



Metro

DISCUSSION DRAFT

# 2020-2021 Unified Planning Work Program

Transportation planning in the  
Portland/Vancouver metropolitan area

April 2020

[oregonmetro.gov](http://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\*\*](http://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 Fiscal Year 2020-2021 (from July 1, 2020 to June 30, 2021).

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.

## **Transportation planning and project development activities**

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

Following is a description and guidance of what activities will be defined as transportation planning activities to be included in the UPWP and activities that will be defined as transportation project development activities and included in the MTIP.<sup>1</sup> The descriptions are consistent with the Oregon planning process and definitions.

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

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

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

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

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

#### *UPWP Definitions*

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

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

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

"Transportation Needs" means estimates of the movement of people and goods consistent with acknowledged comprehensive plan and the requirements of the state transportation planning rule. Needs are typically based on projections of future travel demand resulting from a continuation of current trends as modified by policy objectives, including those expressed in Oregon Planning Goal 12 and the State Transportation Planning rule, especially those for avoiding principal reliance on any one mode of transportation.

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

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

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

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

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

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

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

Transportation project development work occurs on a specific project or a small bundle of aligned and/or similar projects. Transportation project development activities implement a project to emerge from a local transportation system plan (TSP), corridor plan, or facility plan by determining the precise location, alignment, and preliminary design of improvements based on site-specific engineering and environmental studies. Project development addresses how a transportation facility or improvement authorized in a TSP, corridor plan, or facility plan is designed and constructed. This may or may not require land use decision-making. *See table below for a description of how Metro’s various Federal, State, Regional and local planning documents interrelate.*

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

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

**Role of Metro's Federal, State and Planning Documents**

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

**Organization of UPWP**

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

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

- Metro led region wide planning activities,
- Corridor/area plans
- Administrative and support programs;
- State led transportation planning of regional significance, and
- Locally led planning of regional significance.

**Development of UPWP**

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

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

This UPWP includes the transportation planning activities of Metro and other area governments using Federal funds for transportation planning activities for the fiscal year of July 1, 2020 through June 30, 2021. 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. The same protocol will be followed for the 2020-21 UPWP

### **AMENDING THE UPWP**

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

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

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

Legislative amendments must be submitted by the end of the 2<sup>nd</sup> quarter of the fiscal year for the current UPWP

Administrative amendments to the UPWP can occur for the following:

- Changes to total UPWP project costs that do not exceed the thresholds for legislative amendments above.
- Revisions to a UPWP narrative's scope of work, 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 or programs that extend into multiple fiscal years.

Administrative amendments can be submitted at any time during the fiscal year for the current UPW.

### **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.

The 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, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), which created streamlined and performance-based surface transportation program.

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

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

#### 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. [Compliance with MAP-21 reporting requirements is carried out through the MPO Management and Services program, though data for the reporting is generated from programs specific to the measures \(e.g., safety, freight, system reliability\). The data relationship to these supporting programs is also described in the MPO Services section of the UPWP.](#)

#### **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, emphasizing preservation of existing transportation infrastructure, improving resiliency and reliability and enhancing travel and tourism.
- A performance-based planning process, including performance measures and targets.

#### **D. Metropolitan Transportation Improvement Program (MTIP)**

The short-range metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out

within the MTIP period.

- A financial plan that demonstrates how the MTIP can be implemented.
- Descriptions of each project in the MTIP.
- A performance-based planning process, including performance measures and targets.

**E. Transportation Management Area (TMA)**

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

- Transportation plans must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and public transportation operators.
- A Congestion Management Process (CMP) must be developed and implemented that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities, through use of travel demand reduction and operational management strategies.
- A federal certification of the metropolitan planning process must be conducted at least every 4 years. At least every 4 years, the MPO must also self-certify concurrent with submittal of an adopted TIP. See Appendix A 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**

<b>Plan Name</b>	<b>Last Update</b>	<b>Next Update</b>
Unified Planning Work Program (UPWP)	Adopted in May 2019	Scheduled for adoption in May 2020
Regional Transportation Plan (RTP)	Adopted in December 2018	Scheduled for adoption in December 2023
Metropolitan Transportation Improvement Program (MTIP)	Adopted in 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, 2020
Title VI/ Environmental Justice Plan	Updated in July 2017	Scheduled for July 2020

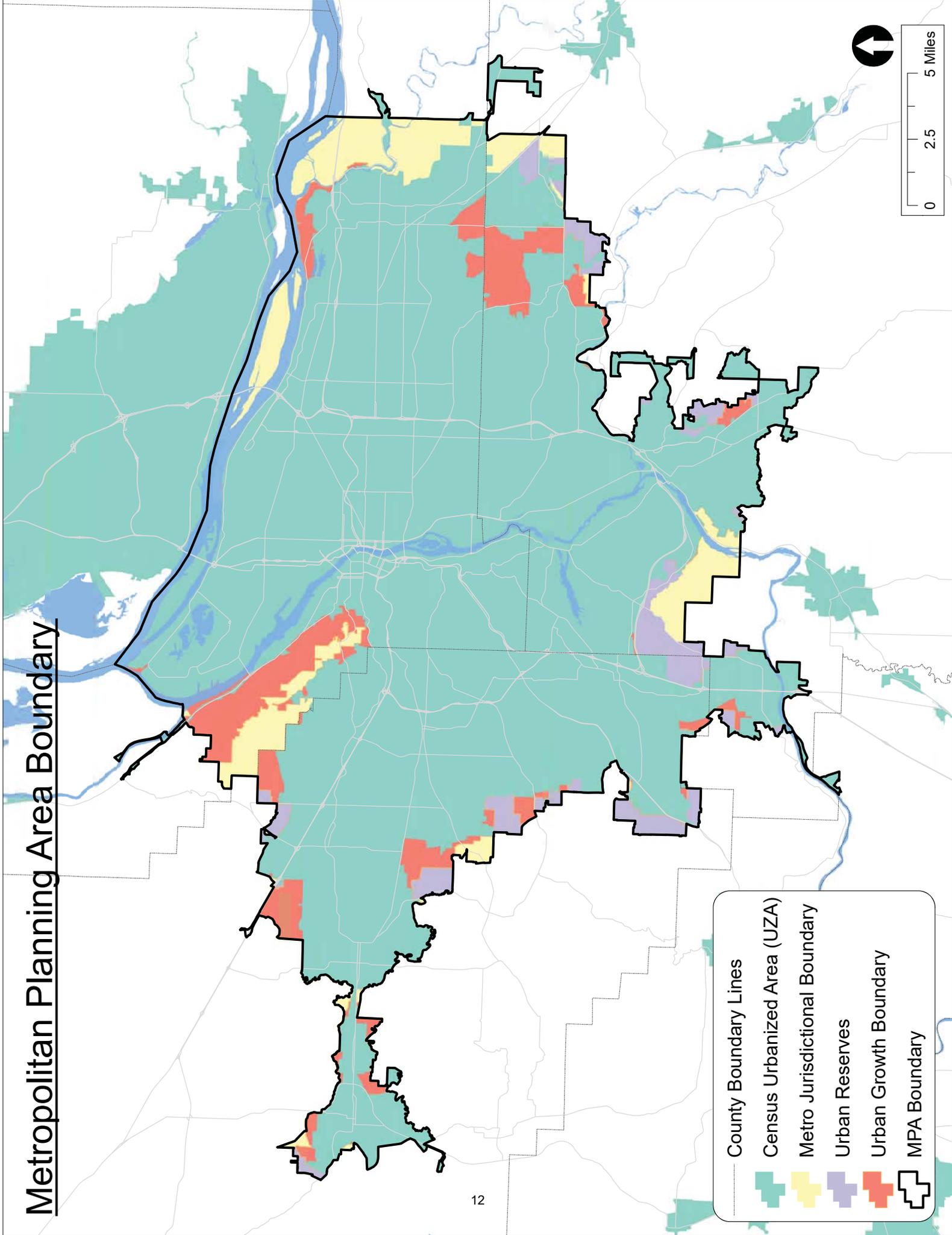
Public Participation Plan	Updated in January 2019	July 2022
ADA Self-Evaluation & Facilities Update Plan	Facilities Update Plan completed in May 2019	TBD

**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 no longer required to perform transportation conformity requirements for carbon monoxide. Transportation conformity requirements related to ozone were lifted in the late 2000’s due to the revocation of the 1-hour ozone standard, which was the standard the region had been in non-attainment. [However, Metro continues to comply with the State Implementation Plan for air quality, including Transportation Conformity Measures.](#)

## **REGIONAL POLICY FRAMEWORK**

The 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 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 Regional Transportation Plan focuses on key priorities within this

broader vision for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on:

- Equity
- Safety
- 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 projects 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 [that serves as the MPO Board for the region](#). JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation, (WSDOT). All MPO transportation-related actions are 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 the FAST Act, but also the Oregon Transportation Planning Rule and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

### **Transportation Policy Alternatives Committee (TPAC)**

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

### **Metro Technical Advisory Committee (MTAC)**

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

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

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

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

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

The regional affordable housing bond framework included these core values:

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

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

### **PLANNING PRIORITIES IN THE GREATER PORTLAND REGION**

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

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

- Update of the Regional Transportation Plan (RTP)
- Update to the Metropolitan Transportation Improvement Program (MTIP)
- Implementation of projects selected through the STIP/MTIP updates
- Completing multi-modal refinement studies in the 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 safe and reliable transportation choices that enhance the quality of their life.
- Clean air and water – Current and future generations enjoy clean air, clean water and healthy ecosystems
- Climate leadership – The region is a leader in minimizing contributions to global warming.

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 2018 RTP in December 2018. Many of the elements of the CMP are included as part of the Transportation System Management and Operations (TSMO) program, consisting of both the Regional Mobility and Regional Travel Options work programs. Metro staff revised the Regional Mobility Atlas as part of the 2018 RTP update.

Metro’s annual development of the UPWP and self-certification of compliance with federal transportation planning regulations are part of the core MPO function. The core MPO functions are contained within the MPO Management and Services section of the work program. Other MPO activities that fall under this work program are air quality ~~conformity analysis~~ [compliance](#), quarterly reports for FHWA, FTA and other funding agencies, management of Metro’s advisory committees, management of grants, contracts and agreements and development of the Metro budget. Quadrennial certification review took place in February 2017 and is covered under this work program.

#### **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).~~
- ~~TriMet MPO Funding – Funding from TriMet to support regional transportation planning activities (currently \$240,000 per year).~~
- FTA / FHWA / ODOT – Regional Travel Option grants from FTA, FHWA and ODOT.
- Metro Direct Contribution – Direct Metro support from Metro general fund or other sources.
- Metro Required Match – Local required match support from Metro general fund or ~~solid-waste revenues~~other sources.
- ~~Other – Anticipated revenues pending negotiations with partner agencies.~~
- Local Partner Support – Funding support from local agencies including ODOT and TriMet.

**Placeholder for Metro Resolution Adopting 2020-2021 UPWP, page 1**

## Page 2 Resolution



# 1. Regional Planning Activities: **Regional Transportation Planning**



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## Transportation Planning

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**Staff Contact:** Tom Kloster, tom.kloster@oregonmetro.gov

### Description

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

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

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

In 2020-21, other major efforts within this program include representing the Metro region upcoming statewide rulemaking on transportation and greenhouse gas reduction, providing transportation policy support for Metro's update of the Region 2040 Growth Concept and support for a planned Oregon MPO Forum hosted by OMPOC in November 2020.

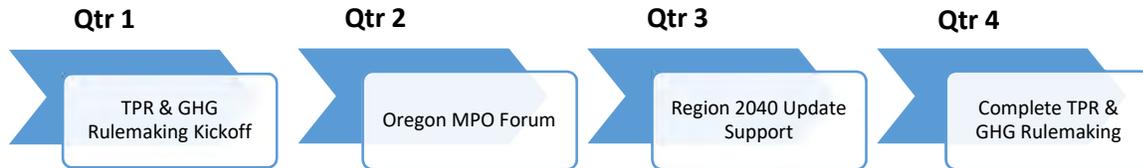
In 2020-21 two special projects will focus on implementing needed planning work called out in the 2018 RTP. These include:

- [Regional Emergencying Transportation Routes Update \(RETRs\)](#) - First designated in 1996, the regional ETRs are priority routes targeted during an emergency for rapid damage assessment and debris-clearance and used to facilitate life-saving and life sustaining response activities. This is a periodic update to the plan that will include multiple governmental partners from across the region.

FY 2020-21 Unified Planning Work Program

- Emerging Technology Implementation Study -- This work builds on the 2018 Emerging Technology Strategy that was adopted with the 2018 RTP, and will draw on new data and best practices to identify specific implementation actions that Metro and its partners can take to ensure that emerging technology supports equitable, sustainable, and efficient transportation options. Metro will work with state and regional partners in this effort.

**Key Project Deliverables / Milestones**



**FY 2020-21 Cost and Funding Sources**

**Requirements:**

Personnel Services	\$ 705,816
Materials & Services	\$ 42,500
Interfund Transfer	\$ 354,773
<b>TOTAL</b>	<b>\$ 1,103,089</b>

**Resources:**

<u>Federal Grant</u> PL	\$ <u>1,101,056</u> 1,081,255
<u>Metro Match</u> 5303	\$ <u>2,033</u> 19,800
<u>Metro Required Match</u>	\$ <u>2,033</u>
<b>TOTAL</b>	<b>\$ 1,103,089</b>

# Climate Smart Implementation

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

## Description

The Climate Smart implementation program is an ongoing activity to monitor and report on the region's progress in achieving the policies and actions set forth in the adopted [2014 Climate Smart Strategy](#) and the Oregon [Metropolitan Greenhouse Gas Emissions Reduction Target Rule](#). The program also includes technical and policy support and collaboration with other regional and statewide climate initiatives to ensure MPO activities, including implementation of the Regional Transportation Plan, support regional and state greenhouse gas emissions reduction goals.

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 Oregon State Implementation Plan (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.

Key FY 2019-20 deliverables and milestones included:

- Provided technical and policy support for Climate Smart implementation and monitoring at the local, regional and state level.
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to greenhouse gas emissions.
- Compiled inventory of Planning and Development climate mitigation work.

In FY 2020-21, Metro will be providing technical and policy support to develop two budget proposals for consideration by the Metro Council to:

- o prepare a coordinated, regional strategy to mitigate climate change.
- o regularly inventory the region's sector-based and consumption-based greenhouse gas emissions. This data would support ongoing Climate Smart Strategy monitoring and reporting activities.

## Key Project Deliverables / Milestones



## FY 2020-21 Cost and Funding Sources

### Requirements:

Personnel Services	\$ 16,720
Interfund Transfer	\$ 7,421

### Resources:

Federal Grant 5303	\$ 21,893
Metro Required Match	\$ 2,248

**TOTAL \$ 24,141**

**TOTAL \$ 24,141**

## Regional Transportation Plan Implementation

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

### Description

The Regional Transportation Plan (RTP) implementation program is an ongoing activity. Federal regulations require an update to the RTP every five years. The 2018 RTP was the most recent update, and was adopted in December 2018. Chapter 8 of the plan includes an ambitious work program for implementing the plan over the coming years to advance RTP policy priorities for advancing equity, improving safety, mitigating climate change and managing congestion. This includes ongoing coordination with cities and counties to ensure the 2018 RTP policies and projects are reflected in local transportation system plans, periodic support for regional planning projects and program related to implementation of the 2018 RTP, ongoing coordination with TriMet, SMART and the Port of Portland, and 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 and the Oregon Transportation Plan (and modal plans).

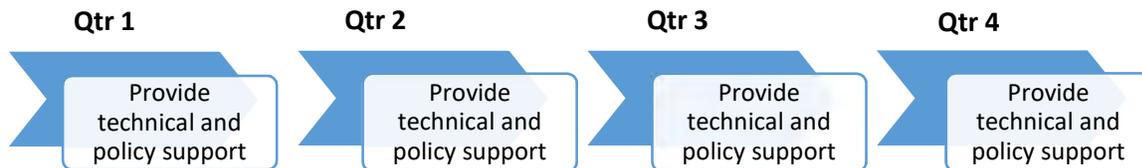
Key FY 19-20 deliverables and milestones included:

- Final publication of the adopted 2018 RTP and appendices and adopted regional safety, transit, freight and emerging technology strategies
- Provide technical and policy support for RTP implementation at the local, regional and state level

Chapter 8 of the 2018 RTP created a work plan for post-RTP activities, which is being implemented in FY20-21.

More information can be found at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

#### Requirements:

Personnel Services \$ 72,210  
 Interfund Transfer \$ 33,030

**TOTAL \$ 105,240**

#### Resources:

Federal Grant 5303 \$ 95,438  
 Metro Required Match \$ 9,802

**TOTAL \$ 105,240**

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## Metropolitan Transportation Improvement Program (MTIP)

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

### Description

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

The following types of projects are included in the MTIP:

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

A significant element of the MTIP is the programming of funds to transportation projects and program activities. Programming is the practice of budgeting available transportation revenues to the costs of transportation projects or programs by project phase (e.g. preliminary engineering, right-of-way acquisition, construction) in the fiscal year the project or program is anticipated to spend funds on those phases. The revenue forecasts, cost-estimates and project schedules needed for programming ensures the USDOT that federal funding sources will not be over-promised and can be spent in a timely manner. Programming also ensures that the package of projects identified for spending is realistic and that the performance analysis can reasonably rely on these new investments being implemented. To enhance the accuracy of programming of projects in the MTIP, Metro is now including a fifth and sixth programming year (years 2025 and 2026) in the 2021-26 MTIP. The fifth and sixth years are informational only and programming in those years are not considered approved for purposes of contractually obligating funds to projects.

