



# 2018-2019 Unified Planning Work Program

**Annual Report**

**July 1, 2018 - June, 30 2019**

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## ANNUAL REPORT

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GRANT: FY 2019 PL  
FY 2019 Section 5303  
FY 2019 STPBG  
FY 2017 STPBG - Carryover

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	<b>Transportation Planning</b>	<b>BUDGET:</b>	<b>\$1,146,679</b>
		PL	\$665,787
		Section 5303	\$33,759
		STPBG	\$397,745
		Metro/Local Match	\$49,388

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$765,898

BALANCE: \$380,781

### NARRATIVE:

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

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

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

- Policy and technical planning support for the Metro Council
- Administration of the regional framework & transportation functional plans
- Ongoing compliance with State greenhouse gas emission targets
- Periodic urban growth report support
- Ongoing support for Metro's local partnerships program
- Support for local Transportation System Planning
- Ongoing support for Metro's Transportation Snapshots
- Periodic support for other programs in the Planning & Development Department on transportation issues
- Participation in statewide transportation planning and rulemaking activities

**Major accomplishments and milestones for this reporting period:**

- Completed the 2018 Regional Transportation Plan (RTP) update with final adoption in December 2018.
- Completed and adopted the Regional Freight Strategy with the 2018 RTP.
- Completed and adopted the Regional Transit Strategy with the 2018 RTP.
- Completed and adopted the Regional Safety Strategy with the 2018 RTP.
- Supported adoption of the Southwest Corridor LPA.
- Completed an RTP Amendment for TriMet's Red Line Expansion Project.
- Participated in the rulemaking advisory committee and formally comment on the Oregon

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GRANT: FY 2019 PL  
FY 2019 Section 5303  
FY 2017 Section 5303 Carryover  
FY 2019 STPBG

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	<b>Regional Transportation Plan Update</b>	<b>BUDGET:</b>	<b>\$575,991</b>
		PL	\$253,272
		FY 18 Section 5303	\$168,253
		STPBG	\$43,913
		FY 17 Section 5303	\$77,410
		Metro Match	\$33,143

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$351,566

BALANCE: \$224,425

### NARRATIVE:

The Regional Transportation Plan (RTP) guides local and regional transportation planning, funding and implementation activities in the Portland metropolitan region for all forms of travel – motor vehicle, transit, biking and walking – and the movement of goods and freight. In addition to meeting federal and state requirements, the plan also addresses a broad range of regional planning objectives, including implementing the 2014 Climate Smart Strategy and the 2040 Growth Concept – the region's long-range growth management strategy – to create healthy, equitable communities and a strong economy.

Central to the RTP is an overall emphasis on outcomes, system completeness, and measurable performance targets to track progress toward the plan's goals. The plan seeks to create an integrated regional transportation system that is safe, healthy, accessible, reliable, equitable, affordable and efficient for all users and supports how and where the region and communities have planned to grow. The plan identifies current and future regional transportation needs, near- and long-term investment priorities and actions to address those needs. The plan also accounts for local, regional, state and federal transportation funds the region expects to have available to build the region's investment priorities.

The RTP is maintained and updated regularly to ensure continued compliance with State and Federal requirements and to address growth and changes in land use, demographic, financial, travel, technology and economic trends. Updates to the RTP are governed by a number of federal requirements that must be met in order for the plan to be certified by the U.S. Department of Transportation and for the region to remain eligible to receive federal transportation dollars. Updates to the RTP are also governed by a number of state requirements that must be met in order for the plan to be approved by the Land Conservation and Development Commission. The RTP is a Regional Transportation System Plan (TSP) under state law. TSPs for cities and counties located within an MPO area must be consistent with both the statewide Transportation Planning Rule and the RTP. Regional functional plans direct local government implementation of the RTP.

**Major accomplishments and milestones for this reporting period:**

- Maintained web pages at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp) to provide information on engagement opportunities and final adoption process.
- Agendas, memos and meeting materials to support updates to regional technical and policy advisory committees and adoption process.
- Presentations to regional technical and policy advisory committees, interested community and business groups and county-level coordinating committees.
- Held final 45-day public comment period on public review drafts of the 2018 Regional Transportation Plan, 2018 Regional Transit Strategy, 2018 Regional Freight Strategy, 2018 Emerging Technology Strategy and 2018 Regional Transportation Safety Strategy for final 45-day public comment period from June 29 to Aug. 13. The comment period included three public hearings and consultation meetings with tribes and federal and state agencies.
- Prepared report documenting comments received during 45-day public comment period and consultation meetings and recommended changes to public review draft documents for consideration by Metro's regional advisory committees and the Metro Council.
- Prepared legislation, exhibits, including findings, for consideration by Metro's regional advisory committees and the Metro Council.
- JPACT and the Metro Council approved the 2018 Regional Transportation Plan, 2018 Regional Transit Strategy, 2018 Regional Freight Strategy, 2018 Emerging Technology Strategy and 2018 Regional Transportation Safety Strategy on Oct. 18, 2018 and Dec. 6, 2018, respectively.
- Submitted notice of final decision (DLCD Form 2) to the Department of Land Conservation and Development Commission on Dec. 21, 2018. No objections were filed.
- Prepared final documents, including appendices, for Metro decision record and project website.
- Compiled decision record consistent with Metro's retention schedule.

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GRANT: FY 2019 PL  
FY 2019 Section 5303  
FY 2019 STPBG  
FY 2017 STPBG Carryover

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	<b>Regional Transit Strategy</b>	<b>BUDGET:</b>	<b>\$99,189</b>
		PL	\$16,230
		Section 5303	\$4,137
		STPBG	\$70,302
		Metro/Local Match	\$8,520

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$99,189

BALANCE: \$0

### NARRATIVE:

Transit has a significant role in supporting the 2040 Growth Concept – the region’s long-range strategy for managing growth. The 2040 Growth Concept calls for focusing future growth in the Portland Central City, regional and town centers, station communities, main streets, 2040 corridors and employment areas, and includes policies to connect the Portland Central City and regional centers together with high capacity transit, which can include light rail, bus rapid transit, commuter rail, or streetcar. The Regional Transportation Plan (RTP) expands this vision to include a connected network of regional and local transit service that is complemented by transit-supportive land uses, safe and convenient bike and pedestrian connections to transit, and other facilities, programs and services designed to make transit more convenient, frequent, accessible and affordable.

The Regional Transit Strategy, formerly known as the Regional High Capacity Transit System Plan, will provide a coordinated vision of future transit for the region to support the 2040 Growth Concept, Climate Smart Strategy, and Regional Transportation Plan. The plan will include improvements to bus service as well as future investments in high capacity transit improvements. The Plan will also include an update to the System Expansion Policy that will provide local and regional partners with direction on how to move future projects forward. This work will be conducted as part of the 2018 Regional Transportation Plan update and will be closely coordinated with the Future of Transit vision being developed by TriMet through its Service Enhancement Plans and the update to Transit Master Plan by the South Metro Area Regional Transit (SMART) district. This strategy will also incorporate relevant service and infrastructure needs and priorities, strategies and actions from TriMet’s 2016 Coordinated Transportation Plan for Seniors and Persons with Disabilities.

**Major accomplishments and milestones for this reporting period:**

- Developed public review draft of the Regional Transit Strategy
- Coordinated transit efforts with partner agencies
- Responded to public and agency comments on the Regional Transit Strategy
- Revised Regional Transit Strategy based on public and agency comments
- Regional Transit Strategy was adopted by Metro Council by resolution in December 2018
- Participate in work groups to implement elements of the Regional Transit Strategy
- Initiated the Enhanced Transit Concept (ETC) Pilot Program, delivering on plans, projects and policies identified in the Regional Transit Strategy

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GRANT: FY 2019 PL  
FY 2019 Section 5303  
FY 2019 STPBG  
FY 2017 STPBG - Carryover

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	<b>Metropolitan Transportation Improvement Program</b>	<b>BUDGET:</b>	<b>\$1,213,632</b>
		PL	\$49,999
		Section 5303	\$369,158
		STPBG	\$674,970
		Metro Match	\$119,505

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$778,624

BALANCE: \$435,008

### NARRATIVE:

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing and monitoring the progress of the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP programs and monitors funding for all regionally significant projects in the metropolitan area. The MTIP administers the allocation of urban Surface Transportation Block Grant (STBG) Program, Congestion Mitigation Air Quality (CMAQ) Improvement Program, and Transportation Alternatives (TA) funding awarded through the Metro Regional Flexible Fund process.

The MTIP reflects the approved RTP's first four year implementation program of funding goals and regional transportation strategies. The MTIP also is a project implementation financial document used to verify and obligate federal project transportation funding. It reflects how funding for projects and their specific phases will be expended to implement the project as part of the first four years of the RTP. The MTIP must be fiscally constrained and demonstrate the programming of project funding does not exceed the funding capacity in any single year of the MTIP. Finally, the MTIP through its major four-year update provides a reconfirmation of implementing the region's transportation control measures (TCMs) for air quality, ensuring federal transportation funds are being programmed, obligated, and expended correctly and in a timely fashion to meet transportation obligations to reduce vehicle emissions.

Development and management of the MTIP is governed under 23 CFR 450.300-336, Metropolitan Transportation Planning and Programming. Projects included in the MTIP are generally one of five types:

1. Projects on the State Highway System
2. Projects on the regional arterial system
3. Major transit investments in the region
4. Separated active transportation projects on the regional network
5. The project is a planning project as part of a regional major investment study, or will complete project development work (Planning through Preliminary Engineering).

As stated previously, the MTIP represents the first four-year implementation program of projects from the approved long range RTP. Before being added to the MTIP, the project must first be part of the fiscally



constrained portion of the RTP. From there, adding projects into the MTIP will satisfy one or more of the following criteria:

- The transportation project is awarded federal funding.
- The project is located in the State Highway System and was awarded ODOT administered funding.
- The transportation project is locally funded, but requires any form of required federal approvals to be implemented.
- The transportation project helps the region meet its TCM requirements to reduce vehicle emissions.
- The transportation project is locally funded, but regionally significant and clearly meets the goals and strategies of the approved RTP.

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 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 required to ensure project funding can be obligated based on the project's implementation schedule. MTIP amendments are ongoing and generally fall within one of three categories:

Formal amendments:

- Result due to substantial funding, policy, or scope changes to the project.
- Require a detailed documentation narrative, a confirmation of consistency with the region's long-range plan and that the region's fiscal constraint findings have not been impacted or violated.
- Require formal approval by Metro's Joint Policy Advisory Committee on Transportation (JPACT) and Council approval.
- Requires approval by U.S. DOT.

Administrative amendments/modifications:

- Minor changes and funding adjustments that clearly do not impact fiscal constraint or RTP consistency.
- The range of possible administrative changes generally are negotiated and pre-approved between the MPO and U.S. DOT.
- Do not require formal Metro approval.
- Approval normally by ODOT with possible review by U.S. DOT

Technical corrections/modifications:

- Represent extremely minor corrections (e.g. spelling errors, or typos)
- No impact on anything as a result of the correction.
- Notification to ODOT required, but approval not necessary by ODOT or U.S. DOT.

As mentioned earlier, the MTIP is also subject to federal and state air quality requirements, and a determination is made during each MTIP update to ensure consistency with the State Implementation Plan for air quality and implementation of its TCMs. These activities require special coordination with staff from Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), and other regional, county and city agencies, as well as public-involvement efforts, consistent with Metro's public involvement plan.

**Major accomplishments and milestones for this reporting period:**

- Completed 22 formal amendments to the 2018 MTIP and 52 administrative modifications during

this period (JANUARY – JUNE 2019). There were a total of 163 amendments for the year (JULY 2018 – JUNE 2019), including 74 formal amendments and 89 administrative modifications.

- Key member on the ODOT Obligation Targets Workgroup determining the final computational logic and business processes for new funding and unobligated carry-over awards for the OA Target requirements (JANUARY - JUNE 2019)
- Key member to the ODOT Certified User Group (CUG) Finance/Obligation committee assisting in developing OA Targets for the MPOs, and developing business practices to integrate the MPOs into the project delivery process (JANUARY – JUNE 2019)
- Continued to provide support to facilitate the state wide effort to develop, procure, and implement a statewide MTIP/Project delivery database for the MPOs and ODOT (JANUARY – JUNE 2019 ONGOING)
- Developed a UPWP Master Agreement “Rosetta Stone” project identification and funding source document to enable ODOT the ability to obligate annual STBG, PL, and 5303 in support of the UPWP Master Agreement projects (APRIL – MAY 2019)
- Staff attendance and successfully passed the FHWA Transportation Project Contracting 2-day workshop (MARCH 2019)
- Staff attendance and successful completion of the NTI Financial Planning in Transportation 3-day workshop (MAY 2019)
- After thorough discussion at TPAC, JPACT recommended and Metro Council adopted the 2021-2024 MTIP Policy Direction (APRIL 2019)
- Developed internally with Research Center staff an approach and methodology to evaluating the draft 2021-2024 MTIP for RTP consistency (SPRING 2019\_
- Developed internally with Research Center staff an approach to reporting and addressing federal performance measures and regional targets reporting as part of the 2021-2024 MTIP (SPRING 2019)
- Executed several project-level intergovernmental agreements (IGAs) for projects undergoing funding exchange and therefore being removed from the 2018-2021 MTIP through either formal amendments or administrative modifications (JANUARY – JUNE 2019)
- Continual coordination conversations among ODOT staff (Region 1 and Headquarters staff) on the data and information exchange to develop the 2021-2024 MTIP (JANUARY – JUNE 2019)
- Transit Agencies presented their annual budget update and programming of projects to TPAC and JPACT (APRIL and JUNE 2019)
- TriMet gave a presentation and provided opportunity for MPO feedback on the Special Transportation Fund Allocation process (JANUARY – MARCH 2019)
- Reviewed grant applications for transit agencies and local jurisdictions to help confirm MPO-specific federal eligibility requirements are met for various USDOT competitive grant opportunities, including FTA 5339 programs and BUILD grants. Also provided letters of support and eligibility confirmation letters. (SPRING 2019)
- ODOT conducted regular updates and presentations of the 2021-2024 STIP Fix-It and Fix-It Leverage funding allocation process at TPAC and JPACT, providing the MPO opportunity for input, comment, and preview projects likely to be entered in the 2021-2024 MTIP from ODOT (JANUARY – JUNE 2019; Discussion item at TPAC March 2019)

### **Amendment Activity**

The following FFY18-21 MTIP amendments, programming adjustments or financial plan adjustments were processed in the period July 1, 2018 through June 30, 2019:

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1346	19340	FY17 Bus & Rail Preventive Maint	70742	Administrative		TriMet	Ken Lobeck	<b>FY15-18 MTIP:</b> The project did partially obligate from the continuing resolution before the end of FFY 2017. This amendment corrects the obligation piece and splits the remaining unobligated portion to be carried over into FY 2018 and programmed in Key 21245.
1347	19330	Bus Purchase (5339 Funds)	70733	Administrative		TriMet	Ken Lobeck	<b>FY15-18 MTIP:</b> Reducing the historical programming in the 2015 MTIP to reflect the partial obligation that occurred at the end of FY 2017. Remaining unobligated funds are being carried over into the 2018 MTIP under Key 21241
1363	18227	NE Graham Dr Sundial Rd & Swigert Way (Troutdale)	70649	Administrative		Port of Portland	Port of Portland	<b>FY15-18 MTIP:</b> TECHNICAL FUND CORECTION: Delete ROW phase and shift \$95k to PE and Construction phase.
1364	14393	Cleveland St: NE Stark to SE Powell	70086	Administrative		Gresham	Gresham	<b>FY15-18 MTIP:</b> FUND SWAP: Approved HPP replaces STP for the project's Construction phase. ROW obligation amounts are updated as well
1365	18018	17th Avenue Multi-use Trail: SE Ochoco - SE McLoughlin	70479	Administrative		Milwaukie	ODOT	<b>FY15-18 MTIP:</b> FUND SWAP: Repurposed HPP earmark approved for project and replaces STP funds. Phase actual obligation amounts updated as well. Minor cost decrease results of \$119k or 2.7%
1616	20878	Regional Travel Options (2019)	70873	Administrative		Metro	Metro	FUNDING CORRECTION: Updated authorized STBG amount and required match is corrected for the project. Cost change is less than 1%
1617	20879	Regional Travel Options (2020)	70873	Administrative		Metro	Metro	FUNDING CORRECTION: Updated authorized STBG amount and required match is corrected for the project. Cost change is less than 1%
1618	20880	Regional Travel Options (2021)	70873	Administrative		Metro	Metro	FUNDING CORRECTION: Updated authorized STBG amount and required match is corrected for the project. Cost change is less than 1%
1619	20304	CITY OF PORTLAND SAFETY PROJECT	70944	Administrative		Portland	Portland	COMBINED PROJECT: Scope and funding from Key 20389 is being combined into this project resulting in site locations 179H and166H being added to the complete scope. This is a straight combination with no new funding being added. As a result Key 20389 is canceled
1620	20389	FULL SIGNAL UPGRADE (PORTLAND)	70962	Administrative		Portland	Portland	COMBINED PROJECT: Scope and funding from Key 20389 is being combined into this project resulting in site locations 179H and166H being added to the complete scope. This is a straight combination with no new funding being added. As a result Key 20389 is canceled.
1621	20486	I-5 OVER 26TH AVENUE BRIDGE	70977	Administrative		ODOT	ODOT	FUND SWAP: Minor corrections to existing fund type codes and ADVCON is swapped for NHPP-FAST in ROW phase which is already in 2020. No change in phase costs or total project costs.
1622	21177	OR213 (82nd Ave): SE Foster Rd - SE Lindy St	71035	Administrative		ODOT	ODOT	NO ACTION: Request to slip ROW and Other/UR phase from 2019 to 2020 and Construction phase from 2020 to 2021 not required as the MTIP already reflects these phases in the requested years
1623	21179	OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave	71034	Administrative		ODOT	ODOT	NO ACTION: Request to slip ROW from 2019 to 2020 is not required as the MTIP already reflects the ROW phase and funding in FY 2020
1624	20808	NE Cleveland Ave.: SE Stark St - NE Burnside	70878	Administrative		Gresham	Gresham	FUND SWAP: CMAQ is replacing STBG in un-obligated ROW and Construction phases in FY 2021. No change in total project cost.
1625	20398	RURAL INTERSECTION AND CURVE WARNING (CLACKAMAS)	70964	Administrative		Clackamas County	Clackamas County	FUND SWAP: The project has qualified for and is being converted into the State funds State Funded Local Project (SFLP). Clackamas County will still deliver the project
1626	20595	PORTLAND METRO PLANNING SFY20	70984	Administrative		Metro	Metro	Amendment Cancelled 4/1/2019 by Ken Lobeck

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1627	20875	SFY 2020 Portland Metro MPO Planning	70872	Administrative		Metro	Ken Lobeck	Amendment cancelled 4/1/2019 per Ken Lobeck
1628	20451	OR8 at River Rd & OR224 at Lake Rd	70996	Formal	19-4961	ODOT	ODOT	Amendment combines scope and funding from two projects: 20454 and 20507 plus adds \$300k in a new Other phase for railroad improvements. Combining Keys 20454 into 20451 adding funding from 20507 and from the ODOT railroad crossing project grouping bucket will reduce overhead costs and allow for efficiencies in delivery. REMOVE FROM MTIP: The project completed a Metro/TriMet fund exchange for local funds which has de-federalized the project. Metro will monitor the project separately via a locally developed IGA. The project does not have any federal approvals nor needs to be included in the MTIP as part of any required process delivery process.
1629	20810	Molalla Ave. Beaver Creek Rd - Hwy 213	70885	Formal	19-4961	Oregon City	Ken Lobeck	COMBINED/CANCELED PROJECT: Key 20454 is being combined into Key 20451 as described in narrative for Key 20451 (previous project).
1630	20454	OR224 AT LAKE/HARMONY	70997	Formal	19-4961	ODOT	ODOT	FUND SWAP: Project is de-federalizing the \$560k of State STBG and transferring it to Key 20451. State funds are preplacing the STBG as a 50% contribution towards the Portland Public Schools which is the same and ahead of the ODOT project
1631	20507	OR213 (82ND AVE) AT MADISON HIGH SCHOOL	70981	Formal	19-4961	ODOT	ODOT	LIMITS CHANGE: The north segment to the project is being dropped due to budgetary limits resulting in a significant limits change to the project which is greater than 0.25 miles
1632	20430	I-5: Marine Dr - Fremont Bridge	70972	Formal	19-4961	ODOT	ODOT	COST DECREASE: This amendment transfers \$10 million from the project to support the FY 2018 Major Bridge Maintenance Program per OTC approval
1633	20481	I-405: FREMONT (Willamette River) BRIDGE	70973	Formal	19-4961	ODOT	ODOT	COST INCREASE: Both PE and construction phases increase due an external PE led process and the construction phase now including overpass protective screening
1634	20484	SW MULTNOMAH BLVD OVER I-5	70976	Formal	19-4961	ODOT	ODOT	COST INCREASE: The amendment addresses cost increase to both PE and Construction phases due to external PE support and additional traffic control requirements not originally estimated as part of the project
1635	20702	OR99W SB Ramp to I-5 SB (Capital Hwy Intchg)	71016	Formal	19-4961	ODOT	ODOT	COST INCREASE: The amendment addresses a cost increase affecting the PE and Construction phases due to external PE sourcing and higher than expected construction bid prices and the costs for paint removal containment
1636	20465	OR99W: Barbur Boulevard Northbound Connection Bridge	70998	Formal	19-4961	ODOT	ODOT	SCOPE CHANGE: The project scope is down-scoping due to a more extensive Tooth Rock Tunnel project being developed as part of the 21-24 STIP. The Tooth Rock Tunnel component is removed from the project. The Project name and scope elements are adjusted to reflect the change. A cost decrease also results.
1637	20298	I-84: Fairview - Marine Drive	70939	Formal	19-4961	ODOT	ODOT	CANCELED PROJECT: Project is a programming duplicate to Key 21262 which was obligate during FY 2018. Project is being removed from the MTIP through this amendment
1638	21126	FY18 TriMet Prevent Maint (Tod Fund Exchange)	71020	Formal	19-4961	ODOT	ODOT	COST INCREASE/CORRECTION: PE and ROW phase costs and fund codes are updated per actual obligations. Cost increase is 5.7% and under 20% threshold.
1639	18833	NE 238th Dr: NE Halsey St - NE Glisan St	70775	Administrative		Multnomah County	Ken Lobeck	FUNDING TECHNICAL CORRECTION: Construction phase authorized HB2017 for the project is reduced to its correct awarded amount of \$44 million total and not construction phase amount. Cost reduction is less than 1% at 0.45%. No scope change
1640	18841	OR217 Southbound: OR10 to OR99W	70782	Administrative		ODOT	ODOT	COST DECREASE: The Admin Mod transfers \$30,000 from this PGB to a non-STIP project per Salem's direction and approval.
1641	20414	ROAD SAFETY AUDIT IMPLEMENTATION	70970	Administrative		ODOT	ODOT	

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1642	18416	Springwater Trail Gap: SE Umatilla - SE 13th Ave	70639	Administrative		Portland	Ken Lobeck	FUND SWAP/COST DECREASE: Decreasing HPP due to Limitation and replacing it with approved CMAQ. Local Other funds are also decreased. No change in scope. Cost change = 6.6%
1643	20329	OR43: Arbor Dr - Hidden Springs Rd	70882	Administrative		West Linn	Ken Lobeck	FUND EXCHANGE: CMAQ replaces STBG in Construction phase while ODOT ROW and Construction phase committed unobligated funds converted to ADVCON. No change in project cost or scope
1644	21041	Regional TSMO Program 2018	71012	Administrative		Metro	Ken Lobeck	Amendment Cancelled
1645	19712	Community Job Connector Shuttle 2018	70857	Formal	19-4965	TriMet	TriMet	COST INCREASE: The project ads approved funding from TriMet's Preventative Maintenance project in Key 19334 to support operating requirements for the planned four Job Connector Shuttle Routes to be implemented.
1646	19334	FY18 Bus & Rail Preventive Maint (5307)	70737	Formal	19-4965	TriMet	TriMet	FUNDS TRANSFER: The amendment shifts \$417,089 of FTA 5307 and required match from TriMet's Preventative Maintenance project to their Community Job Shuttles project in 19712
1647	18001	Clackamas County Regional Freight ITS Project	70478	Administrative		Clackamas County	Ken Lobeck	COST INCREASE: The Admin Mod adds \$55,000 of approved STBG funds plus \$6,295 local funds (total \$61,295) to PE and the Other phase to address a funding shortfall. Total project cost increases to \$2,312,493 and represents a 2.7% cost change to the project
1648	21348	Region 1 LED Conversion	71066	Administrative		ODOT	ODOT	ADD NEW PROJECT: Per FHWA approval This O&M state funded no federal approvals required project is being allowed to be added to the MTIP via an Administrative Modification
1649	18841	OR217 Southbound: OR10 to OR99W	70782	Administrative		ODOT	ODOT	FUND PHASE SWAP: \$1.7 million is being transferred from the Construction phase to PE. A \$50k Other phase is also being established for the project
1650	21400	I-205: I-5 - OR213 Phase 3	71065	Administrative		ODOT	ODOT	PHASE DELETION/FUND SHIFT: UR and Other phase not required. Other phase in MTIP is being deleted (combines both UR and Other) with scope and funding moved back to Construction phase. Total project cost remains unchanged.
1651	19354	Sunrise System: Industrial Area Freight Access	70681	Administrative		Clackamas County	ODOT	FUNDING REDUCTION: All funds reduced to \$0 as the project obligated the STP before 2018 and should not have been carried-over into 2018 MTIP and STIP. This action ensure the STP funding is not assigned to Metro's obligation targets
1652	20812	Brentwood Darlington Bike/Ped Improvements	70877	Administrative		Portland	Portland	SPLIT PROJECT: TDM funds currently in Other phase are being split off and shifted to a Portland PGB to avoid conflict with construction phase. A UR phase is added to the project as well. Minor cost increases which is less than 1%.
1653	20813	NE Halsey Street Bike/Ped/Transit Improvements	70880	Administrative		Portland	Portland	SPLIT PROJECT: The TDM allocated funding and scope are being split off the project and moved to a separate project grouping bucket to cover this project and Keys 20812 and 20814
1654	20814	Jade and Montavilla Multi-modal Improvements	70884	Administrative		Portland	Portland	SPLIT PROJECT: Splitting TDM funds off project to be in new project grouping bucket added adjusted Other phase to be solely a UR phase. No change in project cost
1655	20812	TDM PGB for Keys 20812 20813 & 20814 (Portland)	71067	Administrative		Portland	Portland	NEW COMBINE PROJECT: Splitting TDM funds off Keys 20812 20813 and 20814 are combined into this project grouping bucket. No change in allocated TDM funds to the three keys
1656	17270	40 Mile Loop: Blue Lake Park - Sundial & Harlow Rd	70007	Administrative		Port of Portland	Port of Portland	DESCRIPTON CORRECTION: The Admin Mod updates the description to call out approved segment 2 as part of the scope
1657	21177	OR213 (82nd Ave): SE Foster Rd - SE Lindy St	71035	Administrative		ODOT	ODOT	MINOR SCOPE ADJUSTMENT: Bridge surface protection work to bridge #04566B

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1658	20430	I-5: Marine Dr - Fremont Bridge	70972	Administrative		ODOT	ODOT	FUND PHASE SHIFT FORWARD: \$314k of 100% federal ADVCON (expected to be 100% HSIP) is shifted from the PE phase to the Construction phase to support higher than expected engineer cost assessment for CA.CEI and traffic control. PE does not require the \$314k.
1659	21423	Meyers Rd: OR213 - High School Ave (Oregon City)	71068	Formal	19-4971	Oregon City	Oregon City	ADD NEW PROJECT: The construction phase is being added to the MTIP supporting Oregon City's planned improvement around Clackamas Community College with the IOF grant award.
1660	20816	I-5 Bike/Ped O-xing: SW Barber - SW Town Center Loop	70883	Formal	19-4971	Wilsonville	Wilsonville	REMOVE PROJECT FROM MTIP: As a de-federalized the project is being removed from the MTIP
1661	18004	OR8: SW Adams Ave - SE 10th Ave and SE Baseline St - SE Maple St	70497	Administrative		Hillsboro	Hillsboro	PROJECT NAME MODIFICATION: Final draft scope of work require minor adjustment to project name for consistency
1662	18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	70778	Administrative		Port of Portland	Port of Portland	FUND SHIFT: PE and Cons fund shift to ROW to address extra parcels needed to complete ROW phase. Total project cost remains unchanged
1663	19749	Beef Bend Culvert Replacement	70848	Administrative		Washington County	Washington County	COST INCREASE: Higher than expected construction phase bids received (23% higher in the phase and 16.7% overall) requiring local overmatching funds in the amount of \$425,711 to be added through the Admin Mod
1664	21462	FY 2016 Bus Replacement (SMART)	71069	Formal	19-4983	SMART	SMART	ADD NEW PROJECT: FTA 5339(b) discretionary project award for a replacement bus for SMART
1665	20338	GERMANTOWN ROAD: MP 2.5 - MP 3.5 (MULTNOMAH)	70952	Administrative		Multnomah County	Multnomah Co	FUND EXCHANGE: The Administrative Modification completes a state local fund exchange through the ODOT SFLP program
1666	20703	US30: SANDY RIVER (TROUTDALE) BRIDGE	71007	Administrative		ODOT	ODOT	DESCRIPTION CHANGE: The project short description is updated for scoped clarity
1667	18006	Vehicle Electrification	70489	Administrative		Other	Metro	MINOR FUND ADJUSTMENT: Adding \$3500 of Metro approved STP and associated local match to complete final billings and project close-out
1668	19347	2018 TriMet Enhance Mobility Program	70749	Administrative		TriMet	TriMet	SLIP PROJECT: The project has receive its TrAMS grant approval. However it was awarded in FY 2019 and not 2018. For accounting purposes the project is being slipped to 2019 to reflect the actual year of obligation
1669	20875	SFY 2020 Portland Metro MPO Planning	70872	Administrative		Metro	Metro	Funding for Metro to meet Metropolitan Planning Organization mandates established through the federal regulations and includes planning STBG PL plus 5303 funds for SFY 2020
1670	20722	Portland Metro Planning SFY 2018	71019	Administrative		Metro	Metro	DE-OBLIGATION/COMBINED FUNDS: \$241,888 of STBG \$432,284 of PL and \$191,239 of 5303 funds representing obligated but unexpended funds from Key 20722 is requested to be de-obligated and reprogrammed into Key 20595.
1671	21041	Regional TSMO Program 2018	71012	Administrative		Metro	Metro	COMBINED PROJECT: STP funds support TSMO staff salary requirements and are eligible to be included in the annual UPWP Master Agreement. Funds are being combined into Key 20595 to allow the SFY 2020 UPWP Master Agreement to obligate all federal funds for approved projects under one key number.
1672	19289	Transportation System Management & Operations (TSMO) Program 2018	70671	Administrative		Metro	Metro	FUND TRANSFER: \$69,557 and required match are being split off of Key 19289 and advanced into FFY 2019 for the SFY 2020 UPWP Master Agreement supporting TSMO program management needs
1673	20887	Corridor and Systems Planning (2019)	70871	Administrative		Metro	Metro	COMBINED PROJECT: \$420,082 of approved STBG plus match out of the total programmed \$536,391 STBG in Key 20887 is being transferred to Key 20595 allowing the SFY 2020 UPWP Master Agreement of projects to obligate under Key 20595. The remaining \$116,309 of STBG is being transferred and combined into Key20888 (FFY 2020 Corridor & Systems Planning) to be used as needed in the SFY 2021 UPWP

