, with the update of the 2018-2040 MTP, Metro must create a financial plan that meets all of the requirements of 23 CFR 450.324(f)(11), including documentation of systems-level operations and maintenance costs, the cooperative revenue estimation process, and a clear demonstration of financial constraint.	Metro recognizes the importance of existing asset maintenance and operations costs relative to forecasted revenues and the context this provides for spending trade-offs for these purposes relative to investing in system expansion to serve growing demand for access and mobility. Metro staff is investigating how to utilize existing Oregon DOT data on system conditions and forecasted maintenance costs for the National Highway System and TriMet/SMART data on transit system operations costs relative to forecasted revenues as part of the current RTP update. We are also monitoring the ODOT efforts to respond to mandates from recent state legislation to standardize and report on pavement management conditions for how that data can be utilized in the long-range planning process. Finally, we are cooperating with ODOT and are leading development within the region on implementation of MAP-21 performance measure and target setting requirements for pavement assets and will be incorporating those measures and	12/31/2018	Metro completed this work for the purpose of developing the 2018 RTP in collaboration with our city, county, regional and state agency partners. The framework, methology and revenue assumptions and estimates are included in the appendix to the RTP. This work formed the basis for demonstration of financial constraint in the RTP project soliciation. The 2018 RTP was adopted by the Metro Council on December 6, 2018.

		targets into the RTP and TIP update processes. The current MTP update will describe the cooperative revenue estimation process that has been undertaken. Metro participated in an ODOT led statewide process to forecast state and federal revenues to the state and MPO levels. Metro led the regional process to forecast local transportation revenues developed within the region. How to account for the impacts of the recent state funding legislation (HB 2017) within the long-range plan is still under development with ODOT estimates of fiscal impacts. The 2018 RTP will demonstrate financial constraint by showing that project costs do not exceed forecasted revenues.		
Transportation Improvement Program (TIP)	**Corrective Action 2:** By July 1, 2020, with the update of the next TIP, Metro must provide clear documentation of a cooperative revenue estimation process, that ensures adequate funding is available by year to operate and maintain the system, adequate revenue is available to deliver projects	Metro will work with ODOT, the region's transit agencies, FHWA and FTA staff to document the cooperative revenue process and processes to demonstrate fiscal constraint within the TIP. This work will require the active cooperation of the agencies that administer federal funding within the region and guidance from USDOT staff on acceptable practices between Metro as the MPO and the other administrating agencies to prioritize	7/1/2020	A cooperative revenue forecasting process to determine the urban-STBG, TAP set-aside, and CMAQ funds expected to be available through the next allocation cycle has begun and will be documented in the next MTIP by July 2020. The

	on the schedule proposed in the TIP, and all other financial planning and fiscal constraint requirements identified in 23 CFR 450.326 are met.	projects for programming in the TIP and to demonstrate fiscal constraint of those projects.		same is true for transit fund revenues. ODOT has indicated it is working on a proposal for how to account for financial constraint of ODOT administered funds for allocation to projects within MPO areas. It is expected this proposal will be reviewed by FHWA and MPO staff and consensus reached on how to proceed. ODOT and MPO staff have also registered for NTI training this spring on TIP financial planning, which should inform how our state proceeds on this topic.
	Corrective Action 3: By May 27, 2018, Metro must update amendment "Exceptions" in the TIP management procedures to clearly distinguish what changes affect fiscal constraint and ensure those happen via a full	The TIP amendment management procedures were updated in March 2018 to be consistent with the statewide matrix developed by ODOT and FHWA to define when a project change affects fiscal constraint. Those that do are processed as a full amendment with public notification and comment period and adoption by	5/27/2018	Compliance with this Corrective Action continues.

	amendment per 23 CFR 450.328.	Metro Council resolution prior to submission for inclusion in the STIP.		
Public Participation	**Corrective Action 4:** By January 30, 2018, Metro shall update the PPP to meet all requirements of 23 CFR 450.316 and 326(b), including: • Identification of key decision points for each major planning process where the MPO requests public comment and the explicit procedures for outreach at these milestones. • Specific outreach strategies to engage traditionally underserved populations. • Criteria or process to evaluate the effectiveness of outreach processes • In each major planning document,	Metro is committed to updating the PPP to meet all requirements of 23 CFR 450.316 and 326(b). To meet this corrective action, Metro has decided to split its Public Engagement Guide to reflect the need for both the public's understanding of public engagement in transportation planning processes (through a Public Participation Plan) and a best practices guide for practitioners (the focus of the Public Engagement Guide). The update to the Public Engagement Guide portion of this new "split" document is expected to be completed later in 2018. The internal review draft of the Transportation Planning Public Participation Plan will be completed by Feb. 9, followed by a stakeholder review. A final version is expected by March 16, 2018	3/16/2018	Metro completed and posted the updated PPP for transportation planning on Jan. 30, 2019, entitled "Be involved in building a better system for getting around greater Portland." The document is published on several pages of the Metro website, including the "Public projects" page (oregonmetro.gov/public-projects). The agency's larger Public Engagement Guide is expected to be updated by early 2020 to incorprorate this information and update other engagement practices.

