



DISCUSSION DRAFT

2020-2021 United Planning Work Program

Transportation planning in the Portland/
Vancouver metropolitan area

February 2020

oregonmetro.gov

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

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

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

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TABLE OF CONTENTS

FY 2020-2021 PORTLAND METROPOLITAN AREA UNIFIED PLANNING WORK PROGRAM (UPWP)

UPWP Overview

Introduction.....	3
Amending the UPWP	7
Federal Requirements for Transportation Planning.....	7
Status of Metro’s Federally Required Planning Documents.....	10
Metro Overview.....	11
Metropolitan Planning Area Boundary Map.....	12
Regional Policy Framework.....	13
Metro Governance and Committees.....	14
Planning Priorities in the Greater Portland Region.....	16
Glossary of Resource Funding Types.....	17
Metro Resolution to Adopt 2020-2021 UPWP.....	18

1. Planning Activities: Regional Planning

Transportation Planning.....	23
Climate Smart Implementation.....	25
Regional Transportation Plan Implementation.....	26
Metropolitan Transportation Improvement Program.....	27
Regional Transit Planning Strategy.....	30
Regional Mobility Policy Update.....	31
Regional Freight Program.....	33
Complete Streets Program.....	35
Regional Congestion Pricing Study.....	37
Regional Travel Options (RTO) and Safe Routes to School Program.....	39
Transportation System Management and Operations (TSMO) – Regional Mobility Program.....	41
Transportation System Management and Operations (TSMO) - 2020 TSMO Strategy Update.....	43
Enhanced Transit Concepts Pilot Program.....	44
Regional Framework for Highway Jurisdictional Transfer.....	45
Economic Value Atlas (EVA) Implementation.....	46

2. Planning Activities: Corridor/Area Planning

Corridor Refinement and Project Development (Investment Areas).....	48
Southwest Corridor Transit Project.....	49
Columbia Connects.....	51
MAX Tunnel Study.....	53
City of Portland Transit and Equitable Development Assessment.....	54

3. Planning Activities: Administration & Support

MPO Management and Services.....	56
Civil Rights and Environmental Justice.....	58
Public Engagement.....	59

Data Management and Visualization.....	60
Economic, Demographic and Land Use Forecasting, Development and Application Program.....	61
Travel Forecast Maintenance, Development and Application.....	63
Technical Assistance Program.....	65
Fund Swap Management and Monitoring.....	66

4. Planning Activities: State Transportation Planning of Regional Significance

ODOT – Development Review.....	70
ODOT – Transportation and Growth Management.....	71
ODOT – Region 1 Active Transportation Strategy.....	72
ODOT – Region 1 Transportation Data, Tools and Reports.....	73
ODOT – Region 1 Planning for Operations.....	74
ODOT - I-5/ I-205 Portland Metropolitan Value Pricing	76
ODOT – I-5 Boones Bridge Widening & Seismic Retrofit & Interchange Improvement Study.....	77
ODOT – Bus on Shoulder Pilot Study.....	79

5. Planning Activities: Local Planning of Regional Significance

French Prairie Bridge Connectivity.....	82
Clackamas Connections Integrated Corridor Management.....	83
Hillsboro – Oak and Baseline: Adams Ave – SE 10 th Ave.....	84
Tualatin Hills Parks & Recreation District – Beaverton Creek Trail – SW Hocken Avenue.....	85
Vision Around the Mountain Planning Study.....	86
Oak Grove-Lake Oswego Pedestrian-Bicycle Bridge Feasibility Study.....	87

Appendices

Appendix A. Federal Certification Review Table.....	91
Appendix B. Fiscal Year 2020-21 Unified Planning Work Program Funding Summary.....	93
Appendix C. Southwest Washington Regional Transportation Council Unified Planning Work Program.....	



Unified Planning Work Program (UPWP) overview

Portland Metropolitan Area Unified Planning Work Program (UPWP) Overview

INTRODUCTION

The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is developed by Metropolitan Planning Organizations (MPOs) in cooperation with Federal and State agencies, local governments and transit operators.

This UPWP documents the metropolitan planning requirements, planning priorities facing the Portland metropolitan area and transportation planning activities and related tasks to be accomplished during Fiscal Year 2020-2021 (from July 1, 2020 to June 30, 2021).

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon, for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet the requirements of The Fixing America's Surface Transportation FAST Act, the Oregon Transportation Planning Rule (which implements Statewide Planning Goal 12), and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with the region's land use plans, and meets Federal and state planning requirements.

The UPWP is developed by Metro, as the MPO for the Portland metropolitan area. It is a federally-required document that serves as a tool for coordinating federally - funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. Included in the UPWP are detailed descriptions of the transportation planning projects and programs, listings of draft activities for each project, and a summary of the amount and source of state and federal funds to be used for planning activities. Estimated costs for project staff (expressed in full-time equivalent, or FTE) include budget salary and benefits as well as overhead costs per FTE for project administrative and technical support.