Through its major update, the MTIP verifies the region's compliance with air quality and other federal requirements, demonstrates fiscal constraint over the MTIP's first four-year period and informs the region on progress in implementation of the RTP. Between major MTIP updates, the MPO manages and amends the MTIP projects as needed to ensure project funding can be obligated based on the project's implementation schedule.

The MTIP program also administers the allocation of the urban Surface Transportation Block Grant (STBG)/Transportation Alternatives (TA) federal funding program and the Congestion Mitigation Air Quality (CMAQ) federal funding program. These federal funding programs are awarded to local projects and transportation programs through the Metro Regional Flexible Fund Allocation (RFFA) process. MTIP program staff work with local agencies to coordinate the implementation of projects selected to receive these funds. The process to select projects and programs for funding followed federal guidelines, including consideration of the Congestion Management Process. Projects were

## FY 2020-21 Unified Planning Work Program

evaluated and rated relative to their performance in implementing the RTP investment priority outcomes of Safety, Equity, Climate, and Congestion to inform their prioritization for funding.

In the 2019-20 State Fiscal Year, the MTIP program is scheduled to complete the following work program elements:

- Complete the RFFA process for revenues forecast to be available in FFYs 2022-2024,
- Adopt the 2021-26 MTIP, including:
  - programming of all regionally significant projects and federal programs,
  - newly included informational only programming of FFYs 2025 and 2026
  - verification of consistency with federal regulations, and
  - [analysis of progress towards federal and regional performance goals](#),
  - [addresses corrective action #2 from 2017 Federal certification review](#)
- Submission of the MTIP for approval by the Governor and incorporation into the Oregon STIP.

In the 2020-21 State Fiscal Year, the MTIP is expected to implement the following work program elements:

*Verification of consistency between the 2021-26 MTIP and 2021-24 STIP.* USDOT requests MPOs and the Oregon DOT to verify that MTIP programming submitted by the MPOs has been incorporated without change into the State Transportation Improvement Program (STIP) before they approve the STIP. Verification of 2021-24 MTIP programming should occur during the 1<sup>st</sup> quarter of the fiscal year.

*Activate the 2021-26 MTIP.* Upon federal approval of the 2021-24 State Transportation Improvement Program by USDOT, Metro will officially close the 2018-21 MTIP and activate the 2021-26 MTIP as the current MTIP. This is anticipated to occur during the first quarter of the fiscal year.

*Publish the Federal Fiscal Year (FFY) 2020 Obligation report.* All project obligations for federal fiscal year 2020 will be confirmed and documented in the annual obligation report. The obligation report is expected to be published in the second quarter of the fiscal year.

*Report on FFY 2021 Funding Obligation Targets, Adjust Programming.* Metro will be implementing a new program element to monitor and actively manage an obligation target for MPO allocated funds (STBG/TAP and CMAQ) each fiscal year. This is a cooperative effort with the Oregon DOT and the other Oregon TMA MPOs. If the region meets its obligation targets for the year, it will be eligible for additional funding from the Oregon portion of federal redistribution of transportation funds. If the region does not meet obligation targets for the year, it is subject to funds being re-allocated to other projects. MTIP staff will report on the region's performance in obligating funds in FFY 2021 relative to the schedule of project funds scheduled to obligate and work with ODOT to adjust revenue projections and project programming.

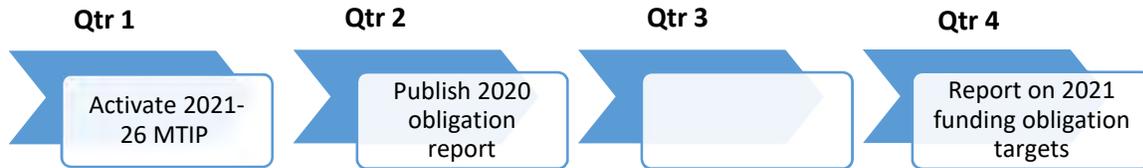
There are several MTIP work program elements that are on-going throughout the year without scheduled milestones. These include:

- Amendments to project programming for changes to the scope, schedule or cost of projects selected for funding or for updated revenue projections
- Administration of projects selected to be delivered under a fund-exchange of federal RFFA funding to local funding

FY 2020-21 Unified Planning Work Program

- Coordination with ODOT, transit agencies, and local lead agencies for project delivery on MTIP administrative practices.

**Key Project Deliverables / Milestones**




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**FY 2020-21 Cost and Funding Sources**

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**Requirements:**

Personnel Services	\$ 692,913
Materials & Services	\$ 87,000
Interfund Transfer	\$ 316,467

**Resources:**

Federal Grant <u>STBG</u>	\$ 994,269
Metro <u>Required</u> Match	\$ 102,111

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**TOTAL \$ 1,096,380**

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**TOTAL \$ 1,096,380**

## Regional Transit Program Planning Strategy

**Staff Contact:** [Ally Holmqvist, Ally.Holmqvist@oregonmetro.gov](mailto:Ally.Holmqvist@oregonmetro.gov) [TBD—Vacant Position]

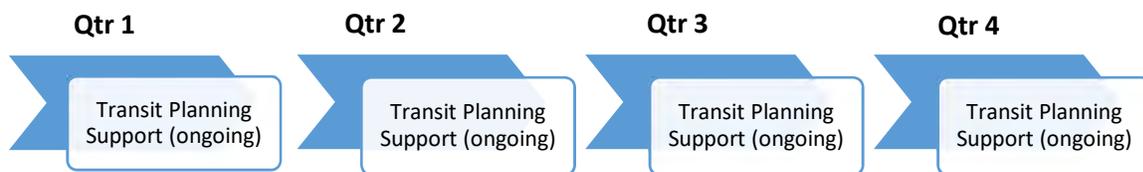
### Description

Providing high quality transit service across the region is a defining element of the Region 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding quality transit in our region is also key to achieving transportation equity, maintaining compliance with [state and federal](#) air quality standards and meeting our state greenhouse gas (GHG) reduction targets set by the State of Oregon. In 2018 Metro adopted a comprehensive Regional Transit Strategy to help guide investment decisions to ensure that we deliver the transit service needed to achieve these outcomes.

Because of rapid growth and congestion in our region, significant and coordinated investment is needed to simply maintain the current level of transit service. Increasing the level of transit service and access will require dedicated funding, policies, and coordination from all jurisdictions. The Regional Transit Strategy provides the roadmap for making these investments over time, and the Regional Transit Planning program focuses on implementing the strategy with our transit providers and local government partners in the region.

This work includes ongoing coordination with transit providers, cities and counties to ensure implementation of the policies and strategies through local planning work and capital plans, periodic support for major transit planning activities in the region and coordination with state transit planning officials. In FY2020-21, highlights will include coordination with a [State Transportation Improvement Fund \(STIF\)](#) Funding allocation and supporting transit service planning.

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

**Requirements:**

Personnel Services \$ 40,522  
 Interfund Transfer \$ 19,055

**TOTAL \$ 59,577**

**Resources:**

[Federal Grant 5303](#) \$ 54,028  
 Metro [Required Match](#) \$ 5,549

**TOTAL \$ 59,577**

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## Regional Mobility Policy Update

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

### Description

Metro and the Oregon Department of Transportation (ODOT) are working together to update the policy on how the region defines and measures mobility in regional and local transportation system plans (TSPs) and during the local comprehensive plan amendment process in the Portland region. The current “interim” 20-year old mobility policy is contained in both the [2018 Regional Transportation Plan](#) (RTP) and Policy 1F (Highway Mobility Policy) of the [Oregon Highway Plan](#) (OHP). The current policy is vehicle-focused and measures congestion levels using the ratio of motor vehicle volume to motor vehicle capacity during peak travel periods.

The need for this project was identified in the 2018 RTP in part because the Portland region cannot meet the current mobility policy targets and standards as they are now set in the 2018 RTP and OHP for the Portland region. The 2018 RTP failed to demonstrate consistency with Policy 1F of the OHP for state-owned facilities, particularly for the region’s throughway system. Moreover, growing congestion on Portland area throughways is impacting economic competitiveness for the region and entire state and is of regional and statewide concern.

This is a major planning effort ~~will be completed~~ that will span three fiscal years, from January 2020 to August 2021 and will include technical and communications consultant support. The project will recommend amendments to the mobility policy (and associated measures, targets, standards and methods) in the RTP and Policy 1F of the OHP. The project will develop a holistic policy that addresses all modes of travel and considers a broader array of outcomes, beyond the level of congestion. The project will advance the RTP policy goals for advancing equity, mitigating climate change, improving safety and managing congestion as well as support other state, regional and local policy outcomes, including implementation of the 2040 Growth Concept and the region’s Climate Smart Strategy. The updated policy will provide a clear policy basis for management of and investment in the throughway and arterial system to better manage growing motor vehicle congestion in the region in order to maintain interstate and statewide mobility on the throughway system while providing for intra-regional mobility and access by transit, freight and other modes of travel on the arterial roadway network and other modal networks defined in the RTP.

The project will also recommend future local, regional and state actions outside the scope of this planning effort to implement the new policy and to reconcile differences between the new transportation system planning and plan amendment measures, targets and standards and those used in development review and project design. The action plan will also recommend updates to the region’s federally-mandated congestion management process and related activities. Finally, this effort will develop guidance to jurisdictions on how to balance multiple policy objectives and document adequacy in both transportation system plans (TSPs) and plan amendments when there are multiple measures and targets in place.

Key FY 19-20 deliverables and milestones included:

- **Project scoping:** From April through October 2019, Metro and ODOT worked closely together and with local, regional and state partners to scope the project, seeking feedback on the project objectives and approach through more than 28 briefings, a community leaders’ forum,

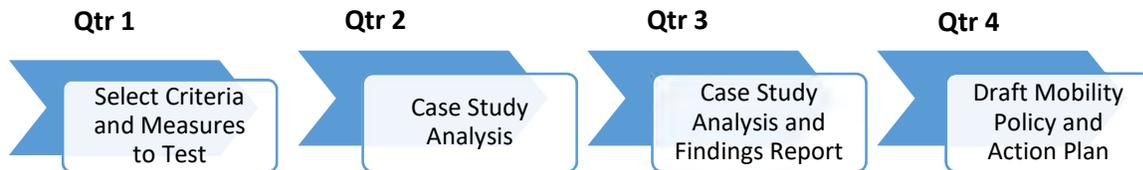
FY 2020-21 Unified Planning Work Program

interviews of more than 60 stakeholders, consultation with the Department of Land Conversation and Development staff and a joint workshop of the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). This extensive feedback shaped development of the project work plan and engagement plan.

- **Work Plan and Engagement Plan Approval:** JPACT and the Metro Council approved the project work plan and engagement plan in Fall 2019.
- **Project communications:** A web page was established to share project information, including fact sheets and the adopted work plan and engagement plan, at [oregonmetro.gov/mobility](http://oregonmetro.gov/mobility)
- **IGA:** Metro and ODOT established an intergovernmental agreement that defines roles and responsibilities for each agency, including project management and agency coordination.
- **Procurement process:** Metro and ODOT completed a consultant procurement process.

This planning effort will be coordinated with and inform other relevant state and regional initiatives, including planned updates to the Oregon Transportation Plan and Oregon Highway Plan, ODOT Region 1 Congestion Bottleneck and Operations Study II (CBOS II), ODOT Value Pricing Project, Metro Regional Congestion Pricing Study, Metro Regional Transportation System Management and Operations (TSMO) Strategy update, jurisdictional transfer efforts and Metro’s update to the 2040 Growth Concept. The focus of FY20-21 work will include developing and testing mobility policy approaches using case studies developing a draft mobility policy.

**Key Project Deliverables / Milestones**



**FY 2020-21 Cost and Funding Sources\***

Requirements:		Resources:	
Personnel Services	\$ 216,296	<del>Federal Grant</del> 5303	\$ 287,909
Materials & Services	\$ 573,000	Metro <del>Required</del> Match	\$ 29,568
Interfund Transfer	\$ <del>96,181</del> 88,181	<del>ODOT-SPR</del> Local Partner	\$ 250,000
		Support	\$ 310,000
		<del>Other anticipated</del>	
		<del>funds</del> Metro Direct	
		Contribution	
<b>TOTAL</b>	<b>\$ 877,477</b>	<b>TOTAL</b>	<b>\$ <del>317,477</del>877,477</b>
	<del>317,477</del> 885,477		

*\*This project spans three Fiscal year (2019-20, 20-21, and 21-22). The budget table above does not include Research Center-related staff costs.*

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## Regional Freight Program

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**Staff Contact:** Tim Collins, [tim.collins@oregonmetro.gov](mailto: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 participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are competitively considered within federal, state, and regional funding programs. The program is closely coordinated with other region-wide planning activities. The Regional Freight Strategy has policies and action items that are related to regional safety, clean air and climate change, and congestion; which address the policy guidance in the 2018 RTP.

Work completed in FY 2019-20:

- Participated in the West Coast Collaborative - Medium and Heavy-duty Alternatives Fuel Infrastructure Corridor Coalition (AFICC) Oregon Champions Planning Group.
- Developed a draft work plan that outlines which near-term action items within the regional freight action plan (chapter 8 - Regional Freight Strategy) will be addressed in FY 2020-21.
- Wrote a scope of work and RFP for the Regional Freight Delay and Commodities Movement Study and selected a consultant for the project.

### Key Project Deliverables / Milestones

Throughout the 2020-21 FY, near-term action items within the regional freight action plan will be addressed. The following project deliverables and milestone are for the Regional Freight Delay and Commodities Movement Study:



FY 2020-21 Unified Planning Work Program

**FY 2020-21 Cost and Funding Sources**

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**Requirements:**

Personnel Services      \$ 90,629  
Interfund Transfer      \$ 40,038

**TOTAL    \$ 130,667**

**Resources:**

~~Federal Grant~~5303      \$ 118,497  
Metro ~~Required~~ Match      \$ 12,170

**TOTAL    \$ 130,667**

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## Complete Streets Program

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

### Description

Metro's Complete Streets program provides street and multi-use path design guidelines and technical assistance to support implementation of the 2040 Growth Concept, the Regional Transportation Plan (RTP), the Regional Transportation Safety Strategy (RTSS) and other regional and local policies and goals. Program activities are related to development and implementation of ODOT's Blueprint for Urban Design, TriMet's design guidelines, Vision Zero policies, Climate Smart Strategy and city and county design guidance.

In FY 2019-2020, Metro completed the Designing Livable Streets and Trails Guide (the Guide). The Guide serves as Metro's transportation design guidance for any transportation projects planned, designed or constructed with funds allocated by Metro. Staff use the Guide to share best practices and a performance-based design framework with regional partners, such as Vision Zero street design. Metro developed the Guide as part of the 2018 RTP update, and the Guide's approach is consistent with 2018 RTP policy direction including increasing safety for all modes, transportation equity, and travel options, and reducing vehicle miles traveled and greenhouse gas emissions, to address congestion and climate change. Regional partners, including ODOT, TriMet, cities and counties and non-governmental groups provided input throughout the process.

Safe streets with zero serious crashes are a prioritized outcome of complete streets. The RTSS supports achieving national, state, regional and local safety goals, objectives, policies and performance targets, including Federal Highway Administration's FY 2019-22 Strategic Plan, ODOT's 2016 Transportation Safety Action Plan, and city and county safety action plans. The RTSS is implemented through Metro's Complete Streets Program. Implementation activities are based on the strategies and actions identified in the RTSS and the Regional Safe Routes to School Program. Additionally, specific work plan activities are identified that will implement Metro's Planning and Development Departmental Strategy for Achieving Racial Equity.

The Complete Streets Program also includes implementation and periodic updates to the pedestrian, bicycle and access to transit policies in the 2018 Regional Transportation Plan (RTP) and the Regional Active Transportation Plan (ATP). A related program milestone in FY19-20 includes initiation of a Return on Investment (ROI) analysis for active transportation in the region, which is expected to be finished in the first half of FY20-21. This work was identified as an implementation activity in the 2018 RTP. It is being completed jointly by PSU and Metro and will help advance the implementation of active transportation projects in the region by further assessing and communicating costs and benefits.