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1674	20888	Corridor and Systems Planning (2020)	70871	Administrative		Metro	Metro	COMBINED PROJECT: \$420,082 of approved STBG plus match out of the total programmed \$536,391 STBG in Key 20887 is being transferred to Key 20595 allowing the SFY 2020 UPWPA Master Agreement of projects to obligate under Key 20595. The remaining \$116,309 of STBG is being transferred and combined intoKey 20888 (FFY 2020 Corridor & Systems Planning) to be used as needed in the SFY 2021 UPWP DEOBLIGATED/COMBINED PROJECT: Per Metro financial records no, expenditures/reimbursements have occurred against Key 19295 Portland Metro MPO planning funds for Federal fiscal year 2019. Projects will be selected in the future through the MPO process ADD PHASE: The Admin Mod has a \$100k state funded Other phase in support of post construction phase clean-up requirements
1675	19295	Corridor and Systems Planning (2018)	70673	Administrative		Metro	Metro	
1676	20595	PORTLAND METRO PLANNING SFY20	70984	Administrative		Metro	Metro	
1677	19265	I-205 Shared Use Path at Maywood Park	70804	Administrative		Metro	Metro	
1678	20481	I-405: FREMONT (Willamette River) BRIDGE	70973	Formal	19-4993	ODOT	ODOT	CANCELLED PROJECT: Project funding is being de-programmed and committed to three other projects as the need to paint the bridge can be delayed allowing the funding to address other project funding shortfalls. Note: the actions to Key 20481 are part of the 2019 ODOT STIP Re-balancing Effort
1679	20410	I-84: I-205 - NE 181st Avenue	70967	Formal	19-4993	ODOT	ODOT	SCOPE CHANGE/COST INCREASE: The formal amendment adds rehab/repair of four additional bridges within the project limits. The additional needed funding originates from Key 20481 (I-405 Fremont Bridge) transfer and cancellation as noted for Key 20481 (in this amendment bundle)
1680	20471	OR99W: Tualatin River Northbound Bridge	70999	Formal	19-4993	ODOT	ODOT	COST DECREASE/SCOPE CHANGE: The construction phase is being deprogrammed while the PE increased to address required bridge improvement scope actions. As a result the project will remain as a shelf-ready PE project with construction to occur in the next STIP cycle.
1681	21283	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	71054	Formal	19-4993	Portland	Portland	COST INCREASE/PHASE SLIP: PE and project Construction phases increased based on updated project cost estimate. Construction phase slipped to 2021 as a result on added PE design actions
1682	20811	SW Wall St Extension to SW Tech Center Dr (Hunziker)	70888	Formal	19-4993	Tigard	Tigard	REMOVE PROJECT: The project has been de-federalized via a local fund swap for the awarded federal funds. The improvement reflects a new connection/gap closure. The project will be monitored separately as a Metro locally funded project
1683	17757	Main St Ph2: Rail Corridor-Scoffins	70594	Formal	19-4993	Tigard	Tigard	REMOVE PROJECT: This previously federally funded project completed a local fund exchange allowing it to proceed as it a locally funded project under a Metro IGA. To avoid monitoring confusion and conflicts with ODOT the project is being removed from the MTIP
1684	18839	OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)	70780	Administrative		TriMet	TriMet	DELETE PHASE: No UR actions are required. ROW phase is slightly short funding. UR funding is being deleted and transferred to ROW phase

- Notes:
- Requested Actions phase abbreviations:
    - Key XXXXX =the five position numeric code ODOT assigns each project in the STIP. It is often identified by a K followed by the assigned numbers (e.g. K19749).
    - CN =Construction phase. Example: *"Add CN to Key 19149 & increase ..."* means adding the Construction phase to project through the amendment.
    - PE =Preliminary Engineering phase. PE consists of NEPA and (or PA&ED Project Approvals and Environmental Document) plus final design activities (Project Specifications, and Estimates).
    - ROW or R/W = Right-of-Way phase.
      - Key XXXXX =the five position numeric code ODOT assigns each project in the STIP. It is often identified by a K followed by the assigned numbers (e.g. K19749).
      - CN =Construction phase. Example: *"Add CN to Key 19149 & increase..."* means adding the Construction phase to project through the amendment.
      - PE =Preliminary Engineering phase. PE consists of NEPA and (or PA&ED Project Approvals and Environmental Document) plus final design activities (Project Specifications, and Estimates).
      - ROW or R/W= Right-of-Way phase.

- i. Other= A unique MTIP implementation phase for certain project types where the activities do not fit into the PE or Construction phases. Programming funds in this phase is by FHWA and FTA approval. It is primarily use for Transit and ITS projects.
  - j. Planning: This phase is used for various planning studies or pre-NEPA project development activities that will lead directly into the PEso the project can begin NEPA All projects will planning phase programming become a UPWP Project.
- 2. Modification Type: Authorized MTIP project changes are categorized in three areas: Administrative, Formal, and Other.
  - a. Administrative changes are minor and have no impact to conformity or financial constraint.
  - b. Formal amendments do not impact conformity, but may have significant policy impacts and require formal approval by Metro's JPACT and Council. Demonstration that no impact to financial constraint is also required. USDOT provides final approval of Formal amendments.



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## ANNUAL REPORT

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GRANT: FY 2019 PL

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	<b>Air Quality Program</b>	<b>BUDGET:</b>	<b>\$43,674</b>
		PL	\$43,674

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$8,775

BALANCE: \$34,899

### NARRATIVE:

The Air Quality Program ensures activities undertaken as part of the Metropolitan Planning Organization (MPO), such as the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP), for the Portland metropolitan area address state and federal regulations and coordinates with other air quality initiatives in the region.

As part of state and federal commitments, the Air Quality Program ensures the region's MPO activities are carrying out the commitments and rules set forth as part of the Portland Area State Implementation Plan (SIP) and state and federal regulations pertaining to air quality and air pollution. The SIP is overseen by the Oregon Department of Environmental Quality (DEQ) and approved by the U.S. Environmental Protection Agency (EPA). The following activities comprise of the Portland area SIPs:

- Monitor air pollution levels for criteria air pollutants, particularly ozone because of the region's history, and proactively work to address increasing ozone pollutions levels to prevent a non-attainment designation
- Monitor vehicle miles traveled (VMT) per capita and if key thresholds are triggered (as identified in the SIP) then undertake the contingency provisions outlined in the SIP
- Facilitate interagency consultation with federal, state, regional, and local partners
- Continue to implement the Transportation Control Measures as outlined, unless a specific date or completion point has been identified in the SIP
- Work collaboratively with DEQ as issues emerge related to federal air quality standards, mobile source pollution, and transportation programs

Because the Portland metropolitan region has successfully completed two consecutive 10-year maintenance plans after receiving an attainment designation from U.S. EPA as required by the Clean Air Act, the region is no longer required to conduct Air Quality Conformity Determinations (AQCDs) specifically for carbon monoxide to assess the air quality impacts of MPO activities and determine if transportation investments are conducive to the area meeting federal and state air quality standards.

In addition to the state and federal components, the Air Quality Program includes participation and partnerships on other regional initiatives related to air quality.

**Major accomplishments and milestones for this reporting period:**

- In conjunction with DEQ staff, conducted the air quality in review presentation at TPAC (December 2018)
- Conducted vehicle miles traveled analysis to ensure compliance with State Implementation Plan (SIP) contingency measures (December 2018)
- Provided advice and feedback on regional indicators/metrics for the regional barometer project (Spring 2019)
- Provide feedback and responded to questions pertaining to transportation-related air quality indicators, performance measures, and mitigation strategies for projects, programs, and legislative discussions. (ONGOING)
- Tracked various U.S. EPA rulemaking as it pertains to transportation conformity (e.g. MOVES updates) and updates to the national ambient air quality standards (NAAQS). (ONGOING)
- In conjunction with DEQ staff, conducted the air quality in review presentation at TPAC (December 2018)
- Continue to monitor implementation of identified Transportation Control Measures (ONGOING)
- Participated in U.S. EPA Region 10 transportation conformity quarterly calls (Summer and Autumn 2018; Winter and Spring 2019)
- Participated in a California Air Resource Board (CARB) workshop pertaining to potential corporate average fuel economy (CAFE) standards changes. (May 2019)
- Participated in annual statewide transportation conformity meeting (June 2019)

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## ANNUAL REPORT

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GRANT: FY 2019 PL

FISCAL YEAR: FY 2019

AGENCY: Metro

**TASK DESCRIPTION:** Civil Rights and Environmental Justice **BUDGET:** \$156,544  
PL \$156,544

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$100,161

BALANCE: \$56,383

### NARRATIVE:

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.

### Major accomplishments and milestones for this reporting period:

- Submit a Title VI Compliance Report covering 12 months of activity through June 30, 2018 to the Oregon Department of Transportation. (First Quarter 2018-19)
- Annually update staff language resource list to provide in-house translation services as needed for multiple languages. (Ongoing)
- Updated the Limited English Proficiency Factor One (of the Department of Justice Four Factor Analysis) data and analysis for a 2018-19 Limited English Proficiency Plan and Implementation Plan update. (Third Quarter 2018-19)
- LEP Plan implementation: complete all tasks identified in the LEP Plan through June 2019, which – for this fiscal year – consists primarily of monitoring, assessing and improving internal processes for the program through efforts to engage English language learners. (Ongoing)
- Planning and Development departmental equity plan: complete tasks identified in the equity plan through June 2019. (Ongoing once departmental equity plan completed)
- Research available datasets for mapping populations of people with disabilities. (Third Quarter 2018-19)
- Research spatial demographic trends for communities of color and communities with low income compared to 2010 decennial census to inform next MTIP cycle. (Third Quarter 2018-19)
- English language learner and communities with low income analysis at the local jurisdictional (municipal) level to provide to those jurisdictions without capacity for their own analysis. (Fourth Quarter 2018-19)

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## ANNUAL REPORT

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FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION: **Public Involvement**

PERIOD COVERED: July 1, 2018 – June 30, 2019

### **NARRATIVE:**

Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials and address the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

### **Major accomplishments and milestones for this reporting period:**

- Convened the annual community summit, seeking input from the public to help shape public involvement processes; this year's focus was on improving partnerships with community based organizations to improve engagement in project development and decision-making.
- Continued outreach and public comment opportunities the 2018 Regional Transportation Plan update through the final decision in December.
- Conducted public comment opportunities for amendments to the 2018-21 Metropolitan Transportation Improvement Program.
- For the Southwest Corridor Plan, continued engagement plan implementation through the light rail DEIS comment period and preferred alignment decision.
- Finalized the agency's Public Participation Plan for Transportation Planning (formerly part of the Public Engagement Guide).
- Produce Regional Snapshots on jobs, focusing on participation of people of color in trade industries.

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## ANNUAL REPORT

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GRANT: FY 2019 TSMO STPBG  
FY 2019 STPBG

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	<b>Transportation System Management &amp; Operations – Regional Mobility</b>	<b>BUDGET</b>	<b>\$86,915</b>
		TSMO STPBG	\$69,010
		STPBG	\$8,979
		Metro/Local Match	\$8,926

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$86,915

BALANCE: \$0

### NARRATIVE:

#### Description

Regional Mobility is one of two program areas under the broad policy heading of Transportation System Management and Operations (TSMO) – the other is the Regional Travel Options program. Together these two programs advance TSMO strategies by coordinating the development, implementation and performance monitoring of regional demand and system management strategies that relieve congestion, optimize infrastructure investments, promote travel options and reduce greenhouse gas emissions. Both the Regional Mobility Program and Regional Travel Options programs are key components of Metro's Congestion Management Process (CMP). Many CMP activities related to performance measurement and monitoring are covered as part of the Regional Mobility Program. The TSMO Program works in collaboration with ODOT Region 1 Planning for Operations (see separate entry in UPWP).

#### **Major accomplishments and milestones for this reporting period:**

- Manage projects funded with FY2016-2018 MTIP to advance priority projects as identified in the 2010-2020 Regional TSMO Plan (ONGOING)
  - Scoped 2020 TSMO Strategy update (separate UPWP entry), continued PSU PORTAL, Portland hired consultant for Central Signal System update and worked with regional stakeholders to generate needs and begin drafting software requirements.
  - Worked with Clackamas County ITS Staff to discuss scoping of their Multimodal Integrated Corridor Management (ICM) project to begin in FY20.
- Drafted application guide and forms for project selection process for FY 2018-2021 MTIP TSMO Program funds.
  - Scheduled milestones in TransPort's work plan; held early internal discussions of process and selection criteria.
  - Shared information about project readiness, project outcomes (relating to 2018 RTP updated policy outcomes for equity, safety, climate and congestion) and

generating project ideas from a workshop format where each County met to discuss projects that would meet regional goals.

- Provide strategic and collaborative program management including coordination of activities for TransPort, ODOT Region 1 Planning for Operations (see separate UPWP entry), PORTAL Technical Advisory Committee, ITS Architecture, ITS Network Management Team, Traffic Incident Management (TIM) Coalition, Central Signal System Users Group, Cooperative Telecommunications Infrastructure Committee and other regional TSMO-related forums. (ONGOING)
  - Managed TransPort Subcommittee of TPAC meetings with Chair and Vice Chair, holding meetings in August, September, October, December in 2018, plus February, March, April, May and June in 2019 (on 2<sup>nd</sup> Wednesdays of the month at ODOT Region 1). Agendas posted here: <https://www.oregonmetro.gov/regional-leadership/metro-advisory-committees/transportation-policy-alternatives-committee/transpo-0>
  - Held an election at TransPort for their Vice Chair (1 year term, no term limits) April 10, 2019. A.J. O'Connor, ITS Director of TriMet, was re-elected to a 2<sup>nd</sup> term.
  - Prepared TransPort Chair to present on TransPort activities and topics for planners at TPAC in July 2018, November 2018 and May 2019.
  - Drafted TransPort Bylaws and met internally and with TransPort members late October to get feedback on a draft. TransPort recommended updated Bylaws to TPAC February 13, 2019. TPAC voted unanimously to approve the updated Bylaws May 3, 2019.
  - Coordinated and participated in CTIC and ITS-NMT meetings held September 19 (joint meeting) at Portland Bureau of Emergency Management.
  - Coordinated and participated in a CTIC meeting November 14 at ODOT Region 1. Discussed data communications projects in the context of public-private partnerships and new wireless 5G requests. Created guidance for 5G requests and shared with partners in February 2019.
  - TSMO staff (CTIC non-member) participated in CTIC meetings January 9, March 20 and May 15 on the subjects of 5G, cybersecurity and regional fiber needs for current paths that are at capacity.
  - ITS Network Managers Team met February 25 and April 9, 2019 to discuss cybersecurity, updating Team forms and checking on ITS Network uptime. TSMO staff supported these meetings and drafted agendas, forms and notes for the ITS-NMT Chair (TriMet).
  - TSMO staff was invited to participate in the City of Portland's ITS Plan update, kicked-off in Spring 2019.
- Support implementation of the Arterial Performance Measure Regional Concept of Operations (RCTO) to expand real-time, multimodal traffic surveillance and performance data collection capabilities including signal controller software enhancements. (ONGOING)
  - TSMO staff continued to support implementation of the regional concept of operations for Next Generation Transit Signal Priority by working closely with Metro Enhanced Transit Corridors initiative. TriMet led the concept throughout the year inviting vendors to present their technology to Central Signal System leaders. TriMet partnered on the ODOT-led Advanced Transportation Congestion Management Technologies Deployment (ATCMTD) and learned they had won funding to support these tasks in April 2019.
  - Partner agencies continue to expand each of these through TSMO and other ITS projects, partnering with PSU PORTAL to archive and share data. ODOT Real-Time traveler signage was put into service on I-84 in September 2018, reducing travelers anxiety and sharing advisory speed limits to safely slow cars on the

freeway before they arrive at stuck traffic.