Transportation planning and project development activities

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

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

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

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

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

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

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

UPWP Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Role of Metro's Federal, State and Planning Documents

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

Organization of UPWP

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

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

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

Development of UPWP

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

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

This UPWP includes the transportation planning activities of Metro and other area governments using Federal funds for transportation planning activities for the fiscal year of July 1, 2020 through June 30, 2021. During the consultation, public review and adoption process for the 2019-20 UPWP, draft versions of the document were made available to the public through Metro's website, and distributed to Metro's advisory committees and the Metro Council. The same protocol will be followed for the 2020-21 UPWP

AMENDING THE UPWP

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

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

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

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

Administrative amendments to the UPWP can occur for the following:

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

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

FEDERAL REQUIREMENTS FOR TRANSPORTATION PLANNING

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

The FAST Act retains the multi-modal emphasis of the federal program by ensuring funding of transit programs as well as the Transportation Alternatives Program. FAST Act builds in the program structure and reforms of the prior federal Transportation Act, the Moving Ahead for Progress in the 21st Century Act (MAP-21), which created streamlined and performance-based surface transportation program.

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

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

A. Planning Emphasis Areas (PEAs)

The metropolitan transportation planning process must also incorporate Federal Highway Administration/Federal Transit Administration planning emphasis areas (PEAs).

<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/joint-fta-fhwa-emphasis-planning-areas-pdf> For FY 2019-2020, these include:

- **Models of Regional Planning Cooperation:** Promote cooperation and coordination across MPO boundaries and across State boundaries to ensure a regional approach to transportation planning. Cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination includes the linkages between the transportation plans and programs, corridor studies, projects, data, and system performance measures and targets across MPO and State boundaries. It also includes collaboration between State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, target setting, and system performance reporting in support of performance based planning.
- **Access to Essential Services:** As part of the transportation planning process, identify social determination of transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

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

B. Public Involvement

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

C. Regional Transportation Plan

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.
- Recognition of the 2016 Coordinated Transportation Plan for Seniors and People with Disabilities
- Addressing required federal planning factors: improving safety, supporting economic vitality, increasing security, increasing accessibility and mobility, protecting the environment and promoting consistency between transportation investments and state and local growth plans, enhancing connectivity for people and goods movement, promoting efficient system management and operations, emphasizing preservation of existing transportation infrastructure, improving resiliency and reliability and enhancing travel and tourism.
- A performance-based planning process, including performance measures and targets.

D. Metropolitan Transportation Improvement Program (MTIP)

The short-range metropolitan TIP must include the following:

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

E. Transportation Management Area (TMA)

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

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

F. Air Quality Conformity Process

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

STATUS OF METRO'S FEDERALLY REQUIRED PLANNING DOCUMENTS

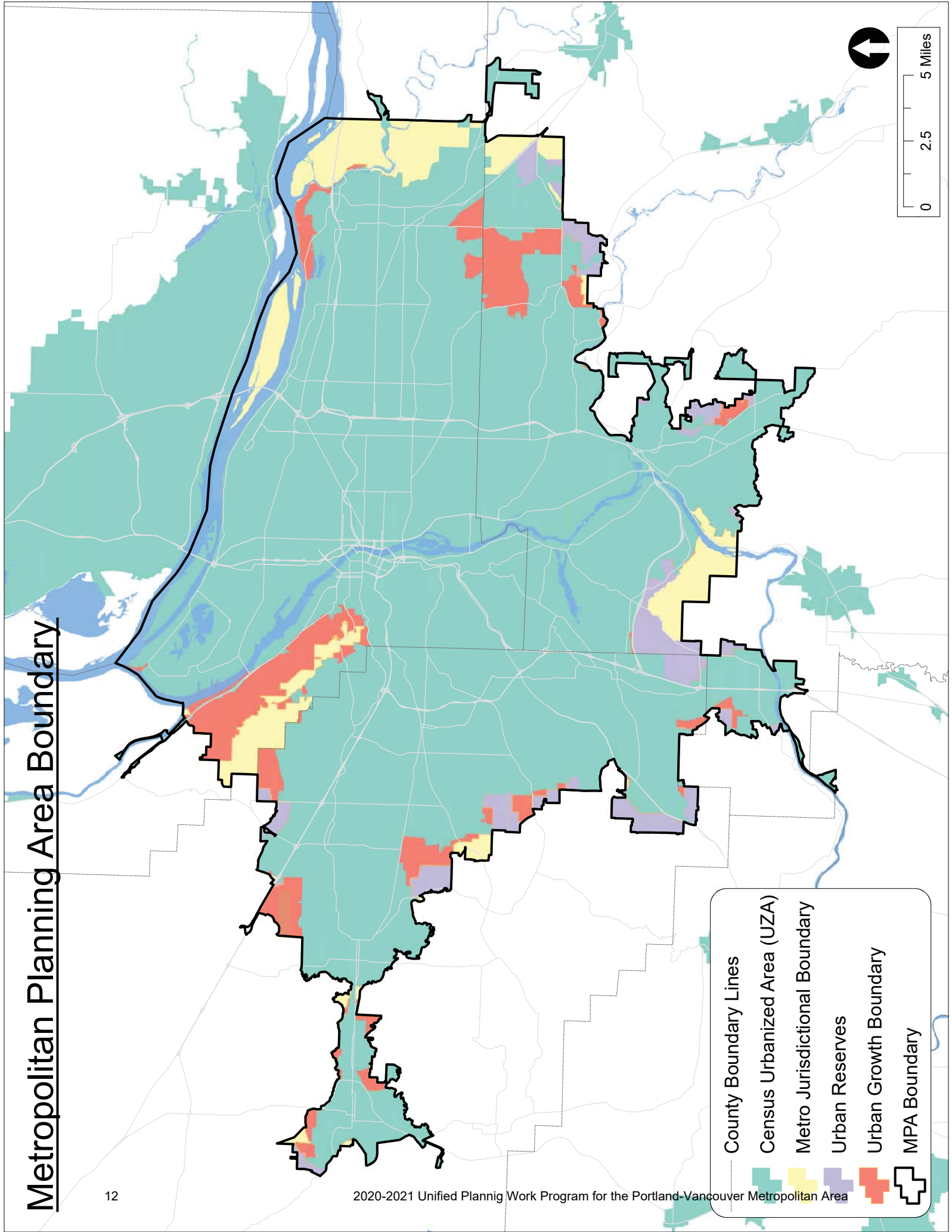
Plan Name	Last Update	Next Update
Unified Planning Work Program (UPWP)	Adopted in May 2019	Scheduled for adoption in May 2020
Regional Transportation Plan (RTP)	Adopted in December 2018	Scheduled for adoption in December 2023
Metropolitan Transportation Improvement Program (MTIP)	Adopted August 2017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