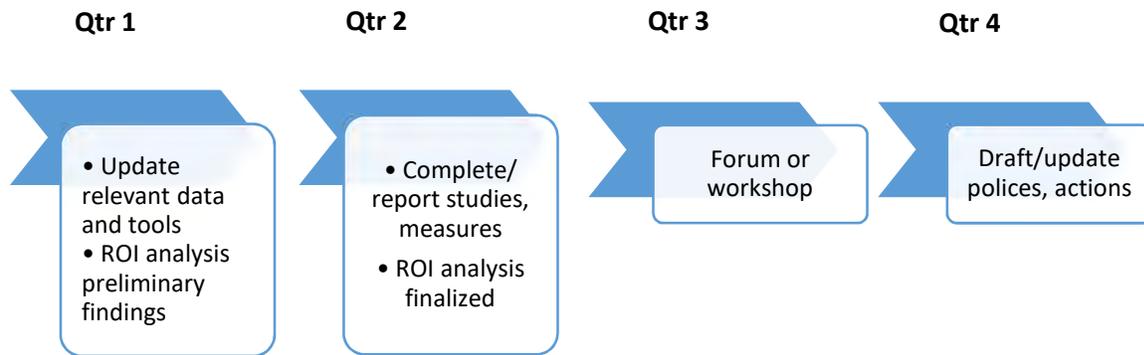
The Complete Streets Program is an ongoing program. Typical program activities include maintaining a public webpage with design guidance information and tools; updating regional design guidance as needed; providing forums, workshops, case studies and other technical assistance; working with regional partners to update regional design policies as needed; tracking and reporting on safety and other outcomes. In FY20-21 focus of the project include updating data and tools, completing the

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FY 2020-21 Unified Planning Work Program

active transportation ROI analysis, holding a complete streets forum and drafting updated policies and actions.

**Key Project Deliverables / Milestones**



**FY 2020-21 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 89,191	Federal Grant 5303	\$ 119,900
Materials & Services	\$ 3,500	Metro Required Match	\$ 12,314
Interfund Transfer	\$ 39,523		
<b>TOTAL</b>	<b>\$ 132,214</b>	<b>TOTAL</b>	<b>\$ 132,214</b>

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## Regional Congestion Pricing Study

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

### Description

The Regional Congestion Pricing Study (RCPS) will test the performance of different pricing concepts through modeling and scenario analysis if they were applied in the Portland metropolitan region. Primarily a technical exercise to inform policy, the study entails research, modeling, technical papers, and feedback from experts in the field. The study will include targeted outreach with key stakeholders, the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council.

The study's goal is to understand how the region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting, and potentially improving, safety and equity in this region. This goal is directly aligned with the 2018 Regional Transportation Plan (RTP) four policy priorities. The 2018 RTP recognized the need to balance the planned \$15.4 billion in capital investments in the transportation system, with implementation of strategies and tools, such as congestion pricing, to manage travel demand, fill gaps, and address inequities. The RTP identified a comprehensive regional study of congestion pricing as a near-term next step for implementation.

In addition to the RCPS, the City of Portland's Pricing for Equitable Mobility and the Oregon Department of Transportation's (ODOT) Congestion Pricing Project on Interstate 5 and 205 are concurrent pricing-related efforts. The three projects are being coordinated, as Metro's research center staff is the lead on the scenario modeling analysis work for ODOT's project and Metro's RCPS will evaluate certain pricing concepts specific to the City of Portland. The three agencies recognized early on the need to coordinate on communications, messaging, project purposes, and history.

In FY 2019-20, RCPS activities included:

- developed an initial work plan;
  - refined work plan anticipated by early 2020;
- developed and codified coordination agreements among the three agencies studying or implementing pricing strategies;
- hired a consultant team with congestion pricing expertise;
- introduced the study at committee meetings and with the Metro Council;
- outlining technical details of different pricing concepts to test in the analysis portion;
- documentation; and
- pricing scenario analyses

The RCPS is anticipated to be completed in 2021. The study results, findings, and potential next steps will inform future policy discussions. After the initial analysis, additional public engagement will be undertaken to define policy and potential projects.

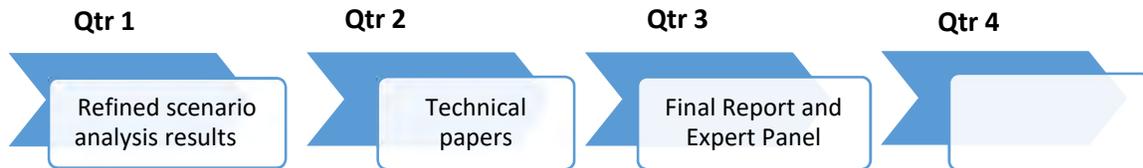
In FY 20-21 RCPS, will include:

- defining and refining performance measures
- modeling and off-model tests of early pricing scenarios and then refined scenarios;
- technical papers on pricing topics related to equity, implementation, and other topics

FY 2020-21 Unified Planning Work Program

- expert panel review of findings
- technical report on findings

**Key Project Deliverables / Milestones 2020-21**




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**FY 2020-21 Cost and Funding Sources**

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**Requirements:**

Personnel Services      \$ 99,489

Materials & Services      \$ 100,000

**TOTAL    \$ 199,489**

**Resources:**

Metro Direct              \$ 199,489  
Contribution

**TOTAL    \$ 199,489**

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## Regional Travel Options/Safe Routes to School Program

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**Staff Contact:** Dan Kaempff, [daniel.kaempff@oregonmetro.gov](mailto:daniel.kaempff@oregonmetro.gov)

### Description

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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 (SRTS) Program. The program is closely coordinated with other regional transportation programs and region-wide planning activities. Approximately two-thirds of the RTO funding is awarded through grants to the region's government and non-profit partners working to reduce auto trips.

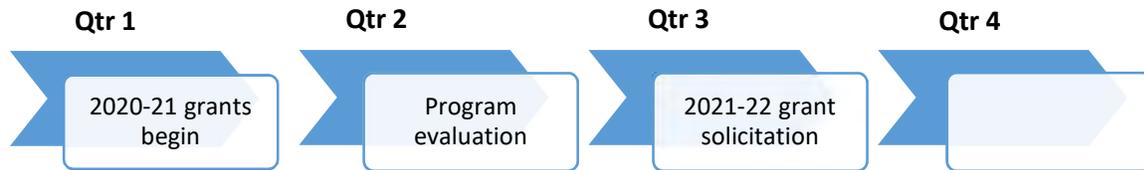
RTO is an ongoing program for over the past two decades. It is the demand management element of the region's Congestion Management Process and the Transportation System Management and Operations strategy. Since 2003, the program has been coordinated and guided by a strategic plan, and an independent evaluation occurs after the end of each grant cycle to measure and improve performance. 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 SRTS program. The updated RTO Strategy focuses on equity, safety, addressing climate change and congestion as key policy foci of the program.

Creating a Regional Safe Routes to School (SRTS) program was an additional focus area of the 2018 RTO Strategy. In 2019, seven SRTS grants were awarded to local jurisdictions, school districts, and community based organizations to deliver walking and rolling education and encouragement programs for kids and youth. Metro's Safe Routes to School Coordinator also facilitates a regional SRTS practitioner group to support program implementation strategies with a focus on serving students at Title I schools (schools with over 40% of students on free or reduced lunch).

In FY 2020-21, the Safe Routes to School Coordinator will continue to work with grantees to help develop and improve their programs, with the goal of increased participation and to ensure alignment with RTP and RTO goals. The Coordinator will work with local jurisdictions and school districts to identify opportunities to expand the program to cover more schools and reach more families. The Coordinator will facilitate targeted peer-learning opportunities for SRTS grantees as well as convene a Metro-led SRTS Policy Advisory Committee to define regional goals related to student travel and improve collaboration between school districts, SRTS practitioners, and local jurisdictions.

FY 2020-21 Unified Planning Work Program

**Key Project Deliverables / Milestones**



**FY 2020-21 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 693,834	<del>Federal Grant</del> FTA /	\$ 3,599,687
Materials & Services	\$ 2,742,500	FHWA / ODOT	
Interfund Transfer	\$ 312,236	Metro <u>Required</u> Match	\$ 148,883
<b>TOTAL</b>	<b>\$ 3,748,570</b>	<b>TOTAL</b>	<b>\$ 3,748,570</b>

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## Transportation System Management and Operations – Regional Mobility Program

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**Staff Contact:** Caleb Winter, [caleb.winter@oregonmetro.gov](mailto:caleb.winter@oregonmetro.gov)

### Description

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The regional Transportation System Management and Operations Regional Mobility Program (TSMO Program) provides a demand and system management response to issues of congestion, reliability, safety and more. The program works to optimize infrastructure investments, promote travel options in real-time, reduce greenhouse gas emissions and increase safety. The TSMO Program involves local and state agencies in developing increasingly sophisticated ways to operate the transportation system. Operators include ODOT, TriMet, Clackamas County, Multnomah County, Washington County, City of Portland and City of Gresham along with many other city partners, Port of Portland, Portland State University and Southwest Washington State partners.

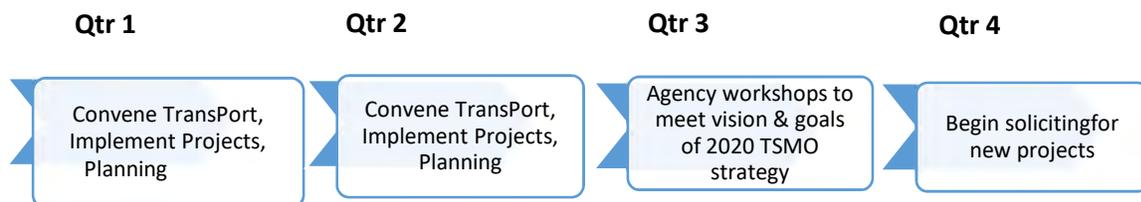
The TSMO Program engages operators through TransPort, the Subcommittee of Transportation Policy Alternatives Committee (TPAC) and a broad range of stakeholders through planning and partnerships, particularly when updating the TSMO Strategy. The region’s 2010-2020 TSMO Plan will be updated by the 2020 TSMO Strategy (separate UPWP entry). The TSMO Program and TransPort will begin carrying out the recommended actions of the TSMO Strategy update. TSMO includes Intelligent Transportation Systems (ITS) as well as connections with the Regional Travel Options Strategy and Emerging Technology Strategy.

The program includes key components of Metro’s system monitoring, performance measurement and Congestion Management Process (CMP). Most of the required CMP activities are related to performance measurement and monitoring.

In FY 2020-21, the program will continue convening TransPort and will begin implementing the 2020 TSMO Strategy, soliciting projects/

The TSMO Program is ongoing and more information can be found at [www.oregonmetro.gov/tsmo](http://www.oregonmetro.gov/tsmo).

### Key Project Deliverables / Milestones



FY 2020-21 Unified Planning Work Program

**FY 2020-21 Cost and Funding Sources**

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**Requirements:**

Personnel Services      \$ 143,078  
Materials & Services    \$ 4,000  
Interfund Transfer      \$ 62,223

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**TOTAL    \$ 209,301**

**Resources:**

~~Federal Grant~~STBG      \$ 189,808  
Metro Required Match    \$ 19,493

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**TOTAL    \$ 209,301**

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## Transportation System Management and Operations – 2020 TSMO Strategy Update

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**Staff Contact:** Caleb Winter, [caleb.winter@oregonmetro.gov](mailto:caleb.winter@oregonmetro.gov)

### Description

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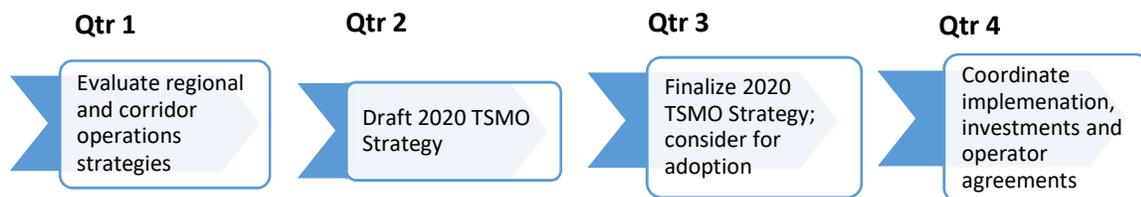
The 2020 TSMO Strategy encompasses regional planning work that will provide an update to the current strategy. The current strategy is titled 2010-2020 TSMO Plan. The update continues from FY2019-20 and is primarily focused on 2018 RTP Goal 4, Reliability and Efficiency, utilizing demand and system management strategies consistent with safety, equity and climate policies. Previous work on this Strategy includes an equity assessment, developing a participation plan and beginning work with a consultant including stakeholder outreach. Partner work regionally on the Central Traffic Signal System, Connected Vehicle traveler information and Next Generation Transit Signal Priority factor into the strategy. Integrated Corridor Management (ICM) will also inform the corridor actions in the 2020 TSMO Strategy (I-84 Multimodal ICM and Clackamas Connections ICM).

The 2020 TSMO Strategy will be a recommendation from TransPort to the Transportation Policy Alternatives Committee (TPAC) and ultimately considered for regional adoption by Metro Council. The Strategy will provide direction for the TSMO Program, giving a renewed focus on investment priorities. Stakeholders include the Operators and supportive institutions in the region: ODOT, TriMet, Clackamas County, Multnomah County, Washington County, City of Portland and City of Gresham along with many other city partners, Port of Portland, Portland State University and Southwest Washington State partners. Components of TSMO connect to the Regional Travel Options Strategy and Emerging Technology Strategy.

The 2020 TSMO Strategy will formalize new concepts among regional TSMO partners including connected and automated vehicles, shared-use mobility, integrated corridor management, decision support systems and more advances in Intelligent Transportation Systems (ITS).

The TSMO Program is ongoing and more information can be found at [www.oregonmetro.gov/tsmo](http://www.oregonmetro.gov/tsmo).

### Key Project Deliverables / Milestones



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### FY 2020-21 Cost and Funding Sources

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**NOTE:** Included in the program: (TSMO ) Regional Mobility Program

## Enhanced Transit Concepts Pilot Program

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

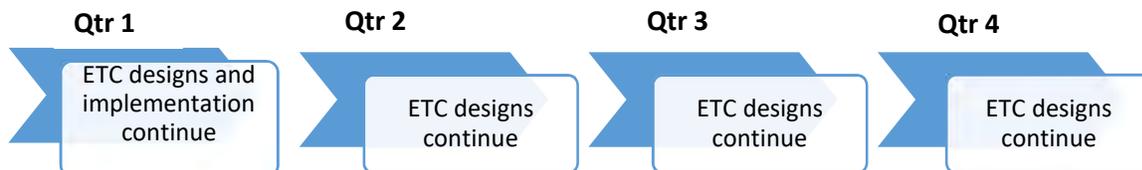
### Description

The Enhanced Transit Concepts (ETC) program identifies transit priority and access treatments to improve the speed, reliability, and capacity of TriMet frequent service bus lines or streetcar lines. The program supports the Climate Smart Strategy, adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in 2014, by helping the region progress toward its sustainability and carbon emissions goals through transit investments.

ETC treatments are relatively low-cost to construct, context-sensitive, and are able to be implemented quickly to improve transit service in congested corridors ~~that at this time may not be good candidates for light rail or bus rapid transit in exclusive transit lanes~~. The program develops partnerships with local jurisdictions and transit agencies to design and implement ETC capital and operational investments.

In FY 2019-2020, the program, in partnership with the City of Portland and TriMet, initiated designs ~~and implementation~~ for several ETC candidate locations. One project, on SW Madison Street, was implemented before July 1, 2019, and six more were scheduled for implementation shortly thereafter. Several include the application of red paint— the region’s first such treatment after ~~the~~ Federal Highways Administration (FHWA) approved the Portland Bureau of Transportation (PBOT) request to experiment with red-colored pavement to indicate transit-only lanes. Designs progressed for other locations that will be under consideration for implementation later in FY 2020-2021, and several ETC projects have been recommended for inclusion in Metro’s 2020 proposed transportation funding measure. Further project development of ETC corridors will continue through technical assistance to partners throughout FY2020-21.

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 141,409	Metro <u>Direct</u> Contribution	\$ 141,409
<b>TOTAL</b>	<b>\$ 141,409</b>	<b>TOTAL</b>	<b>\$ 141,409</b>

## Regional Framework for Highway Jurisdictional Transfer

**Staff Contact:** John Mermin, [john.mermin@oregonmetro.gov](mailto:john.mermin@oregonmetro.gov)

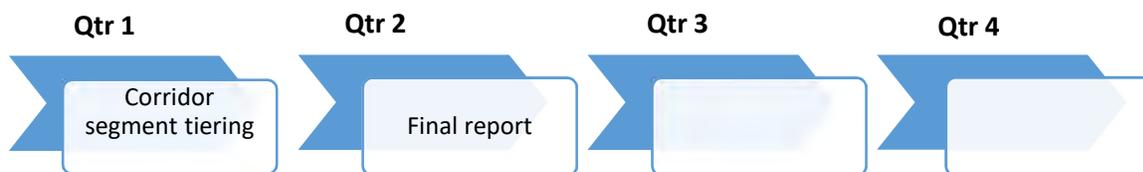
### Description

The 2018 Regional Transportation Plan identifies the need and a process for completing 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. In the meantime, there are pressing equity and safety issues on these corridors since more than half are located within historically marginalized communities and many are high injury corridors.