- Participate in the regional project led by City of Portland to upgrade or replace the Regional Central Signal System and form partnerships as well as next generation Transit Signal Systems. (ONGOING)
  - City of Portland conducted the procurement and negotiated with the contractor through Fall 2018. Portland and consultant held user/stakeholder meetings January 2019.
- Identify and pursue opportunities to implement the Emerging Technology Strategy, which includes policies to develop new regional data sources and management systems in preparation for automated and connected vehicles, through the TSMO program.
  - Metro's PILOT grant program received letters of interest and a few applications submitted had connections to TSMO.
  - Metro staff participated in Oregon's Automated Vehicle Task Force to help set policy for deployment.
- Continue TSMO Strategy Update by exploring topics including equity, safety, resiliency, connected vehicles, automated vehicles, vehicle-to-X communications, transit signal priority, freight signal priority, mobility as a service/mobility on demand (e.g., public-private partnerships), performance measures, big data analytics and asset management (For more info, see separate UPWP entry on TSMO Strategy update).
  - (see separate UPWP entry)
- I-84 Multimodal Integrated Corridor Management (ICM) Deployment Plan (See separate UPWP entry)
  - (see separate UPWP entry)
- Support TSMO related elements of the Congestion Management Process (ONGOING)
  - Discussed CMP needs and used them to shape the PORTAL 2019 scope.

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## ANNUAL REPORT

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GRANT: RTO STBG  
ODOT STBG

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	<b>Transportation System Management &amp; Operations – Regional Travel Options (RTO)</b>	<b>BUDGET</b>	<b>\$3,105,700</b>
		RTO STBG	\$2,802,835
		ODOT STBG	\$172,219
		Metro Match	\$130,646

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$1,473,958

BALANCE: \$1,631,742

### NARRATIVE:

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

### Major accomplishments and milestones for this reporting period:

- **Develop and update tools to support coordination of RTO partners' education and outreach activities including a marketing plan, calendar and shared marketing materials. (ONGOING)**
  - Develop and implement community-specific research and outreach programs in partnership with community organizations and local jurisdictions.
  - Work with consultants to create a regional TDM assessment, analysis and recommendations.
- **Manage the Regional Travel Options sponsorship program, which supports community and regional travel options partners through events and limited duration community outreach initiatives that promote and educate the public about travel options. (ONGOING)**
  - Twenty applications were submitted during the reporting period. Nineteen were awarded funding totaling \$77,844.
- **Distribute the Bike There! map through area retail outlets, distribute free copies of the flatmap to employment sites to encourage and assist employees in finding their route to work. (ONGOING)**
  - The Bike There paper map has now been retired, the rest of the year work will focus on updating regional bike data into the Bike There online platform (ONGOING)



- **Manage and support Drive Less Connect ride-matching database. (ONGOING)**
  - The Regional Network totals 18,476 registrants, with 1,881 active. Metro, ODOT, SMART and TriMet, along with representatives of Enterprise Rideshare continue to discuss how to restart a vanpool program in the region. Additional meetings and identification of next steps are planned.
  - As of June 30, 2019, ODOT and Metro were in preparation to retire the Drive Less Connect database and replace it with Get There Oregon (GTO), a new ridematching and trip logging tool. GTO is scheduled to begin July 1. The registrant data in Drive Less Connect will be transferred to GTO. Outreach will be conducted to registrants to encourage them to register in GTO and begin logging trips in the new tool.
- **Monitor and report progress on programs and projects carried out by Metro, TriMet, SMART, and RTO grant recipients, including evaluations and surveys. (ONGOING)**
  - Meetings with TriMet and DEQ occurred throughout the period to discuss progress on marketing projects, staff changes, ECO data updates, and potential for modernizing the survey instrument.
  - Planning for the next RTO Evaluation and RTO Survey occurred during Spring 2019 with the aim of both the evaluation and survey taking place in Fall/Winter 2019.
- **Coordinate with Mobility on Demand (MOD) partners, real-time traveler information partners to advance Active Transportation Demand Management (ATDM) strategies and increase use of travel options.**
  - In December, Metro's Emerging Technology staff hosted TriMet to present the beta Trip Planner created through the MOD opportunity to regional emerging technology leads.
- **Coordinate with City of Vancouver and C-TRAN on bi-state commute programs. (ONGOING)**
  - City of Vancouver representative has participated in Collaborative Marketing Group meetings and Get There Oregon planning and launch activities.
- **Implement and manage FY 17-19 Regional Travel Options grants and past grants that are still active. (ONGOING)**
  - All grant activity from the 2017-2019 cycle was completed June 30<sup>th</sup>, 2019.
- **Based on policy direction from the 2018 RTO Strategy, update and modify RTO funding allocation process, criteria, methodology.**
  - Developed an updated grant funding structure that aligns with the vision, goals and objectives of the 2018 RTO Strategy. Six new funding categories were created to improve program performance and expand the program's ability to reach more residents, particularly communities of color and other historically underserved communities. **This work is now complete.**
- **Conduct 19-22 RTO funding allocation process.**
  - The grant application process opened on January 1, 2019. Forty-nine applications were received by the due date of March 31, 2019. Thirty of these were approved for funding. These grants will cover work conducted between July 1, 2019 and June 30, 2022.

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## ANNUAL REPORT

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GRANT: FY 2019 STPBG

FISCAL YEAR: FY 2019 AGENCY: Metro

TASK DESCRIPTION:	<b>Regional Freight Program</b>	<b>BUDGET:</b>	<b>\$54,878</b>
		STPBG	\$49,242
		Metro Match	\$5,636

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$54,878

BALANCE: \$0

### NARRATIVE:

The safe and efficient movement of freight is critical to the region's continued economic health. The Regional Freight Program manages updates to, and implementation of, multimodal freight elements in the Regional Transportation Plan (RTP) and provides guidance to affected municipalities in the accommodation of 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. It ensures that prioritized freight requests are competitively considered within federal, state, and regional funding programs. 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 participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). To facilitate USDOT requirements under the FAST Act, Metro helped provide information on the locations of freight intermodal connectors in the region, and the urban freight roadways and highways to add to the National Multimodal Freight Network.

### Major accomplishments and milestones for this reporting period:

- Incorporate public comments and completed final report of the Regional Freight Strategy.
- Updated the table of contents, and list of figures and tables for the Regional Freight Strategy.
- Refined and developed new sections for Chapter 10 of the Regional Freight Strategy.
- Completed Freight System Performance Measures for the 2018 Regional Transportation Plan and Chapter 10 of the Regional Freight Strategy.
- Updated and added projects to the Draft RTP Freight Projects and Programs list (Appendix A of the Regional Freight Strategy).
- Replaced the regional freight performance measure and target with the federal performance measure for freight movement and economic vitality, which measures the percent of Interstate System miles with reliable truck travel times.
- Set 2020 and 2022 regional targets for the percent of Interstate System miles with reliable truck travel times.
- Developed new RTP system performance measures and monitoring measures for freight.
- Completed the Scope of Work for the Regional Freight Delay and Commodities Movement Study.
- Completed the UPWP narrative for the Regional Freight Delay and Commodities Movement Study.
- Developed freight model outputs and commodity types and groupings for the Regional Freight Delay and Commodities Movement Study.

- Developed a draft IGA and RFP for the Regional Freight Delay and Commodities Movement Study and coordinated with ODOT for completion of these agreements and work proposals.
- Worked with ODOT on the Oregon Freight Advisory Committee Strategic Plan.
- Worked with the Oregon Freight Advisory Committee on recommendations for BUILD grant projects.
- Participated in and hosted final meetings of the West Coast Collaborative - Medium and Heavy-duty Alternatives Fuel Infrastructure Corridor Coalition (AFICC) Oregon Champions Planning Group.

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## ANNUAL REPORT

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GRANT: FY 2019 PL  
FY 2019 ODOT Support  
FY 2019 TriMet Support  
Other Funds

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	<b>Data Management, Data Visualization, and Performance Measurement</b>	<b>BUDGET:</b>	<b>\$1,381,587</b>
		PL	\$211,448
		ODOT Support	\$164,294
		TriMet Support	\$138,055
		Metro	\$911,868
		Other Funds	\$55,000

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$1,381,587

BALANCE: \$0

### NARRATIVE:

Metro's Research Center (RC) department includes the Data Resource Center (DRC) which provides Metro and the region with spatial and other data services including: data acquisition, aggregation, and standardization; data storage systems, software applications, and system analysis; and analytic products that visualize data to support decision-making, performance measurement, and other purposes. DRC performs the following primary activities in close cooperation with staff in Metro's Planning & Development (P&D) department:

- Data analysis and visualization. DRC computes transportation plan evaluation measures, performs land development trend analyses, and applies many other analytics that turn data into useful information.
- Data system and data-driven application development. DRC designs, implements, and maintains data systems and software applications that let end users acquire, store, analyze, and retrieve data for Metro's federal and other programs.
- Data development: DRC collates maintains a collection of more than 150 spatial and related datasets which form the foundation for providing services to the Research Center's partners. The data repository, known as the Regional Land Information System (RLIS), supports land use and transportation planning and almost every other Metro program.
- Performance Measurement: DRC uses its own and other data sources to produce visualizations for monitoring the performance of the regional transportation system, monitoring the region's land use, measuring transportation plan outcomes, assessing growth management planning outcomes, and measuring other Metro programs' progress toward regional goals. Key elements of performance measurement for the UPWP include:
  - Transportation System Monitoring: The DRC collects, manages, and analyzes a wide array of data regarding transportation performance. This work informs transport and land use planning, MTIP activity, and Metro policy development. Transport monitoring in turn has several dimensions, including but not limited to:
    - Roadway performance
    - Transit performance

- Bicycle (and, eventually, pedestrian) system performance
  - Safety/Crashes
  - Performance of and data streams from emerging technologies including CV/AV, transport network companies, etc.
  - Performance measures required under MAP-21
- Land Development Monitoring System (LDMS): similarly to transportation monitoring, DRC data and analytics inform Metro's growth management and housing programs.
- *Ensuring compliance with federal requirements:* DRC staff work together with P&D to craft data and information products that comply with federal and state regulations.
- *Advanced analytic research:* DRC carries out, as part of overall RC efforts, innovative research to enhance data acquisition, data processing, and analytic methods in ways that improve Metro's ability to conduct its growth planning, transport planning, and other functions.

### **Major accomplishments and milestones for this reporting period:**

- Completed the first internal draft of a "Transportation Data Strategy" (formerly known as the "MPO Data Plan") for Metro.
- Provided updated regional demographic data to member agencies upon request, and began scoping the Distributed Forecast work based on the 2018 Urban Growth Boundary decision.
- Supported the MTIP and RTP efforts by computing and visualizing a variety of performance metrics including but not limited to emissions outcomes, assorted accessibility measures, travel time measures, and efficiency measures.
- Provided analytic and cartographic products for the RTP and related economic questions, including the interactive Crashmap and Economic Value Atlas web-enabled visualization applications (led by the Planning Department, the latter with ODOT funding).
- Completed regular updates to the Regional Land Information System (RLIS), the enterprise data repository that supports the growth estimates that inform land-use and population forecasts for the MTP and other MPO tasks.
- Began the work to update the regional bicycle facilities data layer in RLIS.
- Completed regular updates to the data layers in the Land Development Monitoring System (LDMS) via the standard RLIS quarterly and other update processes.
- Processed requested annexations and updated the RLIS jurisdictional boundaries layers as needed.
- Coordinated 2020 Census boundary updates with cities and counties regionwide, and launched Metro's part of a regional "Complete Count Committee" to assist with ensuring an accurate Census count.
- Completed intake and release of the 2018 aerial imagery and launched the acquisition of the 2019 aerial imagery and LiDAR products.
- Delivered a variety of on-demand analysis and map services to the public through Research Center public information support.
- Delivered design, architecture, and several functional components of the *By The Numbers* performance measurement web application and system. The project is on schedule for an October/November 2019 version 1 release.
- Shared a white paper with key partners on the "Smart Region" data concept and attended a workshop on the idea with academic, city, private sector, and other partners.

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GRANT: FY 2019 PL  
FY 2019 STPBG  
FY 2019 ODOT Support  
FY 2019 TriMet Support

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	<b>Economic, Demographic and Land Use Data and Forecasting Maintenance</b>	<b>BUDGET:</b>	<b>\$402,080</b>
		PL	\$162,105
		STPBG	\$7,286
		ODOT Support	\$19,196
		TriMet Support	\$98,527
		Metro Match	\$114,966

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$198,450

BALANCE: \$203,630

### NARRATIVE:

The land use analysis team (LUAT), formerly the socio- economic research center (LUAT), is a unit within Metro's Research Center (RC). LUAT provides historical and forecast estimates of economic activity, population, and land use distribution to Metro's transportation, land use, and solid waste management planners. Historic estimates offer benchmark information to help calibrate the travel demand and land use forecast models and provide performance metrics to help planners understand current conditions. LUAT provides forecasts of future economic, population, and land use conditions in various geographies ranging from regional (MSA) to transportation analysis zone (TAZ) level. Forecast periods range from 20 to 50 years into the future. Metro planners use the projections to manage solid waste policy, study transportation corridor needs, formulate regional transportation plans, analyze the economic impacts of potential climate change scenarios, to develop land use planning alternatives. The latter include performance-based growth management and urban / rural reserves studies. At times, local jurisdictions use the forecast products for their own comprehensive plan and system plan updates.

### Major accomplishments and milestones for this reporting period:

#### Data Acquisition

- Staff coordinated with regional and state authorities to prepare for the 2020 Decennial Census;
- Staff collected data on a monthly-basis for regional socio-economic indicators and other forecast tracking activities;
- Staff continued refinement of the Housing and Transportation (H+T) Cost Calculator Tool and Dashboard prototype.

#### Performance Measurement (Land Development Monitoring System – LDMS)

- Staff successfully implemented and executed an initial LDMS program. The results were used in the 2018 Urban Growth Management Process. A final report of LDMS statistics were

included in Appendix 5 (Residential) and Appendix 6 (Employment) of the 2018 Urban Growth Report. This report can be downloaded from the Metro web site.

#### Model Maintenance

- **Regional Macroeconomic Model:** Staff deferred implementation of a long-term plan for the regional macro model's evolution until the work plan for a new land use allocation model is sufficiently mature;
- **MetroScope Land Use Model:** – Staff executed a multi-year contract with a consultant team to evaluate current and future land use forecasting and development needs. A needs assessment and literature review were conducted in the spring of 2019. A report will be issued outlining state of the practice and a recommendation for modernizing the MetroScope land use model or selecting a new model approach for future analytical purposes;
- Staff initiated preparations for of a 2018-2045 TAZ-level Distributed Forecast;
- Staff experimented and investigated use of “story mapping” software to better communicate outcomes and results of the MCE tool;
- Staff developed a prototype forecast tracking tool (for assessing short-run forecast performance).

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## ANNUAL REPORT

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GRANT: FY 2019 PL

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	<b>Travel Forecast Maintenance Program</b>	<b>BUDGET:</b>	<b>\$910,035</b>
		PL	\$659,383
		Metro Match	\$250,652

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$610,858

BALANCE: \$299,177

### NARRATIVE:

The Travel Forecast Maintenance Program includes work elements necessary to keep the travel demand model and various ancillary tools responsive to issues that emerge during the regional transportation planning process. The major work activities and projects within this program area include model maintenance innovation, and both statewide and national professional involvement.

The program area is critical because the travel demand model provides the analytical foundation for transportation policy and investment decisions.