METRO OVERVIEW

Metro was established in 1979 as the MPO for the Portland metropolitan area. Under the requirements of FAST Act, Metro serves as the regional forum for cooperative transportation decision-making as the federally designated Metropolitan Planning Organization (MPO) for Oregon portion of the Portland-Vancouver urbanized area.

Federal and state law requires several metropolitan planning boundaries be defined in the region for different purposes. The multiple boundaries for which Metro has a transportation and growth management planning role are: MPO Planning Area Boundary, Urban Growth Boundary (UGB), Urbanized Area Boundary (UAB), Metropolitan Planning Area Boundary (MPA), and Air Quality Maintenance Area Boundary (AQMA).

Metropolitan Planning Area Boundary



County Boundary Lines

Census Urbanized Area (UZA)

Metro Jurisdictional Boundary

Urban Reserves

Urban Growth Boundary

MPA Boundary

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

Second, under Oregon law, each city or metropolitan area in the state has an urban growth boundary that separates urban land from rural land. Metro is responsible for managing the Portland metropolitan region's urban growth boundary.

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

Fourth, MPO’s are required to establish a Metropolitan Planning Area (MPA) Boundary, which marks the geographic area to be covered by MPO transportation planning activities, including development of the UPWP, updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and allocation of federal transportation funding through the Regional Flexible Fund Allocation (RFFA) process. At a minimum, the MPA boundary must include the urbanized area, areas expected to be urbanized within the next twenty years and areas within the Air Quality Maintenance Area Boundary (AQMA) – a fifth boundary.

The federally-designated AQMA boundary includes former non-attainment areas in the metropolitan region that are subject to federal air quality regulations. As a former carbon monoxide and ozone non-attainment region, the Portland metropolitan region had been subject to a number of transportation conformity requirements. As of October 2017, the region has completed and is no longer required to perform transportation conformity requirements for carbon monoxide. Transportation conformity requirements related to ozone were lifted in the late 2000’s due to the revocation of the 1-hour ozone standard, which was the standard the region had been in non-attainment.

REGIONAL POLICY FRAMEWORK

The 2018 RTP plays an important role in implementing the 2040 Growth Concept, the region's adopted blueprint for growth. To carry out this function, the RTP is guided by six desired regional outcomes adopted by the Metro Council, which in turn are implemented through the goals and objectives that make up the policy framework of the plan. These are the six desired outcomes:

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

While these broad outcomes establish a long-term direction for the plan, the near-term investment strategy contained in the 2018 Regional Transportation Plan focuses on key priorities within this

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

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities described in this UPWP were prioritized and guided by these focus areas as a way to make progress toward the desired outcomes, and each project narrative includes a discussion of one or more of these planning priorities. Regional planning projects included in the UPWP are also described in detail within the 2018 RTP, itself, in terms of their connection to the broader outcomes envisioned in the plan. These descriptions are included in Chapter 8 of the 2018 RTP, which serves as the starting point for Metro's annual work plan for transportation planning.

METRO GOVERNANCE AND COMMITTEES

Metro is governed by an elected regional Council, in accordance with a voter-approved charter. The Metro Council is comprised of representatives from six districts and a Council President elected region-wide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro. Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

Joint Policy Advisory Committee on Transportation (JPACT)

JPACT is a 17-member policy committee chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation, (WSDOT). All MPO transportation-related actions are recommended by JPACT to the Metro Council. The Metro Council can ratify the JPACT recommendations or refer them back to JPACT with a specific concern for reconsideration.

Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

Metro Policy Advisory Committee (MPAC)

MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County,

Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management
- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the transportation plan is developed to meet not only the FAST Act, but also the Oregon Transportation Planning Rule and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

Transportation Policy Alternatives Committee (TPAC)

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

Metro Technical Advisory Committee (MTAC)

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

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

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

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

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

The regional affordable housing bond framework included these core values:

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

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

PLANNING PRIORITIES IN THE GREATER PORTLAND REGION

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

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

- Update of the Regional Transportation Plan (RTP)
- Update to the Metropolitan Transportation Improvement Program (MTIP)
- Implementation of projects selected through the STIP/MTIP updates
- Completing multi-modal refinement studies in the Southwest Corridor Plan and the Powell/Division Transit Corridor Plan.