Metro hired a consultant in July 2019 to lead technical work. In FY 2019-20 the project team completed a policy framework, an inventory of arterial highways, and a ranking of candidate corridors. The remainder of the project will be completed during the end of the 2<sup>nd</sup> quarter of FY 20-21. For more information about the project, please visit: [www.oregonmetro.gov/jurisdictionaltransfer](http://www.oregonmetro.gov/jurisdictionaltransfer)

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 184,867	Metro <u>Direct</u> Contribution	\$ 255,367
Materials & Services	\$ 70,500		
<b>TOTAL</b>	<b>\$ 255,367</b>	<b>TOTAL</b>	<b>\$ 255,367</b>

## Economic Value Atlas (EVA) Implementation

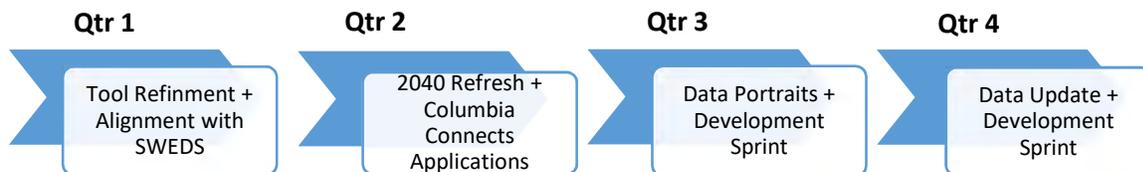
**Staff Contact:** Jeff Raker, [jeffrey.raker@oregonmetro.gov](mailto:jeffrey.raker@oregonmetro.gov)

### Description

Metro’s Economic Value Atlas (EVA) establishes 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 is an ongoing program. In FY 2019-2020, the EVA tool has provided new mapping and discoveries about our regional economic landscape, linked investments to local and regional economic conditions and outcomes and is actively being used to inform policy and investment – it provides a foundation for decision-makers to understand the impacts of investment choices to support growing industries and create access to family-wage jobs and opportunities for all. Through the remainder of FY 2019-2020 there will be final tool refinements and the data platform will be used to help visualize equitable development conditions in SW Corridor and the region. In FY 2020-2021, the EVA will be aligned with agency-wide data and planning projects, including the Columbia Connects and 2040 Refresh: Planning for Our Future Economy projects.

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

**Requirements:**

Personnel Services \$ 51,103

**Resources:**

Metro Direct \$ 51,103  
Contribution

**TOTAL \$ 51,103**

**TOTAL \$ 51,103**



## 2. Regional Planning Activities: **Corridor/Area Planning**



## Corridor Refinement and Project Development (Investment Areas)

**Staff Contact:** Malu Wilkinson, malu.wilkinson@oregonmetro.gov

### Description

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

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

In FY 2019-2020, Investment Areas staff have supported partner work on TV Highway, Enhanced Transit Concepts, the McLoughlin Corridor, Columbia Connects, additional support for the Southwest Corridor Light Rail Project and the Equitable Development Strategy, additional support for the Division Transit Project, Max Redline Enhancements, the Max Tunnel Study, mobility and transit capacity improvements across the region.

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

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 262,060	Federal Grant <u>STBG</u>	\$ 102,809
Materials & Services	\$ 10,000	Metro <u>Direct</u>	\$ 193,163
		Contribution	
Interfund Transfer	\$ 34,470	Metro <u>Required</u> Match	\$ 10,558
<b>TOTAL</b>	<b>\$ 306,530</b>	<b>TOTAL</b>	<b>\$ 306,530</b>

## Southwest Corridor Transit Project

**Staff Contact:** Chris Ford, [chris.ford@oregonmetro.gov](mailto:chris.ford@oregonmetro.gov)

### Description

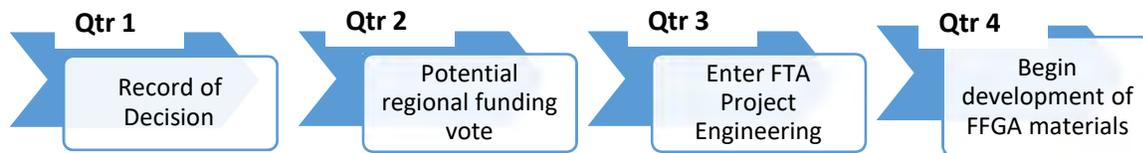
The Southwest Corridor Transit Project would extend the MAX light rail system to connect downtown Portland with southwest Portland, Tigard and Tualatin. The project is 11 miles long and includes 13 stations, new connections to regional destinations, and major enhancements to public roadway, sidewalk,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

TriMet will design, build, operate and maintain the light rail. The project is guided by a steering committee composed of representatives from TriMet, ODOT, Metro, Washington County, Portland, Tigard, Tualatin and Durham, whose staff collaborate on project planning and design. The project supports local land use plans and zoning and is a key element of fulfilling the region’s ability to follow the 2040 Growth Concept by allowing for compact development in regional town centers.

The project advances 2018 RTP policy direction on vibrant communities, shared prosperity, transportation choices, healthy people and climate leadership. It provides near-term progress on travel options and congestion, and is a developing model for incorporating equitable outcomes into transportation projects.

In FY 2019-20, the project released its equitable development strategy and a conceptual design report and completed a Final Environmental Impact Statement. This is an ongoing program. In future years FY 2020-21 the project will work with the Federal Transit Administration to acquire a Record of Decision and, apply for entry to Project Engineering. In FY 2021-22, the project plans to ~~and~~ submit a request for a Full Funding Grant Agreement (FFGA). Please contact staff for more detail.

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

**Requirements:**

Personnel Services	\$ 579,441
Materials & Services	\$ 321,500
Interfund Transfer	\$ 100,642

**Resources:**

Metro <u>Direct</u> Contribution	\$ 219,696
Local Partners <u>Support</u>	\$ 781,887

FY 2020-21 Unified Planning Work Program

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**TOTAL \$ 1,001,583**

**TOTAL \$ 1,001,583**

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## Columbia Connects

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

### Description

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Columbia Connects is a regional project with Oregon and Washington planning partners collaborating to unlock the potential for equitable development and programs which is made more difficult by infrastructure barriers, and state and jurisdictional separation.

Columbia Connects' purpose is to improve the economic and community development of a sub-district of the region near the Columbia River, by developing a clear understanding of the economic and community interactions and conditions within this sub-district; the shared economic and community values of the region; the desired outcomes; and by creating strategies, projects, and programs, as well as an action plan to achieve these outcomes.

FY 2019-20 the Columbia Connects project:

- Created a multi-jurisdictional Project Management Group, and to identify potential shared values, goals, and potential partnerships. (Metro and the Regional Transportation Council of Southwest Washington are leading this effort.)
- Conducted a conditions and needs assessment
- Hired a consultant
- Applied Economic Value Atlas tools to identify opportunities for redevelopment

The Columbia Connects project is consistent with the Regional Transportation Plan (RTP) 2018 goals and 2040 Vision supporting a healthy economy that generates jobs and business opportunities, safe and stable neighborhoods, improved transportation connections for equity, efficient use of land and resources for smart growth and development, and opportunities for disadvantaged groups.

The project is separate and complementary to the I-5 Bridge Replacement Project. Columbia Connects will identify projects and programs that will strengthen bi-state connections and institutional partnerships with or without a bridge and high capacity transit project.

### Key Projects and Deliverables/Milestones

Key projects deliverables and outcomes may include: a defined a shared set of desired economic outcomes, defined values and goals for the area, defined infrastructure and service needs, identification of tools, projects, and programs and investments to help realize outcomes; and a strategy and action plan to implement policy commitments, projects, and programs to realize the community's vision for the bi-state region.

The Regional Congestion Pricing Study is anticipated to be completed in 2021. The project will develop a shared Columbia Connects Strategy that will outline specific opportunities for investment based on feasibility, effectiveness, equity, and project champions. Projects and programs will include test approaches and pilot projects. Based on the Strategy and coordination with partners, the

FY 2020-21 Unified Planning Work Program

partners will develop an Action Plan with tiered project lists and partner agreements and commitments for implementation.

**Key Project Deliverables / Milestones 2020-21**



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**FY 2020-21 Cost and Funding Sources**

**Requirements:**

Personnel Services	\$ 165,743
Materials & Services	\$ 50,000
Interfund Transfer	\$ 76,047

**Resources:**

Federal Grant <del>STBG</del>	\$ 264,614
Metro <u>Required</u> Match	\$ 27,176

**TOTAL \$ 291,790**

**TOTAL \$ 291,790**

## MAX Tunnel Study

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

### Description

Metro’s MAX Tunnel Study (formerly the Central City Transit Capacity Analysis) is a preliminary study that expands upon previous TriMet work to identify a long-term solution to current reliability problems and future capacity constraints caused by the Steel Bridge. The purpose ~~is~~ of the MAX Tunnel study is to lay the groundwork for a much larger study under the National Environmental Policy Act (NEPA). The goals are to identify a representative project that addresses light rail capacity and reliability issues in the Portland central city and improves regional mobility by eliminating major sources of rail system delay; to provide conceptual, preliminary information for stakeholders and the general public; and, in advance of Metro’s 2020 transportation funding measure, to determine the resources needed to advance the project through NEPA.

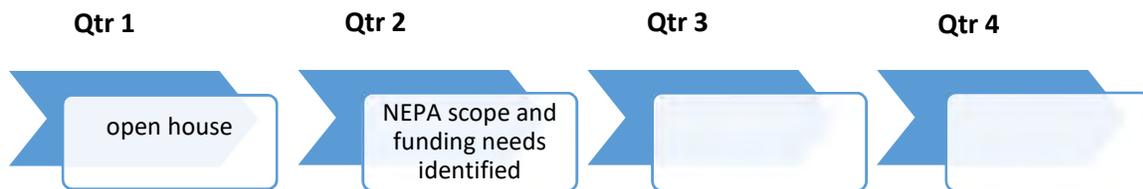
In FY 2019-2020, project staff identified a light rail tunnel between the Lloyd District and Goose Hollow as the option that would best address 2018 RTP policy direction ~~through and providing~~ the most travel time, capacity, reliability, climate, and equity benefits. The study entered the FTA’s Early Scoping process to introduce the concept of a light rail tunnel under downtown Portland to the public and to provide opportunity for comment on the potential project’s purpose and need and the scope of the planning effort. Staff also conducted targeted engagement with regional stakeholder groups.

This initial study will conclude this fiscal year, but currently continues to provide information to support decision-makers regarding the potential future phases of the project. Information can be found on the project’s website:

<https://www.oregonmetro.gov/public-projects/max-tunnel-study>

The future of the project (FY2020-21 work) is dependent on the transportation funding measure anticipated to be brought to the region’s voters in the Fall of 2020.

### Key Project Deliverables / Milestone



### FY 2020-21 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 48,385	Metro <u>Direct</u> Contribution	\$ 65,558
Interfund Transfer	\$ 17,173		
<b>TOTAL</b>	<b>\$ 65,558</b>	<b>TOTAL</b>	<b>\$ 65,558</b>

# City of Portland Transit and Equitable Development Assessment

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

## Description

The project seeks to create an equitable development plan for two future transit-oriented districts – one in NW Portland and one in Inner East Portland. This project is intended to complement potential transit improvements to better connect Montgomery Park with the Hollywood District. The project will identify the land use and urban design opportunities, economic development and community benefit desires and opportunities leveraged under a transit-oriented development scenario. The project will consider how such opportunities could support the City’s racial equity, climate justice, employment and housing goals, consistent with 2018 RTP policy direction and the Portland 2035 Comprehensive Plan.

The study will assess affordable housing, economic development and business stabilization opportunities associated with potential transit investments. The study will evaluate existing or future transit service and a potential 6.1-mile transit extension. An initial Phase 1 transit expansion would extend the streetcar, or other high-quality transit service to Montgomery Park, linking Portland’s Central Eastside to an underserved area of Northwest Portland. Phase 2 will explore alignment options and development potential to extend this line to the Hollywood District.

Project partners will examine how transit alternatives can better support inclusive development, affordable housing and access. Major transit investments are seen as a land use tool to shape the future growth of the Central City and surrounding areas.

This is an ongoing program funded by a Federal Transit Administration Transit-Oriented Development Pilot Program Grant.

## Key Project Deliverables / Milestones



## FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 61,159	Federal Grant <u>FTA / FHWA / ODOT</u>	\$ 528,618
Materials & Services	\$ 500,000	Metro <u>Required</u> Match	\$ 54,289
Interfund Transfer	\$ 21,748		
<b>TOTAL</b>	<b>\$ 582,907</b>	<b>TOTAL</b>	<b>\$ 582,907</b>





### 3. Regional Planning Activities: **Administration and Support**



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## MPO Management and Services

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**Staff Contact:** Tom Kloster, [tom.kloster@oregonmetro.gov](mailto:tom.kloster@oregonmetro.gov)

### Description

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

- creation and administration of the annual Unified Planning Work Program (UPWP)
- procurement of services
- contract administration
- federal grants administration
- federal reporting [on MAP-21 performance measures](#)
- annual self-certification for meeting federal MPO planning requirements
- periodic on-site certification reviews with federal agencies
- public participation in support of MPO activities
- air quality modeling support for MPO programs, and
- convening and ongoing support for MPO advisory committees

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

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

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

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

- 4-Way Planning IGA with ODOT, TriMet and SMART (*effective through June 19, 2021*)
- South Metro Area [Rapid-Regional](#) Transit (SMART) MOU (*effective through June 30, 2020*)
- SW Regional Transportation Council (RTC) MOU (*effective through June 30, 2021*)
- Oregon Department of Environmental Quality MOU (*effective through March 7, 2023*)

FY 2020-21 Unified Planning Work Program

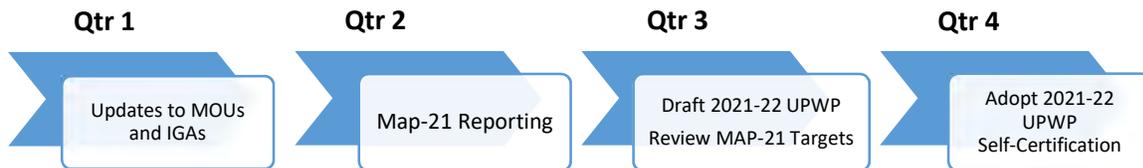
Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all eight Oregon MPO boards, and Metro staff also collaborates with other MPOs and transit districts in quarterly staff meetings districts convened by ODOT. OMPOC is funded by voluntary contributions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

As part of federal transportation performance and congestion management monitoring and reporting, Metro will also continue to address federal MAP-21 and FAST Act transportation performance management requirements that were adopted as part of the 2018 Regional Transportation Plan (RTP). 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, the 2018 policy guidance on safety, congestion and air quality, and complements other performance measures and targets contained in Chapter 2 of the 2018 RTP. [Metro coordinates reporting on MAP-21 measures to ODOT on behalf of the region. The data required for this reporting is supported by these programs contained in the UPWP:](#)

- [Complete Streets Program - MAP-21 safety data](#)
- [Regional Mobility Program \(TSMO\) - Map 21 congestion reduction and system reliability data](#)
- [Regional Freight Program - MAP-21 freight movement and economic vitality data](#)

[Data for the MAP-21 reporting is also developed and reported in partnership with Metro's Research Center through the Data Management and Visualization program described in the UPWP.](#)

**Key Project Deliverables / Milestones**



**FY 2020-21 Cost and Funding Sources**

Requirements:		Resources:	
Personnel Services	\$ 339,286	Federal Grant <del>STBG</del>	\$ 455,315
Materials & Services	\$ 13,500	Metro <u>Required</u> Match	\$ 46,761
Interfund Transfer	\$ 149,290		
<b>TOTAL</b>	<b>\$ 502,076</b>	<b>TOTAL</b>	<b>\$ 502,076</b>

## Civil Rights and Environmental Justice

**Staff Contact:** Clifford Higgins, [clifford.higgins@oregonmetro.gov](mailto: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.

This is an ongoing program. Typical activities include receiving, investigating and reporting civil rights complaints against Metro and its sub recipients; conduct focused engagement with communities of color, English language learners and people with low income for transportation plans and programs, providing language resources, including translated vital documents, on the Metro website for all languages identified as qualifying for the Department of Justice Safe Harbor provision, providing language assistance guidance and training for staff to assist and engage English language learners. In FY 2019-20, Metro performed a transportation equity assessment on the Metropolitan Transportation Improvement Program. [This weekwork addresses corrective action #6 in 2017 Federal Certification review.](#)

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 72,115	Federal Grant 5303	\$ 95,103,542,208
Interfund Transfer	\$ 32,755	Metro Match STBG	\$ -9,767,408,894
		Metro Required Match	\$ 9,767
<b>TOTAL</b>	<b>\$ 104,870</b>	<b>TOTAL</b>	<b>\$ 104,870</b>

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## Public Engagement

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**Staff Contact:** Clifford Higgins, [clifford.higgins@oregonmetro.gov](mailto:clifford.higgins@oregonmetro.gov)

### Description

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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.

This is an ongoing program. Typical activities include strategies for focused and broad engagement in Metro’s planning and policy processes. FY2019-2020-21 activities include engagement on the Metropolitan Transportation Improvement Program and continuing to build our tribal engagement program with new staffing that Metro has recently added. This work addresses corrective action #6 from the 2017 Federal certification review.

### Key Project Deliverables / Milestones



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### FY 2020-21 Cost and Funding Sources

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

## Data Management and Visualization

**Staff Contact:** Devin McDowall, [devin.mcdowall@oregonmetro.gov](mailto:devin.mcdowall@oregonmetro.gov)

### Description

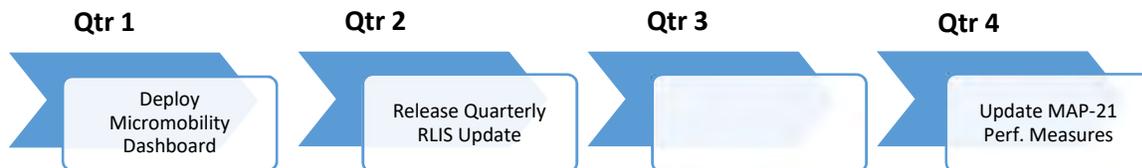
Metro’s Research Center provides Metro and the region with technical services including both land use and transportation-system data, data visualization, analysis, application development, and systems administration. The Research Center collaborates with other Metro units to support planning, modeling, forecasting, policy-making, and performance management activities used to evaluate the Region’s progress toward meeting its equity, safety, climate, and congestion goals consistent with 2018 RTP policy direction.