### Major accomplishments and milestones for this reporting period:

#### Model Maintenance:

##### Modeling Network Attributes

- Staff coordinated with agency planning staff and regional partners to create and document the final set of networks for the 2018 RTP Update;
- Staff worked with a consultant team to finalize a new Micro Analysis Zone (MAZ) system to support a new activity-based model platform;
- Staff worked with a consultant team to finalize a new multi-modal network support a new activity-based model platform;

##### Travel Demand Model Input Data

- Staff coordinated with agency planning staff and regional partners to create and document the final set of input data for the 2018 RTP Update;
- Staff worked with a consultant team to finalize the MAZ-level input data set to support the new activity-based model platform;

##### Travel Demand Model Computer Code

- Staff developed prototype code for a 24-hour transit assignment. Prototype results were validated and presented at the 2019 Planning Applications Conference

#### Statewide and National Professional Development:

##### Oregon Modeling Steering Committee:



- Staff continued service and participation on various committees of the Oregon Model Steering Committee (OMSC);
- OMSC committees with direct staff involvement included:
  - Executive Committee;
  - Modeling Program Subcommittee;
  - Travel Survey Subcommittee;
  - Freight Subcommittee;
  - Technical Tools Subcommittee.

Transportation Research Board (TRB):

- Staff provided the following service to the TRB:
  - Continued membership on the Planning Applications Committee;
  - Preparation for panels, presentations, sessions, workshops at the 2019 National Conference and 2019 Planning Applications Conference
  - Served as Technical Program Chair for the 2019 Planning Applications Conference;
  - Conducted reviews of proposed papers.

Innovation:

- Staff worked with a consultant team to test, deploy, and initiate integration (within the existing passenger model) of a new behavior-based freight model platform;
- Staff worked with a consultant team to complete Phase II of the Multi-Criterion Evaluation (MCE) tool and visualizer
- Staff continued development of a prototype Housing and Transportation (H+T) cost calculator and dashboard;
- Staff developed automated scripting methods to process NPMRDS data to support federally required performance monitoring and reporting activities.
- Experimented and investigated use of “story mapping” software to better communicate outcomes and results of the MCE tool.

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## ANNUAL REPORT

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GRANT: FY 2017 STPBG Carryover  
FY 2019 ODOT Support  
FY 2019 TriMet Support

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	<b>Technical Assistance Program</b>	<b>BUDGET:</b>	<b>\$110,005</b>
		STPBG	\$67,979
		ODOT Support	\$25,828
		TriMet Support	\$8,418
		Metro Match	\$7,780

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$52,687

BALANCE: \$57,318

### NARRATIVE:

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

### Major accomplishments and milestones for this reporting period:

- Purchased modeling software maintenance for seven governmental agencies (ODOT Region 1, City of Portland, City of Gresham, City of Hillsboro, Clackamas County, Multnomah County and Washington County).
- Provided updated Regional Transportation Plan trip tables and networks to several jurisdictions.
- Delivered data to be used by a consultant assisting a City with the calculation of a municipal greenhouse gas inventory.
- Met with County staff to discuss potential future modeling effort.
- Provided select link auto volumes to a consultant helping a City analyze future scenarios.
- Reviewed consultant-prepared documents summarizing several model runs requested by a jurisdiction.
- Provided base and future year auto volume plots and turning movement plots to several consultants working for a variety of clients.
- Met with several outside agencies' staff to discuss model capabilities for ongoing planning needs.
- Prepared travel time contour maps for a consultant.
- Provided select zone auto assignments for a consultant analyzing various sites in the region.
- Began participating in technical modeling team meetings in preparation for ODOT's upcoming Congestion Pricing analysis.
- Completed several model runs, attended meetings, provided requested outputs and follow up analysis to TriMet as well as Washington County.
- Provided daily trip tables by market segment to a local city.

- Created a common base network for several studies in Clackamas County and began assigning trip tables and providing auto volumes and turning movements as requested.
- Met with City of Gresham staff, prepared and distributed modeling materials.

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## ANNUAL REPORT

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GRANT: FY 2019 PL

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	<b>MPO Management &amp; Services</b>	<b>BUDGET:</b>	<b>\$276,999</b>
		PL	\$276,999

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$276,999

BALANCE: \$0

### NARRATIVE:

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

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

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

As the MPO, Metro is responsible for preparing the annual Unified Planning Work Program (UPWP), a document that coordinates activities for all federally funded planning efforts in the Metro region. Metro follows recently adopted state protocols for developing the UPWP to ensure adequate opportunity for state and local partners to develop project narratives, for state and federal consultation on the draft UPWP and for adoption of the final plan by JPACT and the Council in a

timely manner for submittal to ODOT and the USDOT. Once adopted, the UPWP is a living document, and Metro makes periodic amendments, as needed, under procedures established in the UPWP. Amendments to the UPWP area submitted to USDOT for approval.

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

As the MPO for the Portland region, for meeting recently adopted federal transportation performance measures. Metro is coordinating with ODOT and TriMet to determine roles and responsibilities for setting targets and collecting monitoring data needed to report our progress toward these measures. In related work (described separately in the UPWP), Metro and ODOT plan to follow the 2018 RTP adoption with an update to our regional mobility policy. 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.

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

- South Metro Area Rapid Transit (SMART) MOU (*effective through June 30, 2020*)
- Southwest Washington Regional Transportation Council (RTC) MOU (*effective through June 30, 2018*)
- Oregon Department of Environmental Quality MOU (*effective through February 2023 (agreement still being finalized)*)
- 3-Way Planning IGA with ODOT and TriMet (*effective through June 19, 2018*)

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all eight Oregon MPO boards. OMPOC was founded in 2005 to build on common MPO experiences and to advance the practice of metropolitan transportation planning in Oregon. OMPOC meets four times each year and operates under its own bylaws. Metro staff also participates in the quarterly MPO & Transit District coordination meetings convened by ODOT, and attended by all eight MPOs, several transit districts, ODOT, FHWA and other state and federal agencies, as needed.

#### **Major accomplishments and milestones for this reporting period:**

- Adoption of the 2019-20 UPWP in December 2018.
- Completion of all quarterly and year-end planning progress reports for 2018-19 submitted to FTA and FHWA via ODOT.
- Coordination of the 2019-20 UPWP with the adopted Metro budget.
- Organization of twelve JPACT meetings, twelve TPAC meetings and several TPAC workshops, as well as coordination of agenda items on Metro Council, MPAC and MTAC meetings as needed.
- Completed recruitment of three TPAC community representatives for the 2019-20 (calendar year) cycle.
- Participation in quarterly Oregon MPO and Transit staff meetings and quarterly OMPOC meetings held throughout 2018-19.
- Completed scheduled updates to IGAs and MOUs.
- As part of updating the 4-way Metro, ODOT and TriMet IGA, incorporated new provisions that describe roles and responsibilities for target setting and data sharing necessary to meet

- federal performance requirements.
- Provided MPO staff support on various projects, as needed.

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## ANNUAL REPORT

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GRANT: FY 2017 STPBG Carryover

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	<b>Regional Safety Program</b>	<b>BUDGET:</b>	<b>\$27,609</b>
		STPBG	\$24,774
		Metro Match	\$2,835

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$0

BALANCE: \$27,609

### **NARRATIVE:**

Metro is formalizing regional transportation safety activities in a Regional Safety Program to support Vision Zero and achieving national, state, regional and local safety performance targets. A two-year work plan will be developed to guide Metro activities related to transportation safety and coordinate with federal, state and local partners. The work plan will be based on the strategies and actions identified in the 2018 Regional Transportation Safety Strategy and the Regional Safe Routes to School Program.

Starting in 2009, in response to a Federal Highway Administration recommendation to better incorporate safety into the MPO planning process, Metro began working with local governments, ODOT, TriMet, practitioners and researchers to draft the region's first Regional Transportation Safety Plan. The plan built on the 2011 Oregon Transportation Safety Action Plan and the 2012 Clackamas County Transportation Safety Action Plan.

Since the completion of the 2012 Regional Transportation Safety Plan, governments and communities across the country have recognized the need for new strategies and approaches, such as Safe Systems, Vision Zero, Toward Zero Deaths and Road to Zero, in order to make streets safe. Cities and counties in the region have developed transportation safety action plans with targets for zero deaths and severe injuries, and the federal government has a stated goal of zero deaths and severe injury crashes in thirty years. Additionally, the region and state have increased funding and programs for Safe Routes to School. Increasing Safe Routes to School is a core element of the Regional Safety Program.

There is a recognition that funding and programs need to ramp up to address fatal and severe crashes for all modes of travel, especially for vulnerable users. The 2018 Regional Transportation Safety Strategy uses the Safe Systems and Vision Zero frameworks and identifies recommended strategies and actions for all partners. The Regional Safety Program work plan will describe steps Metro will take to implement Metro related actions identified in the 2018 Regional Transportation Safety Strategy and Regional Safe Routes to School Program.

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

### **Major accomplishments and milestones for this reporting period:**

- Adoption of 2018 Regional Transportation Safety Strategy.

- Adoption of FHWA safety performance measure targets in 2018 RTP.
- Adoption of new regional transportation safety policies and performance measure targets in the 2018 RTP.
- Update Metro transportation safety webpage.
- Draft scope of work to develop publicly available Query Crash Map tool
- Develop Query Crash Map tool.
- Coordinate with Research Center to download and maintain ODOT crash data and develop safety and crash data for regional reporting.
- Support Metro staff on safety related topics.
- Coordinate with regional and national partners, including surveys, partner conference calls.
- Coordinate with Metro Active Transportation and Complete Streets programs to highlight Vision Zero street design in performance based design workshop planned for April 2019.
- Participate as needed in state and local safety planning.
- Identification of consultant and Metro research center tasks.
- Identification of key deliverables for FY2019-2020.



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## ANNUAL REPORT

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GRANT: FY 2019 STPBG

FISCAL YEAR: FY 2019 AGENCY: Metro

TASK DESCRIPTION:	<b>Mobility Policy Refinement Planning</b>	<b>BUDGET:</b>	<b>\$58,993</b>
		STPBG	\$52,934
		Metro Match	\$6,059

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$0

BALANCE: \$58,993

### NARRATIVE:

As part of adopting the 2000 RTP, the first transportation plan to fully implement the Region 2040 Growth Concept, Metro developed a new approach to managing mobility. The new policy came from an extensive conversation with regional elected officials and policy makers over a two-year period, including an alternatives analysis to help officials better understand the tradeoffs in making mobility investments.

The new policy was adopted by the Oregon Transportation Commission in [2002] as an amendment to the recently completed 1999 Oregon Highway Plan (OHP), and has been in effect since then. This new emphasis on a tailored mobility policy and multi-modal solutions was also incorporated into the Oregon Transportation Plan (OTP) in 2006, the policy document that frames and organizes all of the state's modal plans for transportation.

The new mobility policy broke from the historic practice of "once size fits all" congestion standards for roads and freeways to a more tailored approach that centered the function of major streets on land use outcomes, and focused mobility expectations on the freeway system.

The new policy also recognized that historic expectations of "building your way out" of peak-hour highway congestion was not only fiscally and technically unattainable, but also had unintended impacts that were inconsistent with the larger 2040 vision, including encouraging sprawl and undermining the broader public and private investments being made in centers and transit corridors.

In the 2010 RTP, Metro expanded on the concept with the development of a series of regional mobility corridors that provide the geography for monitoring and reporting on mobility. Twenty-four mobility corridors were developed, with each corridor framed by Region 2040 land use outcomes, and bundling highways, transit, major streets and bikeway in each mobility corridor as a complementary parts of an integrated system. Metro publishes a periodic Regional Mobility Atlas to provide ongoing tracking of these corridors as a foundation for planning and project development work in the region.

In 2013, ODOT published the Corridor Bottleneck Operations Study (CBOS), another tool for understanding and responding to congestion bottlenecks on highways within the regional mobility corridors. This tool has since been used to prioritize system management investments across the metro region with an eye toward fine-tuning a mature highway system with strategic improvements.

Despite these efforts to keep pace with traffic growth in the region, in the region, congestion has continued to grow since the 2000 RTP mobility policy was adopted. During this time, the region has experienced significant population and employment growth, straining all parts of our transportation system. During the

same period, state investments in the region's freeway system continued to decline from historic levels due to slowing state and federal transportation funding. In recent years, ODOT has adapted to this new fiscal reality with an emphasis on fine-tuning the freeway system with improved operational management and strategic capacity improvements. The few major freeway projects envisioned for the system in the 2018 RTP are also focused on bottlenecks that are part of this shift toward maintaining a mature system.

More recently, the U.S. Department of Transportation issued new regulations (through MAP-21 / FAST Act) for states and MPOs that will require greater monitoring of mobility on our freeway system and setting targets for system performance. While these new requirements differ somewhat from the current mobility policy for the region, the approach is similar, with a focus on specific segments of the freeway system.

To meet the new federal mandate and the growing challenges on our freeway system, ODOT and Metro propose to work in partnership on a refinement to our regional mobility policy, upon completion of the 2018 RTP. This will allow the refinement work to build on a rich data set and updated policy framework from the RTP, with the goal of better informing system management and investments in the region.

This work would produce two major policy frameworks for consideration by JPACT, the Metro Council and the Oregon Transportation Commission. First, a corridor-specific mobility strategy would be developed for the National Highway System for the purpose of meeting federal requirements, and because the NHS generally corresponds to the interstate and statewide highway system defined in the Oregon Highway Plan (OHP).

Second, a mobility corridor-based strategy for managing congestion on regional arterial streets that support the interstate and statewide highways would be developed and incorporated into the Regional Transportation Plan (RTP).

Together, these new policy frameworks would guide system development as part of future RTP updates and the development of city and county Transportation System Plans (TSPs) and the regions ongoing Congestion Management Process (CMP).

#### **Major accomplishments and milestones for this reporting period:**

- Metro began scoping the project deliverables, timeline and budget with ODOT Region 1 and ODOT Headquarters staff. This included three ODOT-Metro meetings of the project executive team to develop the Metro/ODOT Scoping Agreement in early 2019, inception of the project management team in May 2019 and ongoing work to inform drafting the project work plan and engagement plan for consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council by the end of 2019.
- Prepared agendas, memos, scoping questionnaires and other materials to seek feedback on the project objectives and proposed approach defined in the Metro/ODOT Scoping Agreement.
- Prepared scope of work for conducting stakeholder interviews; initiated ODOT procurement process.

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## ANNUAL REPORT

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GRANT: FY 2019 PL  
FY 2019 STPBG  
FY 2017 STPBG Carryover  
FY 2016 STPBG – Livable Streets

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	<b>Complete Streets</b>	<b>BUDGET:</b>	<b>\$235,001</b>
		PL	\$2,500
		STPBG	\$160,645
		STP – Livable Streets	\$50,000
		Metro Match	\$21,856

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$136,936

BALANCE: \$98,065

### NARRATIVE:

Metro's "Complete Streets" Program was established to provide transportation design guidelines and other tools to support local jurisdictions to design streets that implement the 2040 Growth Concept. The Program started with the release of the Creating Livable Streets guidelines in 1997. Since then the Program has grown to include a suite of guidelines: Green Streets, Trees for Green Streets, Green Trails: Guidelines for Environmentally Friendly Trails, and Wildlife Crossings: Providing safe passage for urban wildlife.

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

Other program elements include providing technical assistance to cities and counties as transportation projects are developed, and providing workshops, forums and tours to increase understanding and utilization of best practices in transportation design.

The Program guidelines were last updated in 2002 (with the exception of the *Wildlife Crossings*, which was completed in 2009) and content needs to be updated to reflect the state of the practice in transportation and incorporate missing topics, including designing for safety, age friendly communities, relationship of transportation design to public and environmental health, providing for effective freight and goods movements in multi-modal environments, trail design, cycle tracks and other protected bikeways and bicycle and transit interaction.

### Major accomplishments and milestones for this reporting period:

- Updated policy language in Chapter 2 of the 2018 Regional Transportation Plan, responded to public comment related to design policies in the RTP and identified implementation activities in Chapter 8 of the 2018 RTP to develop new street design and green infrastructure policies prior to

the next update of the RTP.