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

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

Metro's regional priorities not only meet the most critical planning needs identified within our region, but also closely match federal planning priorities, as well:

- The 2018 RTP update refined our outcomes-based policy framework that not only allows our decision makers that base regulatory and investment decisions on desired outcomes, but will also allow us to meet new federal requirements for performance base planning.
- The 2018 Regional Freight Strategy addresses rapidly changing port conditions in our region, including a gap in container cargo service, while also addressing FAST Act goals for implementing a national freight system.
- The 2018 Regional Safety Strategy responds to strong public demand for immediate action to improve multimodal safety on our major streets while also helping establish measures to help track safety to meet state and federal performance monitoring.
- The 2018 Regional Transit Strategy not only expands on our vision for a strong transit system to help shape growth in our region, but will also help ensure that we continue to meet state and federal clean air requirements.
- The 2018 Emerging Technology Strategy identifies steps that Metro and its partners can take to harness new developments in transportation technology; and the increasing amount of data available to both travelers and planners - to support the regions goals.

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

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

GLOSSARY OF RESOURCE FUNDING TYPES

- PL – Federal FHWA transportation planning funds allocated to Metropolitan Planning Organizations (MPO's).
- STBG– Federal Surface Transportation Program transportation funds allocated to urban areas with populations larger than 200,000. Part of Metro's regional flexible fund allocation (RFFA) to Metro Planning, or to specific projects as noted. Also known as: "TA Set aside."
- 5303 – Federal FTA transportation planning funds allocated to MPOs and transit agencies.
- ODOT MPO Funding – Funding from ODOT to support regional transportation planning activities (currently \$225,000 per year).
- TriMet MPO Funding - Funding from TriMet to support regional transportation planning activities (currently \$240,000 per year).
- Metro – Local match support from Metro general fund or solid waste revenues.
- Other – Anticipated revenues pending negotiations with partner agencies.

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

Page 2 Resolution



1. Planning Activities: **Regional Planning**

Transportation Planning

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

Description

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

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

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

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

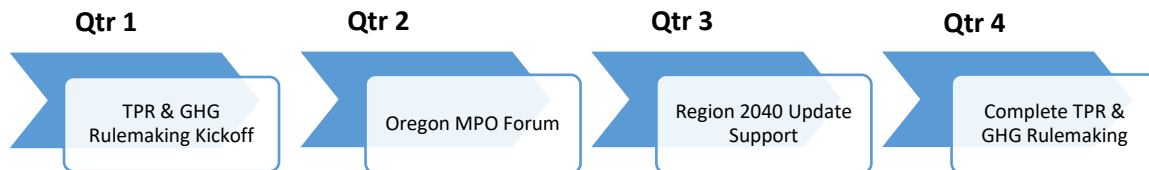
In 2020-21, other major efforts within this program include representing the Metro region upcoming statewide rulemaking on transportation and greenhouse gas reduction, providing transportation policy support for Metro's update of the Region 2040 Growth Concept and support for a planned Oregon MPO Forum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

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 705,816
Materials & Services	\$ 42,500
Interfund Transfer	\$ 354,773

TOTAL \$ 1,103,089

Resources:

Federal Grant	\$ 1,101,056
Metro Match	\$ 2,033

TOTAL \$ 1,103,089

Climate Smart Implementation

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

Description

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

The program related work is typically presented and discussed with the Transportation Policy Alternatives Committee (TPAC), as the official local consultation body identified in the Portland area Oregon State Implementation Plan (SIP). Other technical and policy committees, including the Metro Technical Advisory Committee (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC), and the Metro Council are consulted as appropriate or required.

Key FY 2019-20 deliverables and milestones included:

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

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

TOTAL \$ 24,141

Resources:

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

TOTAL \$ 24,141

Regional Transportation Plan Implementation

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

Description

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

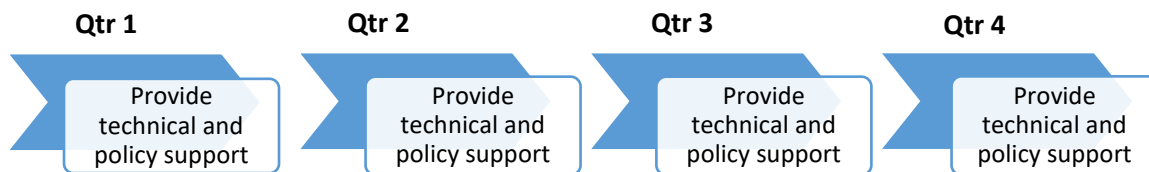
Key FY 19-20 deliverables and milestones included:

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

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

More information can be found at www.oregonmetro.gov/rtp

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

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

TOTAL \$ 105,240

Resources:

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

TOTAL \$ 105,240

Metropolitan Transportation Improvement Program (MTIP)

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

Description

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

The following types of projects are included in the MTIP:

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

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

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

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

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

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

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

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

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

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

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

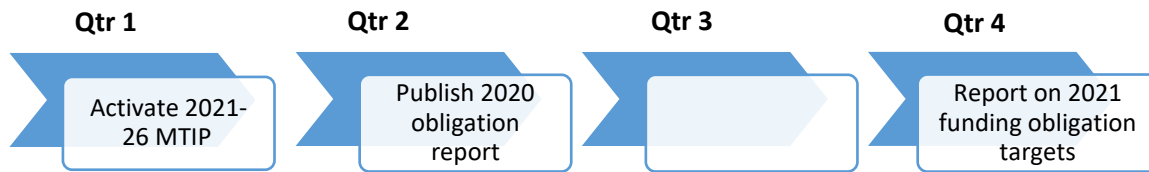
Report on FFY 2021 Funding Obligation Targets, Adjust Programming. Metro will be implementing a new program element to monitor and actively manage an obligation target for MPO allocated funds (STBG/TAP and CMAQ) each fiscal year. This is a cooperative effort with the Oregon DOT and the other Oregon TMA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

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

- Amendments to project programming for changes to the scope, schedule or cost of projects selected for funding or for updated revenue projections
- Administration of projects selected to be delivered under a fund-exchange of federal RFFA funding to local funding
- Coordination with ODOT, transit agencies, and local lead agencies for project delivery on MTIP administrative practices.

FY 2020-21 Unified Planning Work Program

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 692,913
Materials & Services	\$ 87,000
Interfund Transfer	\$ 316,467
TOTAL	\$ 1,096,380

Resources:

Federal Grant	\$ 994,269
Metro Match	\$ 102,111
TOTAL	\$ 1,096,380

Regional Transit Planning Strategy

Staff Contact: [TBD - Vacant Position]

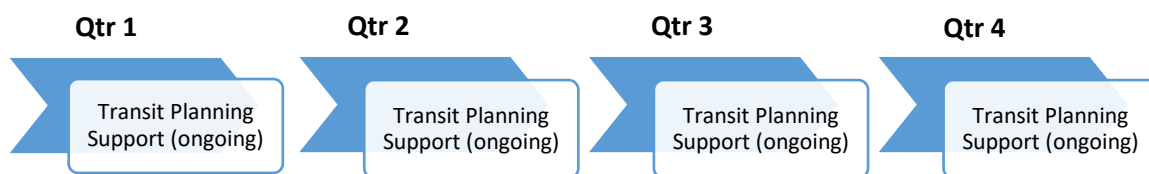
Description

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

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

This work includes ongoing coordination with transit providers, cities and counties to ensure implementation of the policies and strategies through local planning work and capital plans, periodic support for major transit planning activities in the region and coordination with state transit planning officials. In FY2020-21, highlights will include coordinatino with a STIP Funding allocation and supporting transit service planning.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

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

TOTAL \$ 59,577

Resources:

Federal Grant	\$ 54,028
Metro Match	\$ 5,549

TOTAL \$ 59,577

Regional Mobility Policy Update

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

Description

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

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

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

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

Key FY 19-20 deliverables and milestones included:

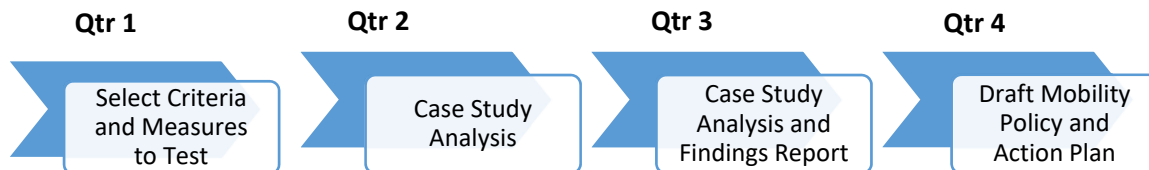
- **Project scoping:** From April through October 2019, Metro and ODOT worked closely together and with local, regional and state partners to scope the project, seeking feedback on the project objectives and approach through more than 28 briefings, a community leaders’ forum,

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 216,296	Federal Grant	\$ 287,909
Materials & Services	\$ 5,000	Metro Match	\$ 29,568
Interfund Transfer	\$ 96,181		
TOTAL	\$ 317,477	TOTAL	\$ 317,477

Regional Freight Program

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

Description

The Regional Freight Program manages updates to and implementation of multimodal freight elements in the Regional Transportation Plan (RTP) and supporting Regional Freight Strategy. The program provides guidance to jurisdictions in planning for freight movement on the regional transportation system. The program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to freight-related needs and issues across the region. Ongoing freight data collection, analysis, education, and stakeholder coordination are also key elements of Metro's freight planning program.

Metro's freight planning program also coordinates with the updates for the Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are competitively considered within federal, state, and regional funding programs. The program is closely coordinated with other region-wide planning activities. The Regional Freight Strategy has policies and action items that are related to regional safety, clean air and climate change, and congestion; which address the policy guidance in the 2018 RTP.

Work completed in FY 2019-20:

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

Key Project Deliverables / Milestones

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



FY 2020-21 Cost and Funding Sources

Requirements:

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

TOTAL \$ 130,667

Resources:

Federal Grant \$ 118,497
Metro Match \$ 12,170

TOTAL \$ 130,667

Complete Streets Program

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

Description

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

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

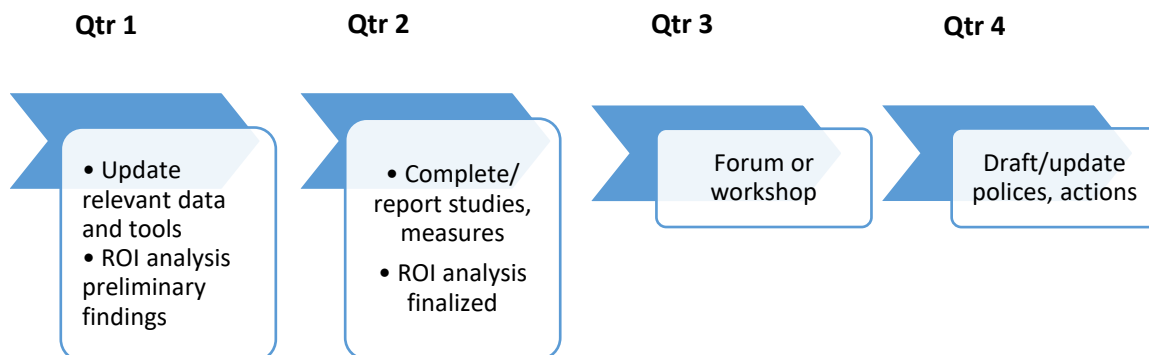
Safe streets with zero serious crashes are a prioritized outcome of complete streets. The RTSS supports achieving national, state, regional and local safety goals, objectives, policies and performance targets, including Federal Highway Administration's FY 2019-22 Strategic Plan, ODOT's 2016 Transportation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

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 89,191
Materials & Services	\$ 3,500
Interfund Transfer	\$ 39,523

TOTAL \$ 132,214

Resources:

Federal Grant	\$ 119,900
Metro Match	\$ 12,314

TOTAL \$ 132,214

Regional Congestion Pricing Study

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

Description

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

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

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

In FY 2019-20, RCPS activities included:

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

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

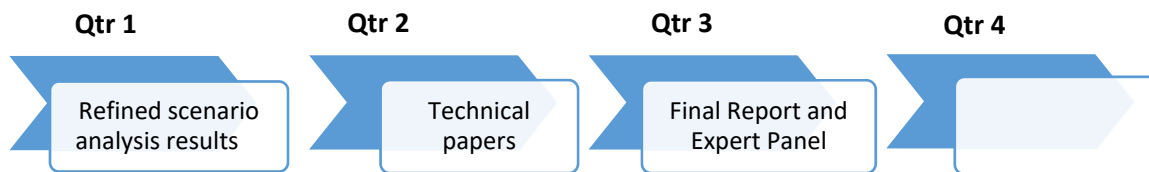
In FY 20-21 RCPS, will include:

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

FY 2020-21 Unified Planning Work Program

- expert panel review of findings
- technical report on findings

Key Project Deliverables / Milestones 2020-21



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 99,489
Materials & Services \$ 100,000

TOTAL \$ 199,489

Resources:

Metro Contribution \$ 199,489

TOTAL \$ 199,489

Regional Travel Options/Safe Routes to School Program

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

Description

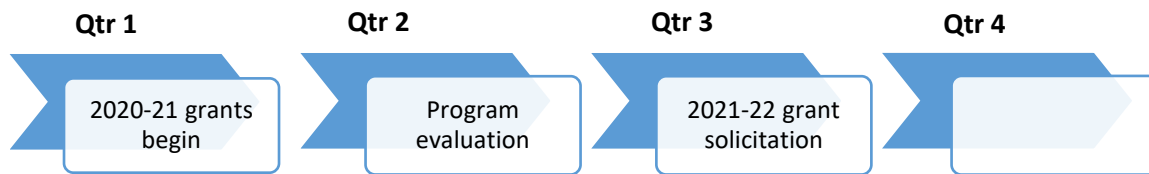
The Regional Travel Options Program implements RTP policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces greenhouse gas emissions and air pollution by carrying out the travel demand management components of the RTP. The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand, particularly during peak commute hours. Specific RTO strategies include promoting transit, shared trips, bicycling, walking, telecommuting and the Regional Safe Routes to School (SRTS) Program. The program is closely coordinated with other regional transportation programs and region-wide planning activities. Approximately two-thirds of the RTO funding is awarded through grants to the region's government and non-profit partners working to reduce auto trips.

RTO is an ongoing program for over the past two decades. It is the demand management element of the region's Congestion Management Process and the Transportation System Management and Operations strategy. Since 2003, the program has been coordinated and guided by a strategic plan, and an independent evaluation occurs after the end of each grant cycle to measure and improve performance. In 2018, the RTO Strategy was updated to better align the program with the updated goals, objectives and performance targets of the 2018 RTP, and to create goals and objectives for the SRTS program. The updated RTO Strategy focuses on equity, safety, addressing climate change and congestion as key policy foci of the program.

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 693,834
Materials & Services	\$ 2,742,500
Interfund Transfer	\$ 312,236

TOTAL \$ 3,748,570

Resources:

Federal Grant	\$ 3,599,687
Metro Match	\$ 148,883

TOTAL \$ 3,748,570

Transportation System Management and Operations – Regional Mobility Program

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

Description

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

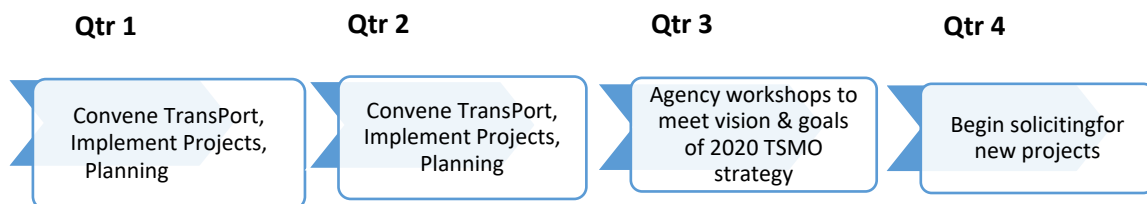
The TSMO Program engages operators through TransPort, the Subcommittee of Transportation Policy Alternatives Committee (TPAC) and a broad range of stakeholders through planning and partnerships, particularly when updating the TSMO Strategy. The region's 2010-2020 TSMO Plan will be updated by the 2020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