The Research Center’s work in FY 2019-20 spanned many of these disciplines. In the fields of data management and analytics, the Research Center provided technical expertise and data visualization products to transportation planning, including work on the Regional Transportation Plan and Metropolitan Transportation Improvement Program. The Research Center continued to build and release the Regional Land Information System (RLIS) quarterly, providing essential data to both Metro programs and partner jurisdictions throughout the region.

The Research Center has also completed several application development and systems administration projects. The program has released two major applications: the Economic Value Atlas, an economic development planning tool, and the Crash Map, a tool for the analysis of transportation safety data. In support of this work, the team has upgraded its geospatial technology platform, providing a toolset for do-it-yourself mapping and interactive web applications.

The Research Center’s data program is ongoing. For additional information about the Research Center’s Data Management and Visualization projects, please contact Devin McDowall at [devin.mcdowall@oregonmetro.gov](mailto:devin.mcdowall@oregonmetro.gov) or (503) 797-1725.

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

#### Requirements:

Personnel Services \$ 961,485  
 Materials & Services \$ 43,250

Interfund Transfer \$ 323,796

**TOTAL \$ 1,328,531**

#### Resources:

Federal Grant<sup>PL</sup> \$ 553,753  
 Metro Direct Contribution \$ 774,778

**TOTAL \$ 1,328,531**

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## Economic, Demographic, and Land Use Forecasting, Development, and Application Program

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**Staff Contact:** Chris Johnson, [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov)

### Description

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

Long-range economic and demographic projections are regularly updated to incorporate the latest observed changes in demographic, economic, and real estate development conditions. Metro staff rely on the forecasts 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.

The resources devoted to the development and maintenance of the Metro's core forecast toolkits are critical to Metro's jurisdictional and agency partners. Local jurisdictions across the region rely on the forecast products to inform their comprehensive plan and system plan updates. Because the modeling toolkit provides the analytical foundation for informing the Region's most significant decisions, ongoing annual support acts to leverage significant historical investments and to ensure that the analytical tools are always ready to fulfill the project needs of Metro's partners. The analytical tools are also a key source of data and metrics used to evaluate the Region's progress toward meeting its equity, safety, climate, and congestion goals.

A listing of recent project work completed under the Economic, Demographic, and Land Use Forecasting, Development, and Application Program is shown below.

### Work Completed (July 2019 – June 2020):

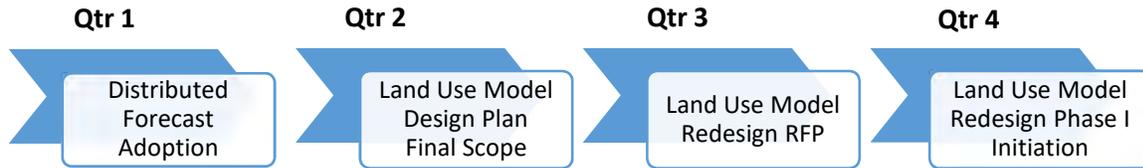
- Land Development Monitoring System (Maintenance)
- Census 2020 (PSAP Support)
- Regional Macroeconomic Forecast (Update)
- Population Synthesizer (Development)
- Distributed Forecast (Updated to 2020 Base Year)
- Map Back Tool (Updates and Application for 2020 Distributed Forecast)
- Housing and Transportation Cost Calculator (Application for MTIP)
- Land Use Model Scoping (Development)

In FY 2020-21, the focus will be on finalizing distributed forecast, finalizing the scope for the land use model design plan, completing an RFP and initiating Phase 1 of the the land use model redesign.

FY 2020-21 Unified Planning Work Program

For more information about the Travel Demand Modeling and Forecasting Program, contact Chris Johnson at [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov).

**Key Project Deliverables / Milestones**



**FY 2020-21 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 200,243	Federal Grant <u>PL</u>	\$ 99,773
Materials & Services	\$ 19,300	Metro <u>Direct</u>	\$ 132,252
Interfund Transfer	\$ 46,231	Contribution	
		Local Partner <u>Supports</u>	\$ 33,749
<b>TOTAL</b>	<b>\$ 265,774</b>	<b>TOTAL</b>	<b>\$ 265,774</b>

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## Travel Forecast Maintenance, Development, and Application

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**Staff Contact:** Chris Johnson, [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov)

### Description

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

- Travel Demand Models (Trip-based, Activity-based)
- Freight Travel Demand Model
- Bicycle Route Choice Assignment Model
- Multi-Criterion Evaluation Tool (Benefit/Cost Calculator)
- Housing and Transportation Cost Calculator
- Dynamic Traffic Assignment Model
- VisionEval (Pending Outcome of Scoping/Evaluation)

The resources devoted to the development and maintenance of the travel demand modeling toolkit are critical to Metro's jurisdictional and agency partners. Because the modeling toolkit provides the analytical foundation for evaluating the Region's most significant transportation projects, ongoing annual support acts to leverage significant historical investments and to ensure that the modeling toolkit is always ready to fulfill the project needs of Metro's partners. The modeling toolkit is also a key source of data and metrics used to evaluate the Region's progress toward meeting its equity, safety, climate, and congestion goals consistent with 2018 RTP policy direction.

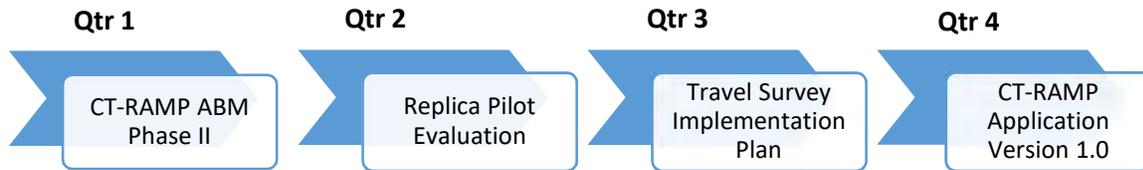
A listing of recent project work completed under the Travel Forecast Maintenance, Development, and Application Program is shown below.

### Work Completed (July 2019 – June 2020):

- ODOT I-5/I-205 Congestion Pricing Phase II (Model Development and Prep)
- Metro Regional Congestion Pricing (Model Development and Prep)
- Regional Freight Delay and Commodities Movement Study (Model Development and Prep)
- Replica Data Product Pilot Project
- Transportation Data Program Launch
- Oregon Household Travel Behavior Survey RFP Development and Scoping
- CT-RAMP Activity-based Travel Demand Model (Model Development)
- Quick Launch Regional Dynamic Traffic Assignment Prototype
- Housing and Transportation Cost Calculator (Application for Regional Congestion Pricing Study)
- VisionEval Scoping and Evaluation

Highlights of FY 2020-21 work include completing a Replica Pilot evaluation and a travel survey implementation plan.

**Key Project Deliverables / Milestones**



**FY 2020-21 Cost and Funding Sources**

**Requirements:**

Personnel Services	\$ <u>1,196,928,041,650</u>
Materials & Services	\$ 38,100
Interfund Transfer	\$ 460,327

**TOTAL** \$ 1,695,355,154,077

**Resources:**

Federal Grant <u>PL</u>	\$ <u>978,041,822,763</u>
Metro <u>Direct</u> Contribution	\$ 315,618
Local Partner <u>Supports</u>	\$ 401,696

**TOTAL** \$ 1,695,355,154,077

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## Oregon Household Travel Survey

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**Staff Contact:** Chris Johnson, [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov)

### Description

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Transportation analysts, planners and decision-makers rely on periodic travel surveys to provide a “snapshot” of current household travel behavior. The data collected through household travel survey efforts are also critical for updating and improving travel demand models, the foundational analytical tool used to support transportation planning, as they provide a comprehensive picture of personal travel behavior that is lacking in other data sources.

The project will be structured around three major phases:

- Phase I – Scoping;
- Phase II – Survey Design;
- Phase III – Survey Implementation.

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

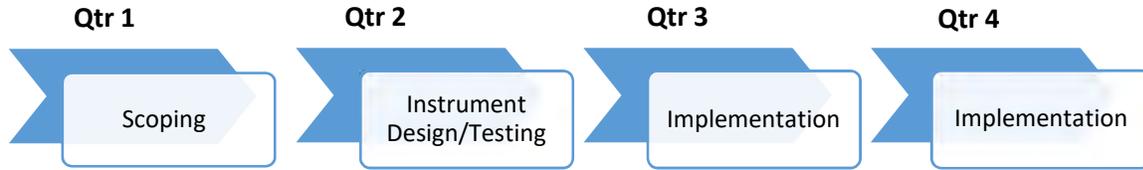
The anticipated agency partners for this project include:

- Portland Metro – Portland area;
- SW Washington Regional Transportation Council (RTC) – Vancouver Washington area;
- Mid-Willamette Valley Council of Governments (MWVCOG) – Salem/Keizer area (Salem-Keizer Area Transportation Study, or SKATS, is the MPO for this region);
- Lane Council of Governments (LCOG) – Eugene/Springfield area (Central Lane MPO);
- Bend Metropolitan Planning Organization (BMPO) – Bend area;
- Cascades West Council of Governments (CWCOG) – Corvallis and Albany areas (Corvallis Area MPO and Albany Area MPO);
- Rogue Valley Council of Governments (RVCOG) – Medford and Grants Pass areas (Rogue Valley MPO and Middle Rogue Valley MPO);
- Oregon Department of Transportation (ODOT);
- Oregon Metropolitan Planning Organization Consortium (OMPOC).

### Work Completed (July 2019 – June 2020):

- Advisory/Oversight Committee Presentations
- Coordination Committee Meetings (Travel Model Subcommittee of the Oregon Model Steering Committee)
- Development of Consultant RFP, Consultant Evaluation and Selection
- Initiation of Project Scoping

**Key Project Deliverables / Milestones**



**FY 2020-21 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ Amount	Federal grant	\$ Amount
Materials & Services	\$ Amount	Local Match	\$ Amount
<b>TOTAL</b>	<b>\$ Total Amount</b>	<b>TOTAL</b>	<b>\$ Total Amount</b>

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ <u>155,278</u>	PL	\$ <u>155,278</u>
<b>TOTAL</b>	<b>\$ <u>155,278</u></b>	<b>TOTAL</b>	<b>\$ <u>155,278</u></b>

\*This project will continue beyond the 2020-21 fiscal year. The total project cost for the Portland region is expected to be approximately \$ 1,500,000. Total anticipated project costs will be further detailed during the scoping phase.

## Technical Assistance Program

**Staff Contact:** Cindy Pederson, [cindy.pederson@oregonmetro.gov](mailto:cindy.pederson@oregonmetro.gov)

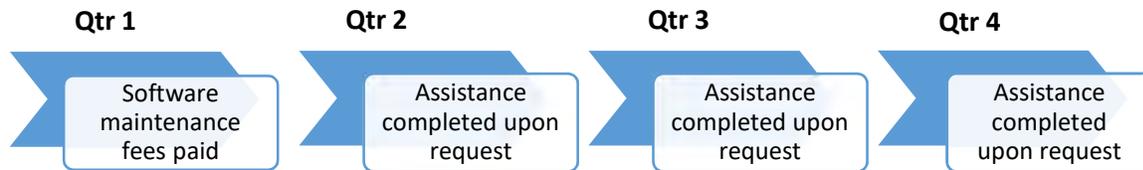
### Description

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

Client agencies may 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 available to each regional jurisdiction for these services, and data and modeling outputs are provided upon request. This is an ongoing program.

[For more information on the Technical Assistance program please contact Cindy Pederson at \[cindy.pederson@oregonmetro.gov\]\(mailto:cindy.pederson@oregonmetro.gov\) or \(503\) 797-1772.](#)

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 45,347	Federal Grant <del>STBG</del>	\$ 82,777
Materials & Services	\$ 29,720	Metro <del>Required</del> Match	\$ 8,501
Interfund Transfer	\$ 16,211		
<b>TOTAL</b>	<b>\$ 91,278</b>	<b>TOTAL</b>	<b>\$ 91,278</b>

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## Fund Swap Management and Monitoring

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**Staff Contact:** Grace Cho, [grace.cho@oregonmetro.gov](mailto:grace.cho@oregonmetro.gov)

### Description

Metro's Fund Swap Management and Monitoring program administers fund swapped monies to identified project and ensures the delivery of projects (capital, project development, or planning studies) in a manner agreed to in the intergovernmental agreements.

As a metropolitan planning organization (MPO) for the Portland region, Metro has allocation and programming authority of federal surface transportation funds. Metro documents and develops the schedule of planned expenditure of federal funds in the region through the Metropolitan Transportation Improvement Program (MTIP). The MTIP, approved by Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, monitors expenditure and project delivery. From 2017 through 2019, JPACT and the Metro Council approved and directed Metro staff to pursue a number of funding swaps of federal funds. The intent of the funding swaps is to create efficiencies in the number of projects undergoing the federal aid process and to support flexibility in project development on a number of active transportation projects and other regional planning studies which implement the Regional Transportation plan (RTP).

Metro administers the swapped funding and monitors the delivery of the projects receiving swapped funds. Each project identified for swapping federal funds with local funds emerge from a specific selection process based on the type of federal funds being swapped, project conditions, and the local funds available. The selection process is described in further detail of the program business process document. Intergovernmental agreements (IGAs) outline the agreed upon scope of work, the deliverables, and schedule for the project. A grant management database supports the administration and monitoring for work completed on the project. As necessary, Metro conducts MTIP amendments or UPWP amendments to facilitate the fund swap.

This is an ongoing program until the final fund swapped project IGA is completed. At this time, the estimated timeframe for the final fund exchange project is December 2024. Typical program activities include:

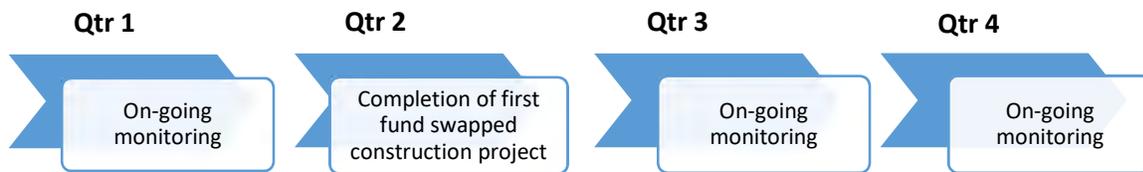
- Monitor project delivery for fund exchange projects through project progress reports
- Review and approve or conditionally approve project deliverables
- Review and approve or decline invoices
- Problem-solve, review, and make decisions on change management requests
- As requested, participate in technical advisory committees for fund swapped projects
- Keep other Metro staff and departments aware of projects, project progress, and comment opportunities
- Develop and execute intergovernmental agreements with local jurisdictions delivering fund exchange projects
  - Negotiate terms and deliverables
  - Outline reimbursement process and limitations, change management process
- Oversee the fund balances of the local funds
  - Ensure scheduled fund swaps

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- Ensures MTIP or UPWP amendments are undertaken to facilitate fund exchanges and the delivery of those projects identified for funding exchange
- Document the process of administering the funds for those projects that underwent fund exchanges

In FY 2019-2020, Metro continued with program management and monitoring activities. In total, Metro currently manages 22 jurisdiction-led projects and 4 Metro-led projects through the Fund Swap Management and Monitoring program. The Fund Swap Management and Monitoring program implements 2018 RTP policy direction pertaining to reducing vehicle miles traveled to address congestion and climate change, safety, and advancing racial equity as many of the fund swapped projects address completing active transportation gaps, making crossing improvements on high injury corridors, designing bus priority on traffic congested streets, and studying new connections for all modes. The work will continue in FY2020-21 and will likely include the first completion (and close-out) of a fund swapped construction project.

**Key Project Deliverables / Milestones**



**FY 2020-21 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 55,166	Metro <b>Direct</b> Contribution	\$ 75,587
Interfund Transfer	\$ 20,421		
<b>TOTAL</b>	<b>\$ 75,587</b>	<b>TOTAL</b>	<b>\$ 75,587</b>



## 4. State Planning Activities: **State Transportation Planning of Regional Significance**



## ODOT Development Review

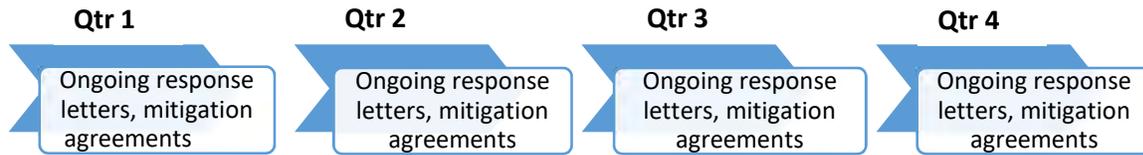
**Staff Contact:** Jon Makler, jon.makler@odot.state.or.us

### 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.

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. In Fiscal Year 2019, Region 1 Staff reviewed just under 1,500 land use actions, with approximately 270 written responses and 260 mitigation agreements.