	a demonstration of how the explicit processes and procedures identified in the PPP were followed and a summary that characterizes the extent to which public comments influenced TIP development.			
Consultation	**Corrective Action 5:** By June 30, 2018, Metro shall develop and document a formal consultation process for the MPO to meet all requirements in 23 CFR 450.316(b-e).	Metro will complete this work in tandem with the current UPWP process and self-certification for 2018. Our goal is to more directly connect consultation to the UPWP in order to create a blanket finding for smaller projects that would therefore also be eligible for administrative amendments, thus streamlining maintenance for the UPWP. Under our proposed process, larger projects would require separate consultation from the UPWP and would be subject to a legislative amendment. As part of this reform, we are also seeking FHWA clarification on UPWP convening responsibilities for Metro and ODOT. Our objective is for Metro to carry this	6/30/2018	Metro piloted a tribal and agency consultation process through the finalization of the 2018 Regional Transportation Plan. During this process, participants were asked to identify process stages of MTIP and RTP updates where they would like information or consultation. This information will be used to create ongoing consultation process guidance for future MTIP and RTP updates. The

		responsibility, including meeting logistics, agency notices and public notice to improve upon and streamline our current process.		document is expected by April 30, 2019.
Civil Rights and Environmental Justice	**Corrective Action 6:** By October 1, 2018, to come into compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990, Metro must: • Designate an employee who will serve as coordinator for Section 504 and ADA matters. • Conduct an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers along with specified timelines. • Develop a Section 504/ADA nondiscrimination notice, to be posted	Metro is committed to coming into full compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990, including: • designating an employee who serves as coordinator for Section 504 and ADA Titles II and III (the Director of Human Resources will continue to be responsible for Title I) (July 2018). • conducting an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers along with specified timelines, which is currently in process for Metro's main building and parks facilities(July 2018). • developing a Section 504/ADA nondiscrimination notice, to be posted internally and externally (for employees' and the public's information), which has been	10/1/2018	An employee for Section 504 and ADA matters was designated ahead of Oct. 1, 2018 (Mary Rowe, HR director). An ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers was completed in July 2018. Many improvements are slated as part of the building's maintenance schedule; a full secifiied timeline and budget forecast will be developed through 2019. A Section 504/ADA nondiscrimination notice was developed and

	internally and externally (for employees' and the public's information).	posted online and will be included in planning reports and meeting agendas and posted internally in 2018 (March 2018). • Metro has completed a review of the region's demographics as part of the 2015-18 MTIP and as part of the 2018 RTP. In early 2019, Metro will use American Community Survey data analysis to assess shifting demographics for communities of color and communities with lower income since the 2010 Census (January 2019). To inform the 2018 RTP development and adoption, the Transportation Equity Analysis will assess and contrast the benefits and burdens for EJ and non-EJ populations as part of the 2018 RTP development and adoption. This work was piloted in the 2015-18 MTIP and will continue to frame subsequent MTIP updates (December 2018)		posted to the Metro website and included in federal documents ahead of Oct. 1, 2018. The nondiscrimination notice that is translated into multiple languages and posted in the Metro Regional Center lobby, the Metro Council chambers and on agendas for the Metro Council and advisory committees will be updated with the 2018 Factor 1 Limited English Proficiency data, adding an additional three languages and the additional information for Section 504/ADA by June 30, 2019.