- Updated RTP design classifications for new streets added to the system through 2018 RTP update and for freight intermodal connectors.
- Drafted text for new Designing Livable Streets and Trails Guide.
- Held three design work sessions for graphics and visuals for new guide.
- Developed template for design elements chapter.
- Developed content for performance-based design decision making framework.
- Developed draft graphics for new guide including land use and transportation transect, street view functions, 2040 map, outcomes symbols.
- Updated work group membership, updated timeline.
- Determined approach for April 2019 Performance-Based Design Workshop.

**Major accomplishments and milestones for the next reporting period:**

- Hold up to five technical work group meetings to finalize new guidelines.
- Finalize draft of new guide, including design elements, graphics, schematics and narrative
- Develop new webpage for street and trail design and complete streets program, including videos, map of case studies, new guide, access to photo library, downloadable schematics, etc.
- Develop case study template.
- Develop at least one case study of implementation strategies for the webpage.
- Update Metro technical and policy committees and hold one TPAC/MTAC workshop on street design.
- Develop and convene a regional leadership forum and workshop on performance based-design for regional leaders and professional staff.

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## ANNUAL REPORT

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GRANT: TSMO Strategic Plan STPBG

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	<b>Transportation System Management &amp; Operations – Strategy Update</b>	<b>BUDGET</b>	<b>\$302,828</b>
		TSMO Plan STPBG	\$271,728
		Metro Match	\$31,100

PERIOD COVERED: July 1 – December 31, 2018

EXPENDED TO DATE: \$0

BALANCE: \$302,828

### NARRATIVE:

#### Description

The Transportation System Management and Operations (TSMO) program follows a 10-year plan that ends 2020. The plan update will be known as the TSMO Strategy, in support of the RTP. The TSMO Strategy will guide program investments using RFFA funding, state funding, additional federal grant funds and local funds, building on investments in transportation system efficiency and supporting innovations. The TSMO Strategy will include 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. While the current plan continues to serve the region, an update is needed to formalize new concepts among regional TSMO partners including connected and automated vehicles, shared-use mobility, integrated corridor management, decision support systems, cloud-based analytics and "Smart City" urban applications of the Internet-of-Things (IoT).

#### Major accomplishments and milestones for this reporting period:

- Drafted detailed, consultant-ready scope of work based on TransPort and TPAC in coordination with Metro RTP and Emerging Technology staff.
- Worked closely with ODOT staff on developing an Agreement (IGA) with an initial review by Office of Metro Attorney.
- Secured signed Initial Contributions forms from Portland, TriMet and Clackamas, Multnomah and Washington Counties. These were approved by ODOT. Encountered several months of delay in securing these contributions due to other agency's procedures.
- Transitioned ODOT Project Manager role to new staff after the original staff took a new job.

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# ANNUAL REPORT

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FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION: **Transportation System  
Management & Operations –  
Regional Travel Options (RTO)  
Strategy Update**

PERIOD COVERED: July 1, 2018 – June 30, 2019

## **NARRATIVE:**

### **Description**

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

The RTO program goals and objectives are derived from the Regional Transportation Plan, and are further defined via a strategic plan. The current strategic plan covers the years 2012-2017 and is in the process of being updated.

### **Major accomplishments and milestones for this reporting period:**

- Drafted detailed, consultant-ready scope of work based on TransPort and TPAC in coordination with Metro RTP and Emerging Technology staff.
- Worked closely with ODOT staff on developing an Agreement (IGA) with an initial review by Office of Metro Attorney.
- Secured signed Initial Contributions forms from Portland, TriMet and Clackamas, Multnomah and Washington Counties. These were approved by ODOT. Encountered several months of delay in securing these contributions due to other agency's procedures.
- Transitioned ODOT Project Manager role to new staff after the original staff took a new job.

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## ANNUAL REPORT

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GRANT: FY 2019 PL

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	<b>Economic, Demographic and Land Use Forecasting Development &amp; Application Program</b>	<b>BUDGET:</b>	<b>\$181,286</b>
		PL	\$65,417
		Metro Match	\$115,869

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$96,896

BALANCE: \$84,390

### NARRATIVE:

This chapter complements the Section I chapter “Economic, Demographic and Land Use Data and Forecasting Maintenance.” The Land Use Analytics Team (LUAT) conducts, in addition to the land use data and forecast capacity sustenance work described in Section I, long-term forecast tool development activities and tool applications to Metro’s planning responsibilities. This chapter describes these elements.

LUAT regularly updates long- range economic and demographic projections in order to incorporate the latest observed changes in demographic, economic, and real estate development conditions. Given forecast uncertainty, LUAT produces “risk-ranges” that quantify the variability in baseline growth projections which in turn inform risk analysis that tests alternative growth scenarios to evaluate ranges of potential economic, demographic, and land use impacts.

### Major accomplishments and milestones for this reporting period:

#### Stakeholder Involvement

- Staff provided decision-maker outreach/support and responded to technical questions regarding forecast assumptions and findings documented in the Urban Growth Report;
- Staff worked with a consultant team to prepare for stakeholder engagement to support the needs assessment task of the land use model scoping project.
- Staff worked with a consultant team to conducted stakeholder engagement sessions to support the needs assessment task of the land use model scoping project;
- Staff initiated preparations to reconvene a Land Use Technical Advisory Group (LUTAG) to inform and advise the development of an updated distributed forecast (the TAZ-level land use product derived from the regional forecast used in the Urban Growth Management process).

#### Survey, Data Acquisition, and Research

- Staff coordinated with regional and state authorities to prepare for the 2020 Decennial Census;
- Staff executed the initial implementation of the Land Development Monitoring System (LDMS) for the Urban Growth Report;
- Staff continued to collect, assemble and analyze data for regional socio-economic

- indicators and other forecast tracking and monitoring activities;
- Staff continued development of a prototype Housing and Transportation (H+T) cost calculator and dashboard.

#### Model Improvements

- Staff developed and procured a multi-year contract for consultant services to develop a work plan for a new land use allocation model;
- Staff worked with a consultant team to conduct a needs assess and literature review to support the land use allocation scoping project;
- Staff developed, refined and implemented housing cost burden metrics (via the H+T cost calculator) that were used in housing need analysis of the Urban Growth report.
- Staff initiated refinements to map-back methods in support of the update to the distributed forecast scheduled for FY2019-2020;
- Continued refinement of the Housing and Transportation (H+T) Cost Calculator Tool and Dashboard prototype.



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## ANNUAL REPORT

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GRANT: FY 2019 PL  
FY 19 ODOT Support

FISCAL YEAR: FY 2019 AGENCY: Metro

TASK DESCRIPTION:	<b>Travel Forecast Development &amp; Application Program</b>	<b>BUDGET:</b>	<b>\$521,155</b>
		PL	\$505,473
		ODOT Support	\$15,682

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$399,444

BALANCE: \$121,711

### NARRATIVE:

The Travel Forecast Development and Application Program includes work elements necessary to keep the travel demand model and various ancillary tools responsive to issues and trends that emerge during the regional transportation planning process. The major work activities and projects within this program area include travel behavior surveys, new models/tools, and significant one-time model application and/or enhancement efforts.

The program area is critical because the travel demand model provides the analytical foundation for transportation policy and investment decisions

### Major accomplishments and milestones for this reporting period:

#### Travel Behavior Surveys:

- Staff chaired and provided support to the Travel Survey Subcommittee of the Oregon Model Steering Committee. The Subcommittee is charged with coordinating and overseeing the implementation of the next household travel survey across the state. The subcommittee met multiple times between July 1st, 2018 and June 30th, 2019. The subcommittee oversaw the development a draft RFP for scoping project that will deliver a work program and implementation plan for the next travel household travel survey;
- Staff developed a work program, contracts, and inter-governmental agreements (with TriMet and City of Portland) related to a pilot project that will explore the Replica data product. Replica has the potential to significantly complement traditional household travel survey efforts;
- Staff executed contracts and inter-governmental agreements for the Replica data product and initiated the pilot project.

#### New Models

- Staff developed a work program and procured consultant services for the development and deployment of OR-RAMP, a derivative of the CT-RAMP activity based model platform specific to Oregon;
- Staff worked with a consultant team to finalize a new Micro Analysis Zone (MAZ)

- system to support a new activity-based model platform;
- Staff worked with a consultant team to finalize a new multi-modal network support a new activity-based model platform;
- Staff worked with a consultant team to finalize the MAZ-level input data set to support the new activity-based model platform;
- Staff worked with a consultant team to test, deploy, and initiate integration (within the existing passenger model) of a new behavior-based freight model platform;
- Staff closed out consultant contract (via ODOT) and took delivery of the new behavior-based freight model;
- Staff worked with a consultant team to complete Phase II of the Multi-Criterion Evaluation (MCE) tool and visualizer
- Staff closed out consultant contract and began outreach phase of Multi-Criterion Evaluation (MCE) Toolkit;
- Staff continued development of a prototype Housing and Transportation (H+T) cost calculator and dashboard;

#### Model Applications/Enhancement:

- Staff completed final model runs, analysis, and documentation to support the 2018 RTP Update;
- Staff developed prototype code for a 24-hour transit assignment;
- Staff tested and validated prototype code for a 24-hour transit assignment;
- Staff developed draft scope of work for an enterprise transportation data program.

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## ANNUAL REPORT

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GRANT: FY 2019 Corridor & Systems Planning STPBG  
FY 2017 STPBG Carryover  
Other Funds

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	<b>Corridor Refinement and Project Development</b>	<b>BUDGET:</b>	<b>\$924,455</b>
		STPBG	\$672,954
		Metro	\$101,501
		Other	\$150,000

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$82,651

BALANCE: \$841,804

### NARRATIVE:

The 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 has traditionally participated in local project-development activities for regionally funded transportation projects. In recent years, the Project Development program has focused on projects directly related to completion of corridor refinement planning and project development activities in regional transportation corridors outlined in the RTP. Project Development funding is also required to fund work on major projects that occurs prior to a formal funding agreement between Metro and a jurisdiction, such as project scoping, preparation of purpose and need statements, development of evaluation criteria, and developing public involvement plans. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies. It will also support initiation of new corridor planning efforts to be led by Metro or others.

The 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.

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**Major accomplishments and milestones for this reporting period:**

- Supported local project development efforts on mobility corridors and enhanced transit corridors. (ONGOING)
- Supported the Division Transit project (ONGOING)
- Supported the SW Corridor Shared Investment Strategy and Transit project (ONGOING)
- Worked with jurisdictions and community partners in a new economic investment area in the Columbia Corridor, called Columbia Connects (ONGOING)
- Worked with jurisdictions and community partners in a new economic investment area along McLoughlin Boulevard (ONGOING)
- Partnered with TriMet to define a scope of work for the Central City Transit Capacity feasibility analysis. (Spring 2019)

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## ANNUAL REPORT

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GRANT: FY 2017 Corridor & Systems Planning STPBG

FISCAL YEAR: FY 2019

AGENCY: Metro

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TASK DESCRIPTION:	<b>Division Transit Project (Powell/Division Transit and Development Project)</b>	<b>BUDGET:</b>	<b>\$557,227</b>
		STPBG	\$500,000
		Metro Match	\$57,227

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PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$484,214

BALANCE: \$73,013

### NARRATIVE:

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

Based on a transit alternatives assessment and public input, the project steering committee recommended a Locally Preferred Alternative (LPA) for the transit project that includes the transit mode (bus rapid transit), the route (from downtown Portland on the transit mall to Southeast Division Street to the Gresham Transit Center, and the general stop locations (approximately 1/3 mile apart). In addition, the project partners identified land use actions and station area investments that would support livable communities in the corridor and included them in the City of Portland and City of Gresham Local Action Plans. Outcomes of these efforts will be implemented by local jurisdictions. The transit alternatives assessment is continuing into the conceptual design which is further defining the bus service and amenities, and other transit and associated pedestrian, bicycle and roadway improvements needed to provide high quality and high capacity transit service in this corridor. This process provided the foundation for TriMet's successful application to enter into Project Development with the Federal Transit Administration and sets the stage for a future Small Starts funding application and the initiation of environmental approvals under the National Environmental Policy Act (NEPA).

Based on outreach and analysis, the Steering Committee recommended a Locally Preferred Alternative (LPA) in November and the LPA was adopted by the local jurisdictions in December 2016. The project began the NEPA process by documenting potential impacts and benefits in accordance with federal requirements and began the NEPA process in earnest as the design is further refined in 2017 and 2018.

With local adoption of the LPA, TriMet is leading the design, traffic, and outreach with support from Metro and other project partners. Metro Council adopted the LPA at the same time they amended the Regional Transportation Plan in June 2017.

TriMet is leading the outreach with Metro collaboration to gather input on how to further refine the LPA. The project's conceptual design is being further developed, and Metro is leading the NEPA process by conducting a Documented Categorical Exclusion.

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

**Major accomplishments and milestones for this reporting period:**

- Consultation with tribes, OR State Historical Preservation Office (ORSHPO), and other consulting parties on project (Summer 2018 through Winter)
- Draft Historic and Cultural Analysis Report (Fall 2018)
- Draft NEPA Documented Categorical Exclusion and related reports (Fall 2018)
- Conducted 4(f) analysis and submitted letters for temporary occupancy to OR SHPO and other consulting parties to concur with (Fall 2018)
- Finalize DCE, Section 106 and 4(f) materials (Early 2019)
- Completed NEPA analysis- OR SHPO and Other Consulting Parties concur, finalize reports, Federal Transit Administration (FTA) concurs (Early 2019 )
- TriMet refined the design to 60 percent (Early 2019)
- FTA and partner risk assessment (Spring 2019)
- Update Small Starts funding submittal to the FTA by TriMet (Spring 2019)

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## ANNUAL REPORT

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GRANT: Other Funds

FISCAL YEAR: FY 2019

AGENCY: Metro

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TASK DESCRIPTION:	<b>Southwest Corridor Plan</b>	<b>BUDGET:</b>	<b>\$2,719,274</b>
		Metro	\$342,486
		Other Funds	\$2,376,788

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PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$1,629,064

BALANCE: \$1,090,210

### NARRATIVE:

The Southwest Corridor Plan coordinates land use and transportation planning efforts to develop a shared investment strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development. This corridor extends from Central City Portland south to the City of Sherwood in the vicinity of Barbur Boulevard/Highway 99W. The plan is a partnership between Metro, Washington County, the Oregon Department of Transportation, TriMet and the cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, and King City. A major feature of the Plan's shared investment strategy is a proposed light rail transit (LRT) system extending from the Portland transit mall to Bridgeport Village via downtown Tigard. In conjunction with the study of the LRT, Metro is working with project partners on the Southwest Corridor Equitable Development Strategy to support achieving regional and local goals related to inclusive development, affordable housing, workforce development, and access to education and other ladders of opportunity aligned with major regional investments in transit and other transportation improvements.