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Staff Time	\$ 287,500	SPR	\$ 287,500
Personnel			
Services			
<b>TOTAL</b>	<b>\$ 287,500</b>	<b>TOTAL</b>	<b>\$ 287,500</b>

## ODOT – Transportation and Growth Management

**Staff Contact:** Glen Bolen AICP, Glen.a.Bolen@ODOT.state.or.us

### Description

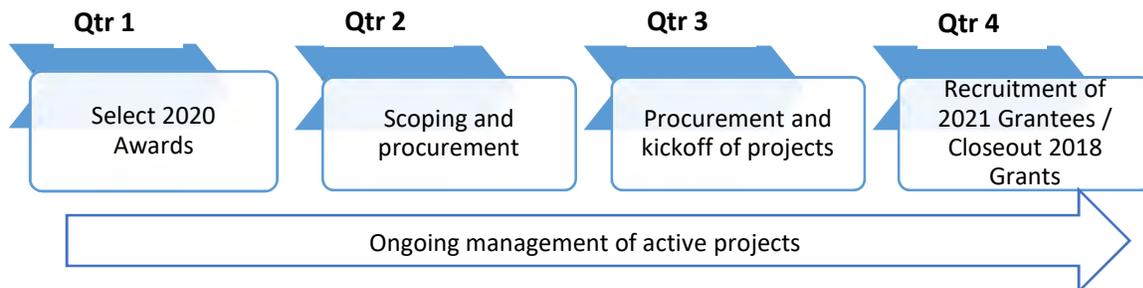
The TGM program is a partnership of the Oregon Department of Land Conservation and Development and Oregon Department of Transportation. The program helps governments across Oregon with skills and resources to plan long-term, sustainable growth in their transportation systems in line with other planning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

The Goals of the program are:

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

TGM is primarily funded by federal transportation funds, with additional staff support and funding provided by the State of Oregon. ODOT Region 1 distributes approximately \$900 Million annually to cities, counties and special districts within Hood River and Multnomah counties plus the urban portions of Clackamas and Washington County. Grants typically range from \$75,000 to \$250,000 and can be used for any combination of staff and consulting services. ODOT staff administer the grants alongside a local agency project manager.

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

#### Requirements:

Personnel Services	\$
Materials & Services	\$ <u>Varies: up to \$900K</u>
<b>TOTAL</b>	\$ <b>Total Amount</b>

#### Resources:

Federal grant	\$ <u>Varies: up to \$900k</u>
Local Match	\$ <u>Varies</u>
<b>TOTAL</b>	\$ <b>Total Amount</b>

## ODOT – Region 1 Active Transportation Strategy

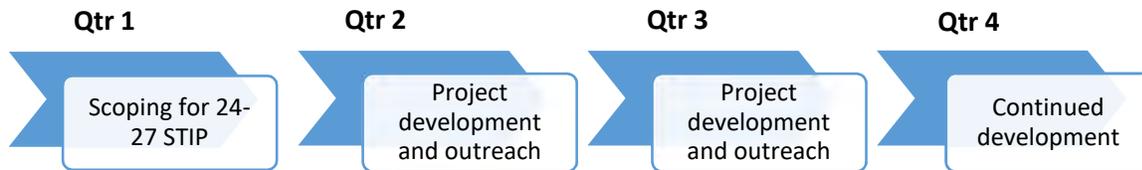
**Staff Contact:** Kristin Stallman, Kristin.Stallman@odot.state.or.us

### Description

The next phase of ODOT’s 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. Primary activities include projects scoping for identified needs and gaps, and pairing improvements projects with relevant funding sources. The project will also assist with implementation of ODOTs Blueprint for Urban Design that provides guidance on best practices for enhancing livability on the arterial highway network. Education and outreach efforts, in coordination with ODOT Traffic Safety and Safe Routes to School will engage community members in developing solutions.

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 long-term goal.

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 50,000	Federal grant	\$ 150,000
Materials & Services	\$ 100,000	Local Match	\$ Amount
<b>TOTAL</b>	<b>\$ 150,000</b>	<b>TOTAL</b>	<b>\$ 150,000</b>

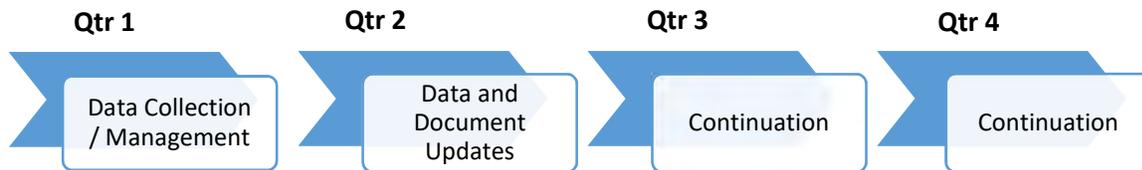
## ODOT – Region 1 Transportation Data, Tools and Reports

**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, Corridor/Transportation Performance Report, 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.

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 37,500	Federal grant	\$ 100,000
Materials & Services	\$ 62,500	Local Match	\$
<b>TOTAL</b>	<b>\$ 100,000</b>	<b>TOTAL</b>	<b>\$ 100,000</b>

## ODOT Region 1 Planning for Operations

**Staff Contact:** Scott Turnoy, [scott.turnoy@odot.state.or.us](mailto:scott.turnoy@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.

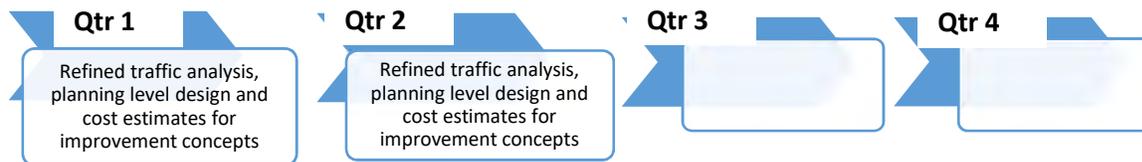
Previously, ODOT developed the Corridor Bottleneck Operations Study (CBOS) and Active Traffic Management Study, both of which build on 30+ years of traffic management efforts in the region. In FY 2019-2020, ODOT completed the CBOS 2 Atlas and initiated refinement of certain projects identified in the CBOS 2 Atlas. ODOT also works to identify and prioritize investment opportunities where TSMO can improve safety and efficiency; collaborate with local and regional agencies to find and implement cost-effective TSMO investments; enhance ODOT’s ability to support local planning efforts with respect to planning for operations; and support the regional Congestion Management Process and compliance with federal performance-based planning requirements, consistent with the ODOT-Metro agreement’s identification of opportunities to coordinate, cooperate and collaborate.

Identification of safety and efficiency improvements through planning for operations includes identifying such investment opportunities that are focused on improving safety for all users of the transportation system, as well as improving efficiency, which can lead to improvements in congested conditions and climate impacts, which is consistent with 2018 RTP policy guidance related to safety, congestion and climate change.

In FY 2020-21 work will focus on refining traffic analysis, planning level design and cost estimates for improvement concepts.

Please contact ODOT staff listed above to learn more detail.

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
ODOT Staff Time	\$ 245,970	STIP/FHWA	\$ 286,048
Consultant Services	\$ 189,210	State Match	\$ 24,132
		SPR	\$ 125,000
<b>TOTAL \$ 435,180</b>		<b>TOTAL \$ 435,180</b>	

## Project ODOT: I-5 and I-205: Portland Metropolitan Value Pricing

**Staff Contact:** Mandy Putney, Mandy.Putney@odot.stat.or.us

### Description

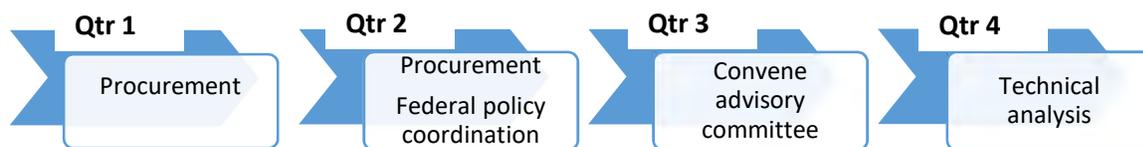
This project will advance the results of a feasibility analysis completed in December 2018. The Value Pricing Feasibility Analysis was conducted using state funding from House Bill 2017; no federal funds were spent (except for \$43 in June by administrative staff activating the account). The current phase is advancing two tolling locations – one each on I-5 and I-205 – for further refined analysis and review under federal environmental and tolling requirements.

During the period of July 2019 to June 2020 the work was focused on coordination with the FHWA partners, work planning for back office system, and coordination with the planned bridge reconstruction, seismic improvements, and widening on I-205. The planning/environmental analysis phase is expected to continue into 2023.

The Oregon Transportation Commission is the tolling authority for Oregon. The project is led by ODOT, which has developed a decision and advisory structure to engage regional partners for technical input as well as an advisory committee to assist in developing an equity framework and equitable process. Regional partners include local, county, and regional agencies, as well as transit service providers including TriMet, Smart, and others. Additionally, ODOT is coordinating with Metro and the City of Portland on concurrent efforts related to congestion pricing.

This project is consistent with the 2018 RTP Transportation System Management and Operations Policies. Specifically, TSMO Policy 1: Expand use of pricing strategies to manage travel demand on the transportation system.

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ <del>050,000</del>	Federal grant	\$ <del>2,766,600</del> 6,354,600
Materials & Services	\$ <del>7,000,000</del> 100,000	Local Match	\$ <del>645,400</del> 233,400
<b>TOTAL</b>	<b>\$ Total Amount</b>	<b>TOTAL</b>	<b>\$ <del>73,000,000</del></b>

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## ODOT - Interstate 5 Boone Bridge Widening/Seismic Retrofit and Interchange Improvements Study

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**Staff Contact:** Scott Turnoy, [scott.turnoy@odot.state.or.us](mailto:scott.turnoy@odot.state.or.us)

### Description

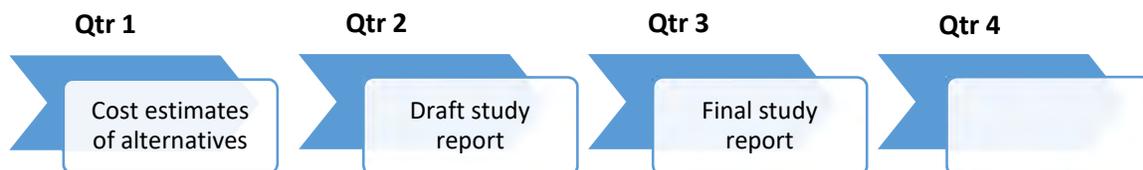
In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. On August 15, 2019 the Oregon Transportation Commission (OTC) approved \$300,000 in FHWA funds toward the development of a report that will further evaluate the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway. The study is intended to accomplish the following:

- Identify a range of costs to achieve a widened and resilient I-5 Boone Bridge,
- Determine if it is structurally feasible to widen and seismically retrofit the existing I-5 Boone Bridge and identify associated planning level cost range and risks,
- Identify cost range and risks to replace the I-5 Boone Bridge,
- Identify cost range associated with interchange improvements on I-5 in the study area,
- Identify further analysis and associated costs necessary following this study.

In FY 2019-2020, ODOT initiated consultant procurement, structural analysis, geotechnical analysis and cost estimating. This study builds upon previous work, such as the I-5 Wilsonville Facility Plan (adopted July 2018), to consider the feasibility and costs associated with seismic retrofit and widening of the I-5 Boone Bridge compared with a full bridge replacement. The study aims to evaluate options for a seismically resilient and widened I-5 Boone Bridge, using the I-5 Wilsonville Facility Plan recommendations and associated 2018 RTP project listing as the basis for widening considerations, which is consistent with the 2018 RTP policy guidance for safety and congestion. The I-5 Wilsonville Facility Plan recommends improvements expected to reduce conflicts between vehicles entering and exiting I-5 in the Boone Bridge area, which is intended to improve safety and operational efficiency. The study will consider land use impacts, TDM (Transportation Demand Management) and ITS (Intelligent Transportation Systems).

The study will end in FY 2020-21.

### Key Project Deliverables / Milestones



FY 2020-21 Unified Planning Work Program

**FY 2020-21 Cost and Funding Sources**

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**Requirements:**

ODOT staff time           \$ 25,000  
Consultant Services       \$ 125,000

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**TOTAL \$ 150,000**

**Resources:**

STIP/FHWA                 \$ 138,330  
State Match               \$ 11,670

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**TOTAL \$ 150,000**

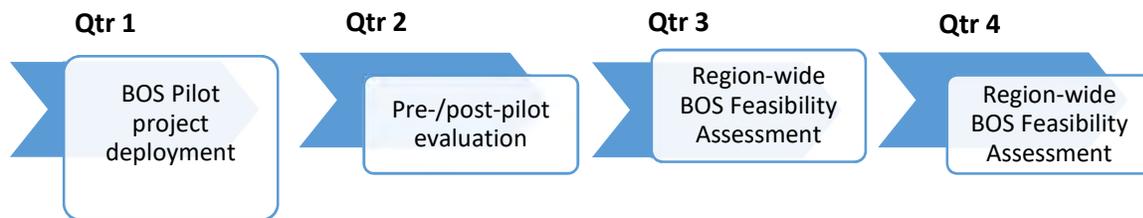
## ODOT Region 1 Bus-on-Shoulder Pilots and Feasibility Assessment

**Staff Contact:** Rory Renfro, rory.j.renfro@odot.state.or.us

### Description

Demonstrating its commitment to testing innovative multi-modal tools, the Oregon Department of Transportation will evaluate the Portland-area freeway system for Bus-on-Shoulder (BOS) opportunities. Building on a high-level assessment of nearly 100 miles of urban freeways, the Region 1 BOS Feasibility Assessment will include multiple pilot projects to be deployed in 2020, followed by a more in-depth analysis of the freeway network to identify additional opportunities. Supplementing a pre- and post-pilot evaluation, the regional study will identify and prioritize corridors for potential permanent and longer-term BOS deployment. This will involve a more detailed assessment of existing transportation infrastructure and conditions, and coordination with regional transit providers and other stakeholders to assess transit demand. The assessment will build upon previous analyses and congestion mitigation measures including ODOT’s bi-annual Traffic Performance Report and Corridor Bottleneck Operations Study efforts, and TriMet’s forthcoming Express/Limited Stop Study. ODOT is undertaking this effort in response to internal and partner agency interest in testing BOS in Oregon.

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 100,000	Federal grant	\$ 0
Materials & Services	\$ 100,000	Local Match	\$ 200,000
<b>TOTAL</b>	<b>\$ 200,000</b>	<b>TOTAL</b>	<b>\$ 200,000</b>





## 5. Local Planning Activities: **Local Planning of Regional Significance**



# French Prairie Bridge Connectivity

**Staff Contact:** Zachary J. Weigel, P.E., [weigel@ci.wilsonville.or.us](mailto:weigel@ci.wilsonville.or.us)

## Description

The French Prairie Bridge Connectivity project identifies three key components in planning of the bicycle, pedestrian, emergency access bridge crossing the Willamette River in Wilsonville. These include the preferred bridge location and bridge type, as well as the estimated cost of the bridge and how construction might be funded.

No safe bike and pedestrian crossing of the Willamette River exists between Newberg and Oregon City. The French Prairie Bridge connects the Portland region through the French Prairie area and on to Eugene by linking the Ice Age Tonquin Trail with the Champoeq Trail and Willamette Valley Scenic Bikeway. In addition, the French Prairie Bridge provides a redundant, seismically resilient Willamette River crossing for emergency and secondary responders in support of incident response and recovery.

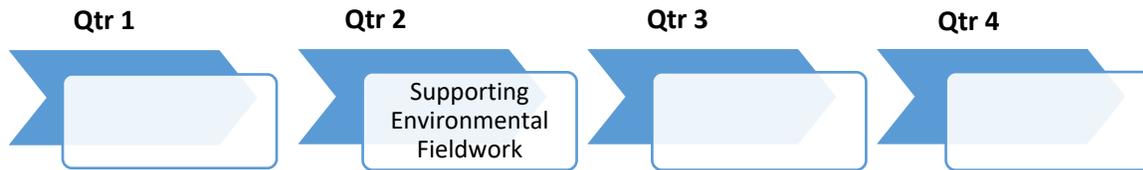
The project is consistent with 2018 Regional Transportation Plan (RTP) policy direction, including increasing safety for bikes and pedestrians, transportation equity, and travel options, and reducing vehicle miles traveled and greenhouse gas emissions, to address congestion and climate change. Regional partners, including ODOT, SMART, cities, and counties and non-governmental groups provided input throughout the process.

Work completed in FY19/20 includes selection of the preferred bridge type, estimate of preferred bridge cost, and a French Prairie Bridge Location Evaluation Report and Planning Effort Summary.

Please visit <http://frenchprairiebridgeproject.org/> for more information about the project.

## Key Project Deliverables / Milestones

Key milestones in FY20/21 consist of supporting environmental fieldwork to be determined by Federal Highways Administration (FHWA).