FY 2019-2020 Unified Planning Work Program Summary

METRO

	FFY 2019 PL	FFY 2019 PL ODOT Match	FFY 2018 PL Unspent	FFY 2018 PL Unspent ODOT Match	FFY 19 Sec 5303	FY 18 Sec 5303 Unspent	FFY 19 STBG In Lieu of Dues	FFY 18 Unspent STBG In Lieu of Dues	ODOT Support Funds	TriMet Support Funds	FFY 19 STBG Corridor & Systems Planning	FY 18 STBG Unspent Corridor & Systems Planning	STBG Regional Freight Planning	5307 FTA RTO	STBG TSMO	Emergency Response Grant ODOT	ODOT RTO	FTA TOD Planning	Required Metro Match	Additional Local Contribution [1]	Total
ODOT Key #	20595	20722	20722	20722	20595	20722	20887	20722			20887	19295									
General MPO Transportation Planning																					
1 Transportation Planning	236,535	27,072	19,811	2,267			144,100	89,929											26,786	495,086	1,041,586
2 Regional Transportation Plan Implementation	6,835	782			77,343														8,852		93,813
3 Regional Transit Planning Strategy	26,155	2,994			16,448		1,514	27,384											5,190		79,685
4 Metropolitan Transportation Improvement Program (MTIP)			112,277	12,851	492,902	191,239	162,789												96,935		1,068,993
5 Air Quality Monitoring	43,126	4,936																	-		48,062
6 Climate Smart Implementation	46,699	5,345																	-		52,044
7 Civil Rights and Environmental Justice	96,813	11,081	51,337	5,876															-		165,106
8 Transportation System Management & Operations (TSMO) - Regional Mobility Program							40,339								71,080				12,752		124,171
9 Regional Travel Options (RTO) and Safe Routes to School Programs														3,502,717			182,332		159,865		3,844,914
10 Regional Freight Program							125,203												14,330		139,533
11 Data Management and Visualization	250,428	28,663							157,193	134,233									-	509,582	1,080,039
12 Economic, Demographic and Land Use Forecasting	217,686	24,915																	-		242,601
13 Travel Forecast Maintenance	462,179	52,899							45,187	98,527									-	84,119	742,911
14 Technical Assistance Program							60,515		22,620	7,240									6,926		97,301
15 MPO Management and Services	110,369	12,632	166,073	19,008															-		308,082
16 Federal Transportation Performance and Congestion Management Monitoring and Reporting	40,326	4,615																	-		44,941
17 Regional Transportation Safety Program								42,114											4,820		46,934
18 Regional Active Transportation Program								21,057											2,410		23,467
19 Enhanced Transit Concept Pilot Program																			-	158,237	158,237
20 Complete Streets Program							49,291	71,404											13,814	14,745	149,254
21 Fund Swap Management and Monitoring																				22,078	22,078
MPO Planning Projects																					
1 Regional Mobility Policy Update							501,337												57,380		558,717
2 Transportation Systems Management & Operations -- Strategic Plan Update															271,728				31,100		302,828
3 Economic, Demographic and Land Use Forecasting Development & Application Program	99,919	11,436																	-		111,355
4 Travel Forecast Development & Application	389,458	44,575																	-		434,033
5 Corridor Refinement and Project Development (Investment Areas)							196,727				185,152	522,610							103,523		1,008,012
6 City of Portland Transit and Equitable Development Assessment																		1,076,000	-		1,076,000
7 Southwest Corridor Transit Project																			-	2,012,789	2,012,789
8 Division Transit Project											19,114								2,188	14,639	35,941
9 MAX Red Line Improvements Project											19,089								2,185	27,094	48,368
10 Central City Transit Capacity & Steel Bridge Analysis																			-	567,882	567,882
11 Regional Congestion Pricing Technical Analysis			82,786	9,475															-	190,000	282,261
12 Regional Emergency Transportation Routes Updates																36,778			-		36,778
13 Regional Freight Delay and Commodities Movements													200,000						22,891		222,891
14 Economic Value Atlas (EVA) Implementation																			-	114,192	114,192
15 Jurisdictional Transfer Program																			-	116,254	116,254
GRAND TOTAL	2,026,528	231,945	432,284	49,477	586,693	191,239	1,281,815	251,888	225,000	240,000	223,355	522,610	200,000	3,502,717	342,808	36,778	182,332	1,076,000	571,948	4,326,697	16,502,114

[1] *Includes local agency funds such as Metro General Fund or TriMet*

Southwest Washington Regional Transportation Council Unified Planning Work Program (added later)

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Metro Council President
Lynn Peterson

Metro Councilors
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Christine Lewis, District 2
Craig Dirksen, District 3
Juan Carlos Gonzalez, District 4
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600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1795 fax

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