### Major accomplishments and milestones for this reporting period:

- Adoption of the SW Corridor LRT Preferred Alternative into the Regional Transportation Plan update
- Metro Council adoption of a Land Use Final Order for the Southwest Corridor Light Rail Project
- Acceptance of project into Project Development phase of New Starts by Federal Transit Administration
- Continuation of conversations on funding commitments toward estimated capital costs by local agencies and jurisdictions
- Advancement of Post-DEIS transit design advancement in support of the Final Environmental Impact Statement (FEIS), with a complete stable design set delivered at end of June.
- Continuation of pre-FEIS analysis of design refinements and mitigation options
- Continuation of federal agency consultation process in support of FEIS, particularly with NOAA Fisheries.
- Continuation of FEIS analysis in topic areas related to federal agency consultation,

such as historic and water resources

- Continuation of implementing the work plan for the Equitable Transit Oriented Development (eTOD) grant received from the Federal Transit Administration (FTA) for corridor wide planning, culminating in identification of a comprehensive SW Corridor Equitable Development Strategy
- Beginning of the station area planning process, examining access needs and land use and development opportunities
- Continued ODOT and project partner staff meetings to review and discuss project planning and designs
- Continued public engagement process
- Continued collaboration with project partners to support local community land use visions
- Continued work toward identifying funding and implementation options for SW Corridor transportation improvements (roadway, bicycle and pedestrians) and parks, trails and habitat projects listed in the Southwest Shared Investment Strategy but not included in the LRT Preferred Alternative



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## ANNUAL REPORT

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GRANT: Economic Value Atlas STPBG

FISCAL YEAR: FY 2019

AGENCY: Metro

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TASK DESCRIPTION:	<b>Economic Value Atlas</b>	<b>BUDGET:</b>	<b>\$334,338</b>
		STPBG	\$25,557
		Metro/Local Match	\$308,781

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PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$101,493

BALANCE: \$232,845

### NARRATIVE:

The purpose of this work is to create a more robust data-based tool for estimating economic outcomes from public investments in transportation and other infrastructure investment scenarios. Metro, together with key partners and stakeholders, will develop an Economic Value Atlas (EVA) that serves as a spatial representation of existing economic and workforce conditions, opportunities for a productive and inclusive regional economy, and supply chain factors that impact the region's ability to export its products and services. The EVA will help translate stated economic goals for the region into a strategy that guides Metro's transportation (freight and passenger) and land use planning and investment decisions based on economic conditions and needs.

### Major accomplishments and milestones for this reporting period:

- Execution of implementation plan
- Stakeholder engagement

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## ANNUAL REPORT

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GRANT: ICM-DPG-2013/ICM Deployment,

FISCAL YEAR: FY 2019

AGENCY: Metro

TASK DESCRIPTION:	<b>I-84 Multimodal Integrated Corridor Management</b>	<b>BUDGET:</b>	<b>\$239,600</b>
		ICM-DPG-2013	\$191,680
		Metro	\$6,845
		Local Partners	\$41,075

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$0

BALANCE: \$0

### NARRATIVE:

US DOT's Intelligent Transportation Systems (ITS) Joint Program Office (JPO) awarded Metro and agency partners an Integrated Corridor Management Deployment Planning Grant. Integrated Corridor Management (ICM) grants will help combine numerous information technologies and real-time travel information from highway, rail, transit and bike operations.

This work aligns with the Regional TSMO Plan, supporting the vision to “collaboratively and proactively manage [the region's] multimodal transportation system.” The ICM study furthers the goals and objectives of the TSMO plan including reliability for travelers and goods movement; transportation safety and security; environment and quality of life; and, providing comprehensive multimodal traveler information to people and business.

As TSMO partners strive towards real-time information for operations and travelers, this study takes strategies a step forward. ICM is described as a “system of systems” which refers to both the technology and coordination protocols between agencies. ICMs in other regions identify a multitude of scenarios including crashes, weather hazards and major events. A real-time coordinated response will help provide safe and reliable transportation options.

Travelers can use real-time information to avoid congestion and find alternate routes or transportation systems, such as transit or bike. Shippers can receive information concerning the entire network, not just one route. Such tools can help engineers make better decisions about congestion management by recommending where traffic should flow and onto which systems commuters should be shifted based on up-to-the-second data.

### Major accomplishments and milestones for this reporting period:

- Completed Final Report and drafted Memorandum of Understanding for partner agencies. The Final report reflects the process corridor partners took and details the six operations strategies they arrived at for safer, more reliable travel through across the I-84 multimodal travel shed. Created a web page to host the report and shared with stakeholders, grant funds partners US DOT ITS JPO and FHWA Operations: <https://www.oregonmetro.gov/multimodal-integrated-corridor-management>
- Received final Systems Engineering Management Plan (SEMP) from the consultant.
- Presented the operations strategies to TransPort and the Traffic Incident Management

- (TIM) Coalition.
- Completed local match requirement for the project and concluded other administrative steps of the project.

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## ANNUAL REPORT

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GRANT: FY 2019 Corridor & System Planning STPBG

FISCAL YEAR: FY 2019

AGENCY: Metro

<b>TASK DESCRIPTION:</b>	<b>MAX Red Line Improvements Project</b>	<b>BUDGET:</b>	<b>\$128,868</b>	
		STPBG	\$103,407	
		Metro/Local Match	\$25,461	\$

PERIOD COVERED: July 1, 2018 – June 30, 2019

EXPENDED TO DATE: \$0

BALANCE: \$128,868

### NARRATIVE:

The MAX light rail system provides high capacity transit connecting the major centers of our region. The MAX Red Line has connected the City of Beaverton, downtown Portland, Gateway Regional Center, and Portland International Airport since 2001. Since its opening, there has been substantial growth in the corridor and more demand for reliable transit connecting these important centers. Currently, the Red Line has two single track sections near Gateway/99<sup>th</sup> Ave and Portland International Airport, which result in inbound and outbound trains having to wait for each other. If a train is off schedule, these wait times can impact the entire Max System as trains rely on the same tracks to serve different parts of the region. Adding a second set of tracks in these areas will reduce delays for riders on all five lines. In addition, Max riders west of Beaverton Transit Center have been requesting Red Line service to better connect a growing part of the region.

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

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

### Major accomplishments and milestones for this reporting period:

- Continuation of partner agency engagement and public outreach
- Completion of 30% Design
- Adoption of 2018 RTP by JPACT and Metro Council, which includes MAX Red Line Improvements.
- Project Advisory Group concurrence with Locally Preferred Alternative
- Adoption of Locally Preferred Alternative
- Submission of draft NEPA documents to FTA
- Request to FTA to enter project development

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YEAR END REPORTING  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 17264

METRO IGA: N/A

FISCAL YEAR: FY 2018-19

AGENCIES: City of Wilsonville

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PROJECT:	French Prairie Bridge Connectivity	Federal: \$1,250,000
		Local: \$143,068
		Total: \$1,393,068

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PERIOD COVERED: July 1, 2018 to June 30, 2019

EXPENDED TO DATE: \$850,900

BALANCE: \$542,168

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PROJECT IMPLEMENTATION AND  
COMPLETION STATUS ESTIMATE: 70%

ESTIMATED COMPLETION DATE: *December 2019*

**Description**

**Program/Project Summary:**

The project involves the planning and project development of the French Prairie Bridge, which will be a multi-modal bridge crossing the Willamette River. The bridge will cross the Willamette River west of Interstate-five and east of the Portland and Western railroad bridge near the Boones Ferry crossing.

The planning work will develop a feasibility report, identify the stakeholder group, and initiate public outreach efforts. The feasibility report will include an alternatives analysis and preferred location for the bridge, preliminary cost estimates, environmental considerations and impacts, identification of needed right-of-way, identification of stakeholders, and identification of funding alternatives.

**Summary Status**

**Milestones/deliverables for this reporting period (July 1, 2018 – June 30, 2019):**

Draft Bridge Type Analysis Report prepared. Technical Advisory Committee Meeting #4 held to provide technical analysis of five bridge types under consideration. Public open house, in-person and online, held to gather public input on the five bridge types. Task Force Meeting #4 held and recommendation confirmed by Wilsonville City Council identifying the cable-stay and suspension bridges as the two preferred bridge types to move forward for further evaluation. Draft Bridge Type Refinement Report, Bridge renderings, and bridge cost estimates prepared for two bridge types under consideration. On-line public survey held to gather public input on final two bridge types. Task Force Meeting #5 held and recommendation to Wilsonville City Council identifying the suspension bridge as the preferred bridge type. Draft Cultural Resources Baseline Report prepared. Contract amendment #5 approved by ODOT adding Planning Effort Summary report and additional planning and NEPA preparation effort.

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2019):**

Wilsonville City Council and Clackamas Board of County Commissioners selection of the final preferred bridge type. Final bridge type selection report. Prepare Final Cultural Resources Baseline Report, Prepare and submit Planning Effort Summary report. Obtain FHWA guidance on EA work that can occur under the

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YEAR END REPORTING  
(PROJECTDEVELOPMENTPLANNING)

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planning phase. Perform additional EA work, including land use approval identification, wetlands and waters of the U.S. technical report, archeological investigation, Section106 Determination of Eligibility and Finding of Effect, Cultural Resources Field Methodology Work Plan, Ethnographic Study, Level 1 Hazardous Materials Report, and Biological Technical Report, as approved by FHWA under this planning phase.

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YEAR END REPORTING  
(PROJECTDEVELOPMENTPLANNING)

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ODOT AGREEMENT #: 18004

METRO IGA: N/A

FISCAL YEAR: FY 2018-19

AGENCIES: Metro & City of Hillsboro

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PROJECT: Oak & Baseline: S 1st – SE 10th Ave

Federal: \$500,000

Local: \$57,227

Total: \$557,227

PERIOD COVERED: July 1, 2018 to June 30, 2019

EXPENDED TO DATE: \$0

BALANCE: \$557,227

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PROJECT IMPLEMENTATION AND  
COMPLETION STATUS ESTIMATE:

0%

ESTIMATED COMPLETION DATE:

2020

**Description**

**Program/Project Summary:**

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.

**Summary Status**

**Milestones/deliverables for this reporting period (July 1, 2018 – June 30, 2019):**

Fully executed IGA signed by the City and ODOT June 2019

Scope of Work submitted to ODOT

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2019):**

ODOT to write RFP

ODOT/Metro review of RFP

Contract with refined scope (includes one month for RFP release and interviews)

Consultant chosen

Work begins

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YEAR END REPORTING  
(PROJECTDEVELOPMENTPLANNING)

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ODOT AGREEMENT #: 20784

METRO IGA: N/A

FISCAL YEAR: FY 2018-19

AGENCIES: ODOT

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PROJECT:	ODOT: Vision Around the Mountain Planning Study	Federal:	\$107,676
		Local:	\$12,324
		Total:	\$120,000

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PERIOD COVERED: July 1, 2018 to June 30, 2019

EXPENDED TO DATE: \$ 0

BALANCE: \$ 120,000

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PROJECT IMPLEMENTATION AND  
COMPLETION STATUS ESTIMATE:

0%

ESTIMATED COMPLETION DATE:

July 2020

**Description**

**Program/Project Summary:**

The purpose of this planning study is to develop transit service connectivity and enhanced operational coordination along the Columbia River Gorge and Mt. Hood transit corridors (I-84, SR 35, SR 26).

Additionally, the project will outline programmatic and policy considerations for integrating transit systems, and a longer-term vision guiding services.

The project will inform transit consumers' travel patterns, transit operators' productivity and network coverage, collaborative marketing strategies, and desired service levels in the Mt. Hood transit shed.

**Summary Status**

**Milestones/deliverables for this reporting period (July 1, 2018 – June 30, 2019):**

None. Project Kick off was deferred until completion of *Hood River to Government Camp SR 35 Transit Implementation Plan*.

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2019):**

July-Sept 2019: Project Kick, Existing Conditions Analysis

Oct-Dec 2019: Outreach/Visioning Workshops



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YEAR END REPORTING  
(PROJECTDEVELOPMENTPLANNING)

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ODOT AGREEMENT #: 21315

METRO IGA: N/A

FISCAL YEAR: FY 2018-19

AGENCIES: ODOT

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PROJECT:	ODOT: Inner Powell Blvd Cost to Upgrade Study	Federal: \$1,794,600
		Local: \$205,400
		Total: \$2,000,000

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PERIOD COVERED: July 1, 2018 to June 30, 2019

EXPENDED TO DATE: \$ 204,358

BALANCE: \$ 1,795,642

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PROJECT IMPLEMENTATION AND  
COMPLETION STATUS ESTIMATE:

30%

ESTIMATED COMPLETION DATE:

December 2019

### **Description**

#### **Program/Project Summary:**

The Inner Powell Cost to Upgrade Study is a requirement from the Oregon Legislature. HB 2017 requires ODOT to report the costs to upgrade and transfer Powell Blvd from SE 9th Ave. to I-205 to the City of Portland. The project will study the cost to upgrade this segment of Powell Boulevard to a state of good repair as determined by ODOT. The key tasks include:

- Review data from existing studies, plans and road safety audits.
- Create inventory of projects in the project area recently completed, currently underway or planned in the near-term.
- Identify upgrade concepts to further define the state of good repair standard to set parameters for repairs/improvements.
- Consider existing conditions of corridor elements and develop upgrade list to bring Inner Powell Boulevard into a state of good repair.
- Produce cost estimates for upgrades.
- Produce a reader-friendly report, with executive summary if needed, listing corridor upgrades and costs.

For the purposes of this study, ODOT assumes that the curb line of Powell Blvd is set in place and ODOT is primarily responsible for corridor elements from "curb-to-curb" (the roadway). However, certain corridor elements that span the curb line, such as signal structures or sidewalk ramps meeting Americans with Disabilities (ADA) standards, may also require consideration for upgrade as part of this study.

The corridor serves a variety of stakeholders, transportation modes and user groups including freight traffic, transit, pedestrians, bicyclists, regional and neighborhood automobile traffic, emergency response and others. The study will take into account the context of the corridor's multiple functions, street classifications and plan designations, while maintaining a primary focus on the upgrades and costs necessary to bring the corridor to a state of good repair prior to a jurisdictional transfer. (UPWP Regionally Significant Project – federal funded)

### **Summary Status**

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YEAR END REPORTING  
(PROJECTDEVELOPMENTPLANNING)

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**Milestones/deliverables for this reporting period (July 1, 2018 – June 30, 2019):**

- MTIP & STIP programming completed as of December 2018 (See STIP Confirmation – next page, Key 21315)
- HB2017 funding source, but programmed and obligated under federal Advance Construction (ADVCON – ACP0). Funds obligated 10/18/2018, EA C0265206
- Project contact:  
    **Scott Turnoy**  
    *Senior Transportation Planner – Major Projects*  
    Oregon Department of Transportation  
    123 NW Flanders St.  
    Portland, OR 97209  
    503-731-3038  
    [scott.turnoy@odot.state.or.us](mailto:scott.turnoy@odot.state.or.us)
- Procurement process completed, notice to proceed given to consultant team on 11/1/2018.
- Project Kick-off held on 11/16/2018.
- Project Work Plan completed 11/21/2018.
- Technical Memorandum #1: Inventory of Planned/Programmed Projects completed 1/17/2018.
- Multi-discipline workshop to define existing conditions assessment parameters held on 3/4/2019.
- Executive committee meeting to finalize approach for existing conditions assessment on 3/7/2019.
- Technical Memorandum #2: State of Good Repair and Assessment Methods completed 3/18/2019.
- Technical Memorandum #3: Existing Conditions and supporting needs inventory of corridor elements completed 6/18/2019.

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2019):**

- Complete Technical Memorandum #4: List of upgrades/repairs.
- Develop cost estimates for upgrades/repairs identified in Technical Memorandum #4.
- Complete Cost to Upgrade Study report.
- Present report to Oregon Transportation Commission and Oregon Legislature.

# YEAR END REPORTING (PROJECTDEVELOPMENTPLANNING)

2018-2021 Active STIP		MULTNOMAH		2018-2021 Active STIP			
Name: Inner Powell Blvd cost to upgrade study			Key: 21315				
Description: Study the cost to upgrade and transfer the portion of SE Powell Boulevard from SE 9th Avenue to I-205 to the City of Portland.							
MPO: Portland Metro MPO		Work Type: OPERAT		Region: 1			
Applicant: ODOT		Status: STUDY ACTIVITY					
Location(s)							
Mileposts	Length	Route	Highway	ACT	County(s)		
1.20 to 5.70	4.50	US-26	MT HOOD	REGION 1 ACT	MULTNOMAH		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2018						
Total	\$2,000,000.00						\$2,000,000.00
Fund 1 ACP0	\$1,794,000.00						
Match	\$205,400.00						
Footnote:							
Most Recent Amendment Approved							
Amendment No: 18-21-0965				Approval Date: 7/24/2018			
Requested Action: Add a new project with HB2017 funds.							