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

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

The TSMO Program is ongoing and more information can be found at www.oregonmetro.gov/tsmo.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

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

TOTAL \$ 209,301

Resources:

Federal Grant \$ 189,808
Metro Match \$ 19,493

TOTAL \$ 209,301

Transportation System Management and Operations – 2020 TSMO Strategy Update

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

Description

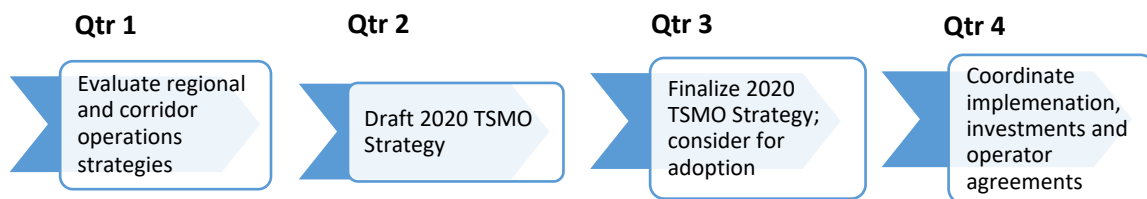
The 2020 TSMO Strategy encompasses regional planning work that will provide an update to the current strategy. The current strategy is titled 2010-2020 TSMO Plan. The update continues from FY2019-20 and is primarily focused on 2018 RTP Goal 4, Reliability and Efficiency, utilizing demand and system management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

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

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

The TSMO Program is ongoing and more information can be found at www.oregonmetro.gov/tsmo.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

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

Enhanced Transit Concepts Pilot Program

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

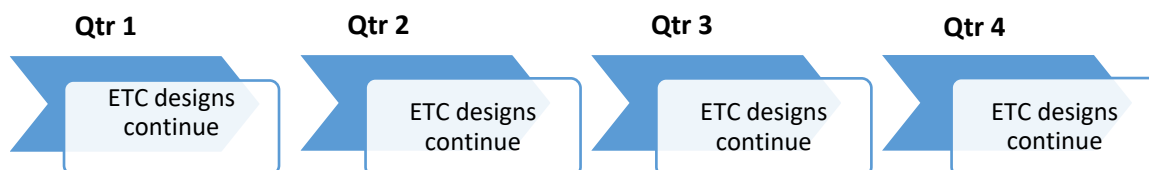
Description

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 141,409
TOTAL	\$ 141,409

Resources:

Metro Contribution	\$ 141,409
TOTAL	\$ 141,409

Regional Framework for Highway Jurisdictional Transfer

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

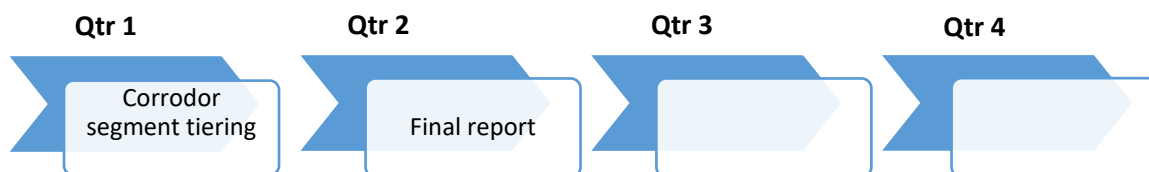
Description

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

Most of these roadways have a backlog of pavement maintenance as well as gaps or deficiencies in basic urban pedestrian and bicycle facilities. Funding for near- or long-term investments has not been identified by the state or local jurisdictions. Furthermore, there is no agreement in the region on which roads are the highest priorities when it comes to what to transfer, when, and at what cost. For this reason, these transfers will take time to accomplish on a case-by-case basis. In the meantime, there are pressing equity and safety issues on these corridors since more than half are located within historically marginalized communities and many are high injury corridors.

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 184,867
Materials & Services	\$ 70,500

TOTAL \$ 255,367

Resources:

Metro Contribution	\$ 255,367
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TOTAL \$ 255,367

Economic Value Atlas (EVA) Implementation

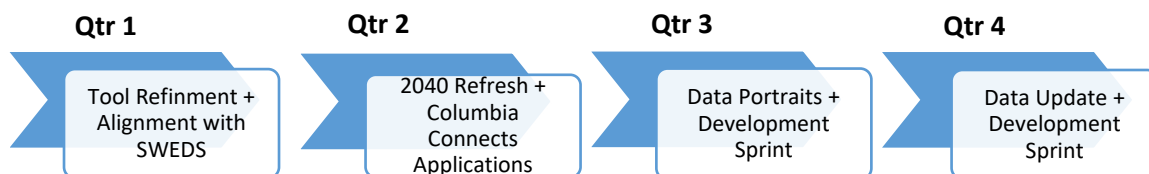
Staff Contact: Jeff Raker, jeffrey.raker@oregonmetro.gov