## FY 2020-21 Cost and Funding Sources

### Requirements:

Personnel Services \$ 200,000  
 Materials & Services \$ 0

### Resources:

Federal grant \$ 179,000  
 Local Match \$ 21,000

**TOTAL \$ 200,000**

**TOTAL \$ 200,000**

# Clackamas Connections Integrated Corridor Management

**Staff Contact:** Bikram Raghubansh, BikramRag@clackamas.us

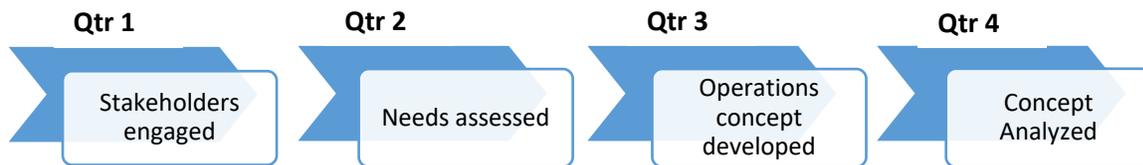
## Description

Clackamas Connections Integrated Corridor Management (ICM) continues from scoping carried out the previous fiscal year. Major highways in Clackamas County are often pushed to their limit during times of peak congestion. This project will develop the concept for operations based on Transportation System Management and Operations (TSMO) strategies around better traveler information, smarter traffic signals and efficient incident response to increase reliability. ICM results in a shared Concept of Operations that integrates agencies operationally, institutionally and technologically. This project is funded through Metro’s regional TSMO program and relates to the 2020 TSMO Strategy which stems from the region’s 2010-2020 TSMO Plan and 2018 RTP Goal 4, Reliability and Efficiency utilizing demand and system management strategies. This project generates recommended action for several corridors in Clackamas County, consistent with 2018 RTP safety, equity and climate policy direction.

Corridors subject to the initial phase of needs analysis will be sections of Interstates 5 and along Interstate 205, Wilsonville Road, Elligsen Road, Stafford Road, 65<sup>th</sup> Avenue, Borland Road, Willamette Falls Drive, 82nd Drive/Avenue, McLoughlin Boulevard (99E) and Highway 224 in Clackamas County. The project will be beneficial for freight drivers as they make route decisions to reach destinations in the region and beyond. It will also make use of the region’s transit investments, improving operations by integrating Intelligent Transportation Systems (ITS).

This project will be largely completed within FY2020-21 but final tasks are likely to continue in early FY2021-22. The project will engage a cross section of the public, operator agencies such as TriMet, ODOT, cities within Clackamas County and other stakeholders.

## Key Project Deliverables / Milestones



## FY 2020-21 Cost and Funding Sources

### Requirements:

Personnel Services \$ 73,444  
 Materials & Services \$ 305,000

**TOTAL \$ \$378,444**

### Resources:

Federal grant \$ 339,578  
 Local Match \$ 38,866

**TOTAL \$ \$378,444**

## Hillsboro - Oak and Baseline: Adams Ave – SE 10<sup>th</sup> Ave

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

### Description

The Oak, Baseline and 10<sup>th</sup> Avenue study will evaluate design alternatives and select a preferred design that creates an environment supporting business investment and comfortable, safe travel for all users in Downtown Hillsboro.

This project seeks to establish a clear vision on how best to improve walkability and provide safer access across the Oak/Baseline couplet, particularly at currently not signalized intersections, which would allow the City to pursue other funding opportunities proactively, or in conjunction with private development, to address these access safety deficiencies.

This project seeks to support redevelopment along the Oak/Baseline couplet by providing a more comfortable environment for residents and business customers while at the same time accommodating auto, transit, 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 10<sup>th</sup> Avenue 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.

In FY 2019-2020, Hillsboro and ODOT fully executed the IGA for this work. Scope of Work has been finalized and submitted to ODOT. ODOT is currently working on the Statement of Work and the RFP. Regional partners, including ODOT, Metro, TriMet, neighboring cities: Forest Grove and Cornelius and non-governmental groups will provide input throughout the planning process.

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 410,000	Federal grant	\$ 500,000
Materials & Services	\$ 147,227	Local Match	\$ 57,227
<b>TOTAL</b>	<b>\$ 557,227</b>	<b>TOTAL</b>	<b>\$ 557,227</b>

# Tualatin Hills Parks & Recreation District - Beaverton Creek Trail – SW Hocken Avenue

**Staff Contact:** Rene’ Brucker, rbrucker@thprd.org

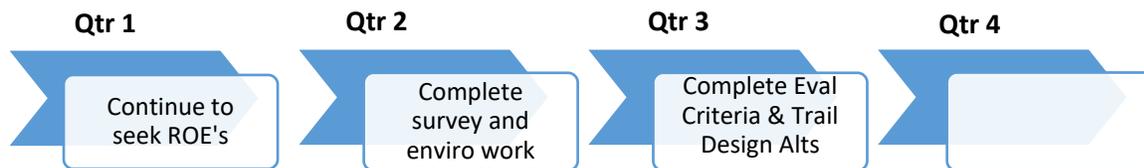
## Description

The Beaverton Creek Trail (BCT) Project will design a 1.5-mile multi-use off-street trail that will parallel the TriMet Light Rail corridor and connect the Westside Regional Trail and SW Hocken Avenue in Beaverton. The feasibility study will identify a preferred route for the trail, preliminary cost estimates, environmental impacts, and potential mitigation issues. This project will require coordination with the Bonneville Power Administration, TriMet, Clean Water Services, Washington County, and City of Beaverton.

In 2019-2020, the consultant contract with ODOT and survey engineer firm David Evans and Associates was issued. The boundary and topographic survey field work was 90% completed, the opportunities and constraints evaluation was 50% completed, and the Hazmat Corridor Assessment with archaeology reviews was 80% completed. The proposed project, located in a high-density employment area with higher density residential to the south and east, will improve walkability and safety in four Metro-identified pedestrian corridors and will lead to an increase in non-auto trips through improved user experience. The BCT Project meets objectives identified in THPRD’s Comprehensive Plan and Trail’s Master Plan, the City of Beaverton’s transportation Plan, the Oregon State Comprehensive Outdoor Recreation Plan that was in place at the time the project was approved, and the Oregon Statewide Planning Goals and Objectives for Recreation.

This is an ongoing project. We continue to seek a right of entry from property owners Nike and Tektronix. If these cannot be obtained, a modification to the trail corridor will need to be considered.

## Key Project Deliverables / Milestones



## FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 91,564	Federal grant	\$ 800,000
Materials & Services	\$ 800,000	Local Match	\$ 91,564
<b>TOTAL</b>	<b>\$ 891,564</b>	<b>TOTAL</b>	<b>\$ 891,564</b>

## Vision Around the Mountain Planning Study

**Staff Contact:** Jason Kelly, Regional Transit Coordinator, [jason.d.kelly@odot.state.or.us](mailto:jason.d.kelly@odot.state.or.us)

### Description

The study will identify transit service connections and coordination opportunities among public transit providers operating around Mount Hood. The study will provide for an inter-jurisdictional transit vision, operational specifications and policy considerations for integrating transit systems, and collaborative marketing strategies for services in the Mt. Hood transit shed.

The study will consolidate and prioritize transit projects identified in Mount Hood Multimodal Transportation Study, Hood River County Transit District Master Plan, Highway 35 Transit Implementation Plan, City of Sandy Transit Master Plan, and Coconino County Transit Development Plan, and multiple Statewide Transportation Improvement Fund (STIF) Plans. The project is co-sponsored City of Sandy, Clackamas County, and Hood River County Transit District and will be a plan subset to the Mount Hood Multimodal Transportation Plan. The study is consistent 2018 RTP policy direction including increasing safety, transportation equity, travel options, reducing vehicle miles traveled, and greenhouse gas emissions, to address congestion and climate change.

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$	Federal grant	\$ 107,676
Materials & Services	\$ 120,000	Local Match	\$ 12,324
<b>TOTAL</b>	<b>\$ 120,000</b>	<b>TOTAL</b>	<b>\$ 120,000</b>

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## ~~Oak Grove – Lake Oswego Pedestrian / Bicycle Bridge Feasibility Study~~ Willamette River Crossingg – Feasibility Study

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**Staff Contact:** ~~Stephen Williams~~Karen Buehrig, ~~swilliams@clackamas.us~~kbuehrig@clackamas.us

### Description

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~~Discussions are underway with the four partner agencies to determine next steps following the decision by the City of Lake Oswego City Council to withdraw the City from any further involvement in the study (November 5, 2019). A project description, deliverables/milestones and budget will be included (if available) prior to the adoption of the FY20-21 UPWP in May, 2020. More information can be found at the project website: [www.clackamas.us/transportation/oglb](http://www.clackamas.us/transportation/oglb). The purpose of this feasibility study is to identify alternative crossing locations of the Willamette River for pedestrians and bicyclists between Oregon City and the Sellwood Bridge, consistent with the Clackamas County Transportation System Plan project #2022. The project will consider alternatives north and south of Lake Oswego.~~

~~The study will begin with coordination with all of the possible project partners, including Clackamas County, Gladstone, West Linn, Milwaukie, Oregon City, North Clackamas Parks and Recreation District, Metro, ODOT and Oregon State Parks and Recreation Department to develop a partner agreement. A needs analysis will then be conducted to develop the purpose and need for the Willamette River Crossing, including the entire area between Oregon City and the Sellwood Bridge. Using information from the needs analysis, criteria will be created to guide the identification and evaluation of new alternative crossing locations north and south of Lake Oswego.~~  
~~identification and evaluation. Alternative crossing locations should will include a pedestrian/ bicycle bridge, as well as other manners of crossing the river such as a water taxi. Alternative locations and alignments will be developed and evaluated, including planning level cost estimates.~~

~~The project partners will determine the decision-making process for narrowing the alternatives that will be moved forward into the 10% design phase. Included in the 10% design phase will be initial bridge-type discussion, conceptual cost estimates, and identification of supporting infrastructure needed to connect the crossing to the pedestrian and bikeway infrastructure on each side of the river. A scoping analysis that addresses both the human and natural environment shall will be prepared for each alternative. Clackamas County will receive input form from the partners (listed above) on if and which alternative(s) should be advanced for further design work.~~

~~The study will conclude with agreement by the project partners to either (1) identify funding and advance alternatives into preliminary engineering and environmental assessment OR (2) not move forward with any of the alternatives at the conclusion of the project.~~

FY 2020-21 Unified Planning Work Program

**Key Project Deliverables / Milestones**



**FY 2020-21 Cost and Funding Sources**

**Requirements:**

Personnel Services      \$ ~~Amount~~ \$450,000  
 Materials & Services    \$ ~~Amount~~ \$450,000

**Resources:**

Federal grant            \$ ~~Amount~~ 0500,000  
~~Local Match~~ Metro      \$ ~~Amount~~ 490,000  
 Direct Contribution

**TOTAL**    \$ ~~Total Amount~~ 490,000

**TOTAL**    \$ ~~Total~~ Amount490,000





# Appendices



**2017 Federal Certification Review  
USDOT Findings and Metro Response**

Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
	<p><b>Recommendation 1:</b> The Federal review team recommends Metro create a corrective action plan and a certification review action team to assist in the successful resolution of corrective actions.</p>	<p>Metro convened an internal MPO group in early 2016 to track MPO activities that occur across our agency. Because of our size and unique function as an elected regional government, our MPO work occurs in five separate departments (administration, planning, research, communication and legal). Our MPO group is led by planning staff and includes core staff from these departments and convenes monthly to ensure continuity on our MPO work.</p> <p>This group is responsible for annual development of the UPWP and also serves as our certification action team. The proposed work program in this response as created by this team.</p>		
<p><b>Metropolitan Transportation Plan (MTP)</b></p>	<p><b>Corrective Action 1:</b> 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.</p>	<p>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.</p> <p>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</p>	<p>12/31/2018</p>	<p>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, methodology and revenue forecasts are included in the appendix to the RTP. This work formed the basis for demonstration of financial constraint in the RTP project solicitation. The 2018 RTP was adopted by the Metro Council on December 6, 2018.</p>

		<p>data on transit system operations costs relative to forecasted revenues as part of the current RTP update.</p> <p>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.</p> <p>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 targets into the RTP and TIP update processes.</p> <p>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.</p> <p>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.</p>		<p>ODOT Headquarters is about to undertake an update to the cooperative revenue forecast for long-range metropolitan planning. We will be an active participant in this effort that will serve as the basis for the next RTP update.</p>
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		<p>The 2018 RTP will demonstrate financial constraint by showing that project costs do not exceed forecasted revenues.</p>		
	<p><b>Recommendation 2:</b> To help the public understand Metro’s long-range planning processes and outcomes, the Federal review team recommends Metro:</p> <ul style="list-style-type: none"> <li>• Consider the audience and purpose of the MTP when determining structure, format, and content,</li> <li>• Use plain language and visualization techniques to present complex information in an easy to understand format,</li> <li>• Document the MTP’s purpose in the introduction of the MTP, and</li> <li>• Describe the relationship between the MTP and the modal plans to help ensure the long-range plan remains multimodal and the full scope of the MTP planning process is understandable to the public.</li> </ul>	<p>Metro continues to explore new ways to make our planning documents and processes more accessible to the public. In 2016, we launched our Regional Snapshot web series, and that continues to be our main forum for creating public awareness on major issues facing the region, including transportation. Our transportation snapshots have used text, photography and video to explore topics like congestion, safety, freight and affordability.</p> <p>We have also made major upgrades to our website to make it simpler and more accessible to the community. We actively use social media and our Opt-in polling program to keep the public engaged on a continuous basis and connect the community to new web content.</p> <p>These web-based tools will continue to be our main focus for translating complex planning topics and using visualization techniques present our planning documents in understandable terms.</p> <p>We will also continue to improve the readability of our RTP, MTIP, UPWP, modal plans and other formal documents to the</p>		

		<p>extent possible, given their legal and regulatory function. In most cases, we publish a summary version of these documents as an alternative for interested public and our elected officials.</p> <p>Our 2018 RTP adoption (including the associated transit, freight and safety modal plans) will include summary documents aimed at the broader public.</p> <p>The RTP will be significantly reformatted as part of this update, and will also include a clear purpose statement of its federal, state and regional purpose in the introduction.</p>		
<p><b>Transportation Improvement Program (TIP)</b></p>	<p><b>Corrective Action 2:</b> 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 on the schedule proposed in the TIP, and all other financial planning and fiscal constraint requirements identified in 23 CFR 450.326 are met.</p>	<p>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 projects for programming in the TIP and to demonstrate fiscal constraint of those projects.</p>	<p>7/1/2020</p>	<p>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 was performed by ODOT’s finance team and Oregon MPO staff, and will be documented in the 2021-24 MTIP.</p> <p>Metro was able to work with transit agency staff on the forecast of reasonably expected transit revenues, which also will be documented in the 2021-24 MTIP.</p> <p>ODOT was able to provide a financial forecast for the three “Leverage” programs to add Active Transportation, Safety, or Highway elements to “Fix-It” asset management projects for the ODOT Region 1 area for the FFY 2022-2024 allocation</p>

			<p>process. The Metro MPA boundary contains a large portion of the ODOT Region 1 transportation assets, making it possible for the MPO to analyze and communicate its priorities for these ODOT funding programs.</p> <p>However, MPOs are still struggling to effectively participate in a cooperative process under the current construct when ODOT, defines funding programs (Fix-It, Enhance, etc) for the state system rather than by how federal or state funding sources should be allocated across the entire system.. Metro will continue to communicate to ODOT staff and the OTC the need to actively engage with MPOs to consider the needs of the wholistic transportation system within the MPO areas before defining the policy direction of their fund allocation programs and the amount and type of revenues..</p> <p>Additionally, MPOs have requested to ODOT Headquarters to participate in the ODOT allocation programs administered at the statewide level. With a better understanding of an order of magnitude forecast of potentially available funds in an MPO area, the decision process by which funds will be allocated MPOs could more effectively analyze and communicate MPO area priorities for those fund allocation</p>
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				<p>programs.ODOT Headquarters is about to undertake the cooperative revenue forecast for long-range metropolitan planning. We expect this process to not only serve the needs of the long-range forecast but to provide a foundation of a better understanding of how revenues are forecasted, allocated to ODOT fund allocation programs, and then programmed in the TIP on projects.</p> <p>Finally, the requirements of the FAST Act and of Oregon HB 2017 have greatly improved the understanding and documentation of adequately operating and maintaining the transportation system by ODOT, transit agencies, and local jurisdictions. Documentation will be provided in the 2021-24 MTIP and STIP.</p>
	<p><b>Corrective Action 3:</b> 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 amendment per 23 CFR 450.328.</p>	<p>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 Metro Council resolution prior to submission for inclusion in the STIP.</p>	<p>5/27/2018</p>	<p>Compliance with this Corrective Action continues.</p>