## Project Phases

Work Phase	Phase Status	Current STIP Year	Phase Total Estimated Cost	Current STIP Amount	Current Authorization Amount	Original Authorization Amount
■ PL - Planning	APPROVED TO COMMENCE	2018	\$2,000,000.00	\$2,000,000.00	\$523,064.00	\$350,000.00
		Totals	\$2,000,000.00	\$2,000,000.00	\$523,064.00	\$350,000.00

## Phase Details

Work Phase	PL	Phase Status	APPROVED TO COMMENCE	Status Date	4/3/2018
Phase Total Estimated Cost	\$2,000,000.00	Priority	18A	EA	C0265206
Current Authorization Amount	\$523,064.00	Current Authorization Date	10/18/2018	Federal Aid ID	S026(163)
Original Authorization Amount	\$350,000.00	Original Authorization Date	8/30/2018		
Current STIP Amount	\$2,000,000.00	Current STIP Year	2018		
Initial STIP Amount	\$2,000,000.00	Initial STIP Year	2018		

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YEAR END REPORTING  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 19278

METRO IGA: N/A

FISCAL YEAR: FY 2018-19

AGENCIES: Clackamas County

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PROJECT:	Trolley Trail Bridge – Gladstone to Oregon City	Federal: \$201,892
		Local: \$23,107
		Total: \$224,999

PERIOD COVERED: July 1, 2018 to June 30, 2019

EXPENDED TO DATE: \$58,432.40

BALANCE: \$166,566.60

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PROJECT IMPLEMENTATION AND  
COMPLETION STATUS ESTIMATE:

35%

ESTIMATED COMPLETION DATE:

December 2019

**Description**

**Program/Project Summary: Trolley Trail Bridge Replacement Feasibility Study:**

Gladstone was slated to begin a feasibility study for the rehabilitation of the Inter-urban rail bridge for reuse as multi-use trail bridge as a missing link in the Trolley Trail. The bridge collapsed and stakeholder agencies have now agreed to re-purpose the funds to study the replacement of a bridge structure in this location instead.

**Summary Status**

**Milestones/deliverables for this reporting period (July 1, 2018 – June 30, 2019):**

- Clackamas County Board of County Commissioners approved contract and provided NTP to consultant for initiating feasibility study.
- Consultant conducted a topographic survey of the site in accordance with the contract.
- Consultant performed a draft Hazardous Materials Corridor Assessment of the site and provided a draft memo.
- Consultant performed a Biological Resources study and provided a draft memo.
- Consultant performed a wetland reconnaissance and provided a draft memo.
- Consultant performed an archaeological resources study of the site and provided a draft memo.

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2019):**

- Identify Coast Guard minimum clearance criteria and provide draft and final memos.
- Develop draft and final Stormwater Concept Design Reports.

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YEAR END REPORTING  
(PROJECTDEVELOPMENTPLANNING)

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- Perform geotechnical investigation and initiate evaluation of foundation alternatives and provide draft and final memos.
- Identify environmental permitting requirements and provide draft and final memos.
- Perform river hydraulics analysis and provide draft and final memos.
- Hold and conduct Public Involvement Meetings (1 open house and attend 2 stakeholder meetings)
- Develop a draft and final Design Concept Alternatives Memo
- Provided a Right of Way Programming Estimate

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YEAR END REPORTING  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 19357

METRO IGA: N/A

FISCAL YEAR: FY 2018-19

AGENCIES: Tualatin Hills Parks & Recreation District

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PROJECT:	Beaverton Creek Trail - SW Hocken Ave	Federal: \$800,000
		Local: \$91,564
		Total: \$891,564
PERIOD COVERED:	July 1, 2018 to June 30, 2019	
EXPENDED TO DATE:	\$118,600	
BALANCE:	\$772,964	

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PROJECT IMPLEMENTATION AND  
COMPLETION STATUS ESTIMATE:

18%

ESTIMATED COMPLETION DATE:

2020

**Description**

**Program/Project Summary:**

The project will design a 1.5-mile multiuse off-street trail along the TriMet light rail corridor and Beaverton Creek between the Westside Regional Trail and SW Hocken Avenue in Beaverton.

ODOT, Metro and THPRD have determined to switch from a PE project to a Planning project initially. The planning work will include an alternatives/feasibility analysis and preferred location for the trail, preliminary cost estimates, environmental studies and potential impacts/mitigation and a prospectus that will lead to the PE phase.

**Summary Status**

**Milestones/deliverables for this reporting period (July 1, 2018 – June 30, 2019):**

- 11/1/2018 – Consultant contract signed between ODOT & DEA with notice to proceed issued 11/2/18.
- 11/14/18 - Project kick-off meeting with ODOT, THPRD & DEA
- 12/5/18 – Project check in and site walk with DEA Environmental, GRI Geotechs/HazMat and HRA archaeologists.
- 12/2018 - Desk research begins in December for Environmental, HazMat, Utilities and Archaeology, and development of evaluation criteria technical memo and of opportunities & constraints evaluation.
- 1/2019 – Began boundary and topographic survey field work and completed 90% by March. Continuing coordination for Nike and Tektronix ROE's.
- 3/2019 – 50% complete with opportunities & constraints evaluation
- 5/2019 – Completed Hazmat Corridor Assessment; 80% complete with Archaeology Reviews.

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YEAR END REPORTING  
(PROJECTDEVELOPMENTPLANNING)

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**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2019):**

Complete boundary and topographic survey field and obtain ROE's from Nike and Tektronix. If ROE's can not be obtained, a decision will need to be made regarding a modification to the trail corridor. Complete Environmental services, Utilities, GeoTech desk and field work following survey completion. Complete Evaluation Criteria Technical Memo following survey completion. Trail Design Alternative to being following completion of the above tasks.

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YEAR END REPORTING  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 20815

METRO IGA: (ODOT)

STATE FISCAL YEAR: FY 2018-19

AGENCIES: City of Tualatin

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PROJECT:	SW Herman Rd: SW 124 <sup>th</sup> Ave – SW Cheyenne Way	Federal:	\$625,000
		Local:	\$100,000
		Total:	\$725,000

PERIOD COVERED: July 1, 2018 to June 30, 2019

EXPENDED TO DATE: \$0

BALANCE: \$725,000

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PROJECT IMPLEMENTATION AND  
COMPLETION STATUS ESTIMATE:

0% (Pre-implementation)

ESTIMATED COMPLETION DATE:

December, 2020

**Description**

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

**Summary Status**

**Milestones/deliverables for this reporting period (July 1, 2018 – June 30, 2019)**

Not Applicable as of June 1, 2019. Report update not required. Metro staff update provided in Tualatin's place:

Tualatin staff have requested the project be de-federalized through a fund swap among Metro, Washington County and Tualatin. As a locally funded project, it is not subject to the federally funded UPWP Regionally Significant reporting requirement or considered part of the UPWP program.

Second, the final agreed upon project scope is focusing on pre-NEPA project development activities and is not really a planning project. Metro's review of the scope and funding determined that the project is no longer a "planning" project in the traditional sense.

Metro has agreed to complete the local fund swap using Washington County local funds from their Basalt Creek project applied to Tualatin's project development activities. The federal funds have not been obligated. A local IGA among Washington County, Metro, and Tualatin has been developed and is pending final approval once Washington County Board of County Commissioners and Tualatin's City Council approve it.

Since the project will be locally funded and focuses on pre-NEPA project development scope activities, it is being removed from the UPWP reporting system. This will be the last report for Tualatin's SW Herman Rd: SW 124<sup>th</sup> Ave – SW Cheyenne Way project. – KL 7/10/2019



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YEAR END REPORTING  
(PROJECTDEVELOPMENTPLANNING)

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**Planned major accomplishments, milestones or deliverables for the next reporting period  
(July 1 – December 31, 2019):**

Not applicable

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YEAR END REPORT  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 17466

METRO IGA: N/A

FISCAL YEAR: FY 2018-19

AGENCIES: Metro & ODOT

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PROJECT:	Lake Oswego to Portland: Tryon Cove Park Area	Federal: \$100,000
		Local: \$11,445
		Total: \$111,445

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PERIOD COVERED: Jan 1, 2019 to June 30, 2019

EXPENDED TO DATE: \$121,272

BALANCE: -\$9,827

PROJECT IMPLEMENTATION AND  
COMPLETION STATUS ESTIMATE: 100%

ESTIMATED COMPLETION DATE: 7/2019

**Description**

**Program/Project Summary: Trolley Trail Bridge Replacement Feasibility Study:**

The original study described in UPWP will be altered. A new scope of work and limited geographic area will also be studied.

The purpose of the Project will be planning work, environmental study, field work, preliminary design, alignment recommendations and cost estimates for the "Lake Oswego to Portland" north- south trail within Clackamas County and possibly Multnomah County. This connection is outlined in the "Lake Oswego to Portland Trail Plan" completed in 2010 by Metro and partners. The focus of this study will be to look at the proposed trail connections in the southern area, including connections between Foothills Park, Tryon Cove, Tryon Creek State Natural Area, Fielding Road and Elk Rock Tunnel. The plan will be coordinated with ODOT's Hwy. 43 Culvert Replacement Project.

The Trail Study results shall not preclude future transit and/or streetcar options in this corridor. The ultimate goal is to have a transit and trail projects built. Any interim trail shall not diminish transit or rail options in the Willamette Shore Line Corridor. The existing vintage trolley service will be maintained.

**Summary Status**

**Milestones/deliverables for this reporting period (July 1, 2018 to June 30, 2019):**

Project study completed. Deliverables submitted to the ODOT Local Agency Liaison for review. An additional \$5,000 of local funds have been added to the budget to complete necessary close-out billings. An administrative modification to the MTIP also occurred for accounting purposes to add the \$5,000. Final approval by Metro Council still required along with final close-out actions

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YEAR END REPORT  
(PROJECTDEVELOPMENTPLANNING)

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**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 30, 2019):**

Submit to Metro Council approval and complete final financial close-out actions with ODOT. Have Metro Planning department also concur on final study acceptance.

Note - UPWP staff review: This represents the last regular UPWP progress report. No further reporting required. Project will be removed from the Regional UPWP Project list. – KL 6/25/2019

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YEAD END REPORT  
(PROJECT DEVELOPMENT PLANNING)

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100 ODOT AGREEMENT #: 19301

METRO IGA: N/A

FISCAL YEAR: FY 2018-19

AGENCIES: City of Portland

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PROJECT:	Southwest in Motion (SWIM) Active Transportation Strategy	Federal: \$272,000
		Local: \$31,132
		Total: \$303,132

PERIOD COVERED: July 1, 2018 to June 30, 2019

EXPENDED TO DATE: \$ 303,132

BALANCE: \$ 0

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PROJECT IMPLEMENTATION AND  
COMPLETION STATUS ESTIMATE:

100 % (0 to 100%)

ESTIMATED COMPLETION DATE:

September 2019

### **Description**

#### **Program/Project Summary:**

The project involves community engagement and development of an active transportation plan for Southwest Portland. The outcome of the project will be an implementation plan that identifies bicycle and pedestrian network needs, develops criteria to evaluate and identify priorities for active transportation projects over a five-year timeframe, and develops education activities tied directly to the new infrastructure projects to promote their use.

The planning work will prepare an analysis of existing conditions for pedestrian, bicycles and transit access; identify potential funding sources for capital improvement projects; and identify existing education program opportunities that can be coordinated with capital project implementation to promote their use. Input will be solicited from the public to identify popular routes, perceived barriers and desired improvements and from a Stakeholder Working Group (SWG) to provide feedback on the major work products and to help prioritize projects.

### **Summary Status**

#### **Milestones/deliverables for this reporting period (July 1, 2018 to June 30, 2019):**

- On November 29, 2018 PBOT hosted a public in-person open house for Southwest Portlanders to learn more about the Southwest in Motion plan and draft projects recommendations. An online version of the Open House ran throughout much of December to allow for additional input from community members.
- Prepared a Public Draft Plan for community review. This draft included a recommended project list, including planning level cost estimates and detailed project description and assumptions.
- Prepared a Final Draft Plan, incorporating public and agency feedback, for public hearing and Council Adoption

#### **Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2019):**

- City Council adoption expected. Scheduled for September 11, 2019.

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YEAR END REPORTING  
(PROJECTDEVELOPMENTPLANNING)

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ODOT AGREEMENT #: 18006

METRO IGA: 30391 (ODOT)

FISCAL YEAR: FY 2018-19

AGENCIES: Portland State University

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PROJECT: Transportation Electrification Public Education & Outreach Support	Federal:	\$200,000
	Local:	\$22,890
	Total:	\$222,890

PERIOD COVERED: July 1, 2018 to June 30, 2019

EXPENDED TO DATE: \$214,000

BALANCE: -\$9,000,00

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PROJECT IMPLEMENTATION AND  
COMPLETION STATUS ESTIMATE:

100%

ESTIMATED COMPLETION DATE:

2019

**Project Contact:**

Name: John MacArthur

Title: Research Associate

Email address: jhmacart@pdx.edu

**Description**

**Program/Project Summary**

The Market Research & Public Readiness Campaign for Transportation Electrification for the Portland Metro region will conduct market research to determine public's concerns and knowledge of transportation electrification, form public-private partnership to educate the public on the opportunities and benefits of transportation electrification, and to stimulate adoption of PEVs.

**Summary Status**

**Milestones/deliverables for this reporting period (July 1, 2018 - June 30, 2019):**

Metro UPWP Staff final report update:

The project was completed as of 12/31/2019 with close-out being completed at the same time. Hard close-out occurred as of April, 1, 2019. During April, PSU attempted to submit a final bill which was rejected. Metro attempted to work out a compromise, but this was rejected by Salem as well due to the project status of "hard close-out". PSU apparently was not aware of the hard-close-out status for the project and communications from ODOT are somewhat sketchy on this. Bottom-line, the project is closed and PSU most likely will have to eat final \$9,000 shortfall.

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YEAR END REPORTING  
(PROJECTDEVELOPMENTPLANNING)

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**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2019):**

No further reporting is planned or required. The funding shortfall issue is now between ODOT and PSU to resolve. Metro will examine the UPWP close-out process with ODOT to develop additional business practices to avoid problems like this from emerging with other projects. – KL 6/25/2019.

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YEAR END REPORTING  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 21371

METRO IGA: N/A

FISCAL YEAR: FY 2018-19

AGENCIES: ODOT

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PROJECT: ODOT: I-5 and I-205 Portland Metropolitan Value Pricing Program	Federal: \$2,766,600
	Local: \$233,400
	Total: \$3,000,000

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PERIOD COVERED: July 1, 2018 to June 30, 2019

EXPENDED TO DATE: \$ 0

BALANCE: \$ 3,000,000

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PROJECT IMPLEMENTATION AND  
COMPLETION STATUS ESTIMATE: %0  
(0 to 100%)

ESTIMATED COMPLETION DATE: 2023  
Project development and final federal approvals will take approximately 3 to 4 years, and will require additional funds.

### **Description**

#### **Program/Project Summary:**

This is a planning study to analyze traffic, diversion and community benefits and impacts, concept refinement and stakeholder engagement for value pricing on I-5 and I-205.

An initial phase (the Value Pricing Feasibility Analysis) was funded through House Bill 2017 and was completed in 2018. As of June 30, 2019 none of the \$3,000,000 relevant to this report have been spent.

The \$3,000,000 relevant to this report will provide partial funding for the next phase of the project, which will include more refined analysis and further project development, including federal approvals under the National Environmental Policy Act (NEPA). This phase is estimated to start in late summer 2019 and will take approximately 3 to 4 years to complete.

### **Summary Status**

#### **Milestones/deliverables for this reporting period (July 1, 2018 – June 30, 2019):**

No deliverables from the use of these funds. Separate funding from House Bill 2017 supported ODOT's work and completion of the Value Pricing Feasibility Analysis.

#### **Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2019):**

Initiate the project refinement / NEPA analysis phase for congestion pricing on I-5 and I-205, including the beginning of public engagement and convening advisory committee(s).