	<p><b>Recommendation 3:</b> The Federal review team recommends Metro update the STIP discussion in the TIP to accurately reflect the purpose of the STIP, its relationship to Metro’s TIP, and how ODOT projects meet the needs of the Metro area and how they get programmed in the TIP.</p>	<p>In the next TIP process, Metro will work with FHWA and ODOT to update the language describing the relationship between the ODOT-led funding allocations that fund projects within the Metro MPO region, how those projects were prioritized for programming and serve the needs of the Metro area, and the relationship between the MTIP and the STIP.</p>		<p>Descriptive language of the MPO and State DOT responsibilities and the relationship between the STIP and MTIP have been updated in materials being used for the MTIP policy update. Updates to describing these roles and responsibilities that will be reflected in the 2021-24 MTIP document.</p>
	<p><b>Recommendation 4:</b> The Federal review team recommends Metro clarify the Regional Flex Fund Process in the FY 2018-2021 TIP to clearly document the process and ensure Metro is not sub-allocating Federal funding to individual modes or jurisdictions.</p>	<p>Metro staff has updated the 2018-21 MTIP and the description of the Regional Flexible Funding Allocation process of the metropolitan STBG, TAP, and CMAQ funds. It is clear from this description that Metro is not sub-allocating Federal funding to individual modes or jurisdictions.</p>		<p>Compliance with this recommendation continues. The 2022-24 RFFA process will be documented as part of the 2021-24 TIP update to clearly demonstrate consistency with federal regulations on sub-allocation.</p>
	<p><b>Recommendation 5:</b> The Federal review team recommends Metro consider the audience(s) and purpose of the TIP so the public can easily understand the TIP’s purpose, how the TIP implements the priorities identified in the MTP, and can easily find information they are looking for. Consider using plain language and visualization techniques to present the information in an easy to understand format. This will help the reader understand the</p>	<p>In the next TIP process, Metro staff will work to incorporate more graphic and visual elements and plain language to more clearly and easily understand the TIP purpose, process and content. We will also investigate with FHWA and ODOT staff the documentation of compliance with TIP regulations in a technical appendix to help simplify the main body of the document and ease federal staff review of the TIP for meeting regulations.</p>		<p>Creation of the 2021-24 MTIP document and supporting materials is underway in 2020 with a specific intent to address this recommendation. A draft can be provided to FHWA, FTA and ODOT upon request.</p>

	processes and outcomes as they read through the document.			
	<b>Commendation 1:</b> The Federal review team commends Metro and ODOT for taking initiative to review project proposals for project readiness and to address the local project delivery concern.	Metro staff will continue to work on project readiness and local project delivery issues through continuous improvement of regional reporting tools, participation in the state Certification User Group process, and if additional resources are available will conduct more in-depth risk assessment and readiness review of projects seeking RFFA funds.		<p>Metro has worked with ODOT and the other Oregon TMA MPOs to develop obligation targets and a certification process that incentivize on-time delivery of local federal-aid projects to further address this concern.</p> <p>Metro hopes to ascertain federal certification for planning in 2020, and is actively in the process of meeting ODOT's procurement requirements.</p>
<b>Congestion Management Process (CMP)</b>	<b>Recommendation 6:</b> The Federal review team recommends Metro determine what are the basic requirements for CMP evaluation and monitoring and create a sustainable data collection approach that meets the CMP requirements. Metro can then determine any data needs that go above and beyond the basic requirements.	<p>Metro is in the process of re-evaluating our CMP program in light of limited MPO capacity. In recent years, Metro published a Regional Mobility Atlas that was the core of our CMP evaluation and monitoring program, but we have not had the MPO staff capacity to sustain the program at that scale. Currently, our plan is to evolve the atlas to become an online tool, published in tandem with our MTIP and RTP update cycles.</p> <p>As part of the TIP process, Metro also publishes a Resource Guide that links RFFA funding</p>		

		<p>application questions about a candidate project to relevant data contained in the Mobility Atlas or other sources. The guide will be updated as part of the next RFFA process.</p> <p>We are also looking at ways to merge our Mobility Atlas concept with new federal reporting requirements and Oregon Highway Plan regulations affecting permitting and development in the region for both efficiency and to make the information useful to local officials and practitioners.</p> <p>In our 2018-19 UPWP, we have proposed a joint ODOT-Metro Regional Mobility project that would follow the 2018 RTP adoption, and revisit the region’s mobility policy. The mobility corridor framework used in the atlas will be the foundation for this new policy work, and we expect to provide the next update to the CMP data in an new, online version of the atlas as part of this effort.</p>		
	<p><b>Recommendation 7:</b> The Federal review team recommends Metro develop a congestion management plan that documents the tools and data used and how they are applied to the MTP and TIP to help the public and decision-makers understand how the CMP informs Metro’s processes. This plan could be an effective tool to document a complex process.</p>	<p><i>(This is addressed in response to Recommendation 6)</i></p>		

<p><b>Public Participation</b></p>	<p><b>Corrective Action 4:</b> By January 30, 2018, Metro shall update the PPP to meet all requirements of 23 CFR 450.316 and 326(b), including:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Specific outreach strategies to engage traditionally underserved populations.</li> <li>• Criteria or process to evaluate the effectiveness of outreach processes</li> <li>• In each major planning document, 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</li> </ul>	<p>Metro is committed to updating the PPP to meet all requirements of 23 CFR 450.316 and 326(b).</p> <p>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.</p> <p>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</p>	<p>3/16/2018</p>	<p>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 (<a href="http://oregonmetro.gov/public-projects">oregonmetro.gov/public-projects</a>). The agency’s larger Public Engagement Guide is expected to be updated by early 2020 to incorporate this information and update other engagement practices.</p>
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	influenced TIP development.			
	<b>Recommendation 8:</b> The Federal review team recommends Metro identify ways to make Metro’s website navigation easier, taking special consideration for populations that have limited skills using the Internet, and ensure all outdated draft documents are removed after final adoption occurs.	<p>Metro will work with staff to define a protocol for removing outdated draft documents and clearly labeling document status (discussion draft, public review draft, final, etc.)</p> <p>Metro is currently scoping and budgeting for an upgrade to its website server, with the project anticipated to start in early 2019. As part of this process, Metro will continue its user testing to improve navigation.</p>		
	<b>Commendation 2:</b> The Federal review team commends Metro for providing information on their website in languages other than English. This practice enables constituents with limited English proficiency to learn how to participate in decisions that affect their community.			
<b>Consultation</b>	<b>Corrective Action 5:</b> 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).	<p>Metro will complete this work in tandem with the current UPWP process and self-certification for 2018.</p> <p>Our goal is to more directly connect consultation to the UPWP in order to create a</p>	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

		<p>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.</p> <p>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 responsibility, including meeting logistics, agency notices and public notice to improve upon and streamline our current process.</p>		<p>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 document is expected by April 30, 2019.</p> <p>New in 2020, Metro is currently recruiting and hiring for a Tribal Liason. This full time FTE will have the responsibility of making sure the Tribes are consulted early and often.</p>
<p><b>Civil Rights and Environmental Justice</b></p>	<p><b>Corrective Action 6:</b> 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:</p> <ul style="list-style-type: none"> <li>• Designate an employee who will serve as coordinator for Section 504 and ADA matters.</li> <li>• Conduct an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the</li> </ul>	<p>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:</p> <ul style="list-style-type: none"> <li>• 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).</li> <li>• conducting an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers along with specified timelines,</li> </ul>	<p>10/1/2018</p>	<p>An employee for Section 504 and ADA matters was designated ahead of Oct. 1, 2018 (Mary Rowe, HR director).</p> <p>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 secified timeline and budget forecast will be developed through 2019.</p>

	<p>barriers along with specified timelines.</p> <ul style="list-style-type: none"> <li>• Develop a Section 504/ADA nondiscrimination notice, to be posted internally and externally (for employees' and the public's information).</li> </ul>	<p>which is currently in process for Metro's main building and parks facilities(July 2018).</p> <ul style="list-style-type: none"> <li>• developing a Section 504/ADA nondiscrimination notice, to be posted internally and externally (for employees' and the public's information), which has been posted online and will be included in planning reports and meeting agendas and posted internally in 2018 (March 2018).</li> <li>• 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).</li> </ul> <p>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)</p>		<p>A Section 504/ADA nondiscrimination notice was developed and 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.</p>
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	<p><b>Recommendation 9:</b> The Federal review team recommends Metro ensure they are addressing the needs of underserved populations, particularly when the demographics of the region are changing and to continue to identify how projects and programs would benefit and/or burden environmental justice (EJ) populations compared to non-EJ populations. Metro should consider using the MTP goals, objectives, and indicators as criteria for this EJ benefits and burden analysis. Metro should also review the demographic composition of the MPO Committees and explicitly document how Metro will ensure they are representative of community.</p>	<p>Currently, Metro prepares an annual summary of community representative demographics for our MPO committees as part of its annual Title VI report to ODOT. Additionally, Metro has proposed 2-year reviews of for all Metro committees as part of our Diversity Action Plan.</p> <p>While capacity constraints have limited Metro’s ability to meet this reporting goal agency-wide, we intend to bring this review into the Title VI Plan for all members (rather than just community representatives) of MPO committees as part of the next update to the plan. Metro will begin to pilot processes for collecting demographic information from committee members in 2018 (January 2018).</p>		
	<p><b>Commendation 3:</b> The Federal review team commends Metro for implementing their 2015 LEP Plan by customizing public outreach translation needs based on the geography of projects.</p>			
	<p><b>Recommendation 10:</b> The Federal review team recommends Metro identify stakeholders solicited for public comments on their Title VI</p>	<p>Metro completed a review of changing demographics in the region as part of the 2015-18 MTIP and as part of the 2018 RTP.</p>		

	<p>Plan, Title VI Analysis Reports and other federally required documentation.</p>	<p>Mid-cycle update -- Metro is ACS Data analysis to see if communities of color have shifted geographically since the 2010 Census (January 2019).</p> <p>RTP equity analysis will address benefits and burdens for EJ and non-EJ populations as part of the 2018 RTP development and adoption. This work will frame subsequent MTIP updates (December 2018).</p> <p>Currently, we prepare an annual summary report of community representative demographics for our MPO committees. Metro has proposed 2-year reviews of for all Metro committees as part of our Diversity Action Plan. While capacity constraints have limited Metro's ability to meet this reporting goal agency-wide, we intend to bring this review into the Title VI Plan for MPO committees as part of the next update to the plan.</p>		
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<p><b>Performance-Based Planning and Programming</b></p>	<p><b>Recommendation 11:</b> The Federal review team recommends Metro continue to work with ODOT and TriMet to implement Federal planning requirements for performance-based planning and programming, including:</p> <ul style="list-style-type: none"> <li>• Discussing the new requirements, identify which processes need updating to meet new requirements and a plan for updates, data collection and sharing requirements to be ready for PBPP.</li> <li>• Making necessary connections to other performance-based plans, including Statewide Plans.</li> <li>• Further develop data needs to ensure that future MTP and TIP updates implement an objective-driven, performance-based planning process</li> <li>• Updating Planning Agreements that describe how transportation planning efforts will be coordinated between the agencies and</li> </ul>	<p>Metro adopted our first outcomes-based Regional Transportation Plan (RTP) that relies on targets and performance measures to ensure progress toward plan goals. While the range of outcomes and correlating performance measures in the RTP are much more comprehensive than required under new federal regulations, the framework in our RTP closely matches federal requirements where they overlap.</p> <p>In late 2018, Metro will adopt our third performance-based RTP and as part of this major update to the plan, we are conducting a significant overhaul of the plan's targets and performance measures. This work is partly driven by capacity constraints within our agency, and our ability to sustainably monitor, model and report data for performance measures, and the need to align our measures with federal requirements for efficiency.</p> <p>We are still working through our approach to meeting some federal measures, and have been coordinating with ODOT and TriMet to ensure that we can collectively meet these new requirements. Because of our capacity constraints, we expect to rely heavily on ODOT data in the near term to meet the new requirements.</p>		
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	<p>document specific roles and responsibilities each agency has in the performance of transportation planning for the region.</p> <ul style="list-style-type: none"> <li>• Reviewing MTP and TIP project prioritization and decision-making processes and how they support a performance-based process.</li> <li>• Identifying a way to categorize MTP and TIP projects in a way that will assist the MPO in meeting the new performance-based planning and programming requirements.</li> <li>• Reviewing publications, tools, and resources available on FHWA and FTA’s websites for good practices and assistance in implementing Transportation Performance Management and PBPP.</li> </ul>	<p>Currently, we expect to have an initial approach and agreement on responsibilities with our agency partners this year, and on schedule to meet minimum federal requirements.</p> <p>As discussed previously, Metro and ODOT plan to follow the 2018 RTP adoption with an update to our regional mobility policy (which regulates both the RTP and the Oregon Highway Plan for the Metro region). Our goal is to continue linking our mobility policy to the 24 mobility corridors that make up our Regional Mobility Atlas, and we believe this approach strongly meets the intent of federal regulations for tailoring our performance-based planning and programming to conditions on the ground. As part of this work, we will likely fine-tune our performance targets and measures as they relate to federal requirements.</p> <p>This work will be completed prior to the next update to the RTP, and will either result in an amendment to the plan or will be incorporated into the 2023 update. Once the new policy has been adopted into the RTP (either through amendment or a scheduled update), it will then apply to subsequent MTIP updates.</p>		
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**FY 2020-2021 Unified Planning Work Program Summary**

**METRO**

	Requirements  Total Direct and Indirect Costs	Resources							
		Federal MPO Funding				Other Funding			Total
		PL *	5303	STBG	FTA / FHWA / ODOT	Metro Direct Contribution	Metro Required Match	Local Partner Support	
<b>REGIONAL TRANSPORTATION PLANNING</b>									
1 Transportation Planning	\$1,103,089	\$1,081,255	\$19,800				\$2,033		\$1,103,088
2 Climate Smart Implementation	\$24,142		\$21,893				\$2,248		\$24,141
3 Regional Transportation Plan Implementation	\$105,240		\$95,438				\$9,802		\$105,240
4 Metropolitan Transportation Improvement Program (MTIP)	\$1,096,380			\$994,269			\$102,111		\$1,096,380
5 Regional Transit Program	\$59,576		\$54,028				\$5,549		\$59,577
6 Regional Mobility Policy Update	\$877,477		\$287,909		\$310,000		\$29,568	\$250,000	\$877,477
7 Regional Freight Program	\$130,667		\$118,497				\$12,170		\$130,667
8 Complete Streets Program	\$132,214		\$119,900				\$12,314		\$132,214
9 Regional Congestion Pricing Technical Analysis	\$199,489				\$199,489				\$199,489
10 Regional Travel Options (RTO) and Safe Routes to School Programs	\$3,748,570			\$3,599,687			\$148,883		\$3,748,570
11 Transportation System Management & Operations (TSMO) - Regional Mobility Program	\$209,301			\$189,808			\$19,493		\$209,301
12 Enhanced Transit Concept Pilot Program	\$141,409				\$141,409				\$141,409
13 Regional Framework for Highway Jurisdictional Transfer	\$255,367				\$255,367				\$255,367
14 Economic Value Atlas (EVA) Implementation	\$51,103				\$51,103				\$51,103
<b>Regional Transportation Planning Total:</b>	<b>\$8,134,024</b>	<b>\$1,081,255</b>	<b>\$717,465</b>	<b>\$1,184,077</b>	<b>\$3,599,687</b>	<b>\$957,368</b>	<b>\$344,171</b>	<b>\$250,000</b>	<b>\$8,134,024</b>
<b>CORRIDOR / AREA PLANNING</b>									
1 Corridor Refinement and Project Development (Investment Areas)	\$306,530			\$102,809		\$193,163	\$10,558		\$306,530
2 Southwest Corridor Transit Project	\$1,001,583					\$219,696		\$781,887	\$1,001,583
3 Columbia Connects	\$291,790			\$264,614			\$27,176		\$291,790
4 MAX tunnel study	\$65,558					\$65,558			\$65,558
5 City of Portland Transit and Equitable Development Assessment	\$582,907				\$528,618		\$54,289		\$582,907
<b>Corridor / Area Planning Total:</b>	<b>\$2,248,368</b>	<b>\$0</b>	<b>\$0</b>	<b>\$367,423</b>	<b>\$528,618</b>	<b>\$478,417</b>	<b>\$92,023</b>	<b>\$781,887</b>	<b>\$2,248,368</b>
<b>ADMINISTRATION &amp; SUPPORT</b>									
1 MPO Management and Services	\$502,076			\$455,315			\$46,761		\$502,076
2 Civil Rights and Environmental Justice	\$104,870		\$54,208	\$40,894			\$9,767		\$104,869
3 Data Management and Visualization	\$1,328,532	\$553,753				\$774,779			\$1,328,532
4 Economic, Demographic and Land Use Forecasting Program	\$265,775	\$99,773				\$132,253		\$33,749	\$265,774
5 Travel Forecast Maintenance, Development and Application	\$1,540,077	\$822,763				\$315,618		\$401,696	\$1,540,077
6 Oregon Household Travel Survey	\$155,278	\$155,278							\$155,278
7 Technical Assistance Program	\$91,278			\$82,777			\$8,501		\$91,278
8 Fund Swap Management and Monitoring	\$75,587					\$75,587			\$75,587
<b>Administration &amp; Support Total:</b>	<b>\$4,063,473</b>	<b>\$1,631,567</b>	<b>\$54,208</b>	<b>\$578,986</b>	<b>\$0</b>	<b>\$1,298,236</b>	<b>\$65,029</b>	<b>\$435,444</b>	<b>\$4,063,472</b>
<b>GRAND TOTAL:</b>	<b>\$14,445,865</b>	<b>\$2,712,822</b>	<b>\$771,673</b>	<b>\$2,130,486</b>	<b>\$4,128,305</b>	<b>\$2,734,022</b>	<b>\$501,224</b>	<b>\$1,467,332</b>	<b>\$14,445,865</b>

\* PL includes ODOT Match





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.

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