Description

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 51,103
TOTAL	\$ 51,103

Resources:

Metro Contribution	\$ 51,103
TOTAL	\$ 51,103



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

Corridor Refinement and Project Development (Investment Areas)

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

Description

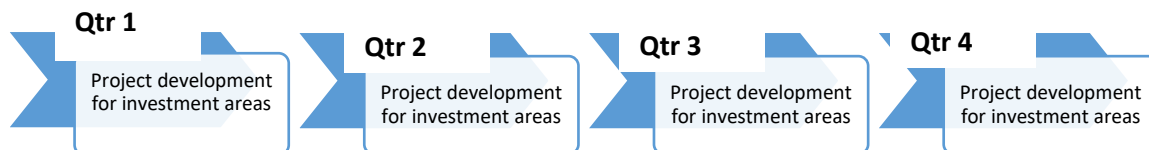
Metro's Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit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

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 262,060
Materials & Services	\$ 10,000
Interfund Transfer	\$ 34,470

TOTAL \$ 306,530

Resources:

Federal Grant	\$ 102,809
Metro Contribution	\$ 193,163
Metro Match	\$ 10,558

TOTAL \$ 306,530

Southwest Corridor Transit Project

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

Description

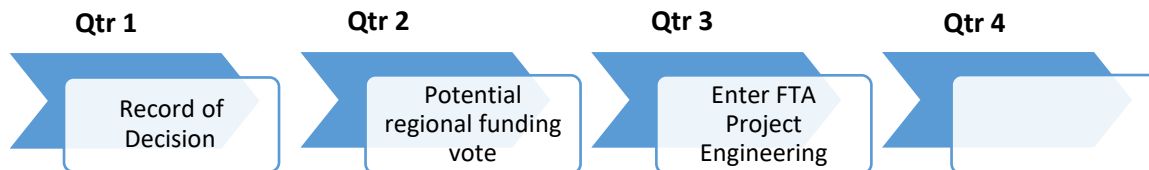
The Southwest Corridor Transit Project extends the MAX light rail system to connect downtown Portland with southwest Portland, Tigard and Tualatin. The project is 11 miles long and includes 13 stations, new connections to regional destinations, and major enhancements to public roadway, sidewalk, bike,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

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 579,441

Materials & Services \$ 321,500

Interfund Transfer \$ 100,642

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

Metro Contribution \$ 219,696

Local Partners \$ 781,887

TOTAL \$ 1,001,583

Columbia Connects

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

Description

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

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

FY 2019-20 the Columbia Connects project:

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

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

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

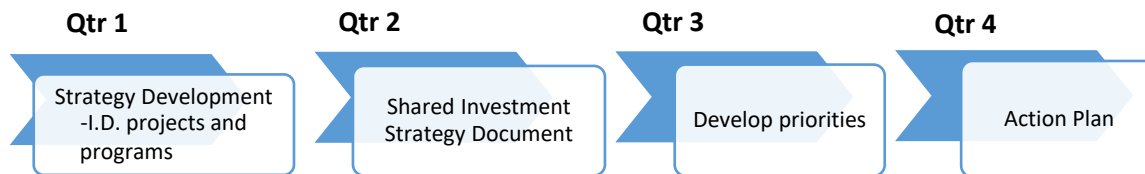
Key Projects and Deliverables/Milestones

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

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

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

Key Project Deliverables / Milestones 2020-21



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FY 2020-21 Cost and Funding Sources

Requirements:

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

TOTAL \$ 291,790

Resources:

Federal Grant	\$ 264,614
Metro Match	\$ 27,176

TOTAL \$ 291,790

MAX Tunnel Study

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

Description

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

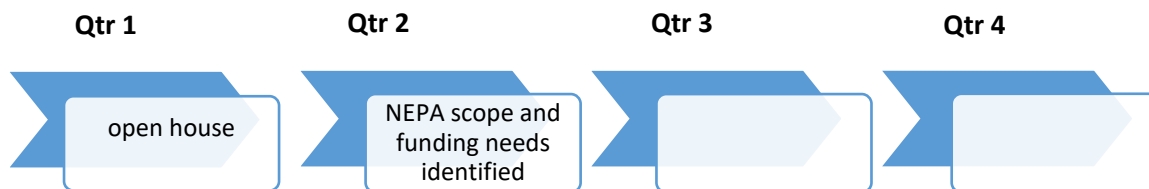
In FY 2019-2020, project staff identified a light rail tunnel between the Lloyd District and Goose Hollow as the option that would address 2018 RTP policy direction through providing the most travel time, capacity, reliability, climate, and equity benefits. The study entered the FTA's Early Scoping process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

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

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

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

Key Project Deliverables / Milestone



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 48,385
Interfund Transfer	\$ 17,173

TOTAL \$ 65,558

Resources:

Metro Contribution	\$ 65,558
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TOTAL \$ 65,558

City of Portland Transit and Equitable Development Assessment

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

Description

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

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 61,159
Materials & Services	\$ 500,000
Interfund Transfer	\$ 21,748

TOTAL \$ 582,907

Resources:

Federal Grant	\$ 528,618
Metro Match	\$ 54,289

TOTAL \$ 582,907



MPO Management and Services

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

Description

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

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

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

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

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

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

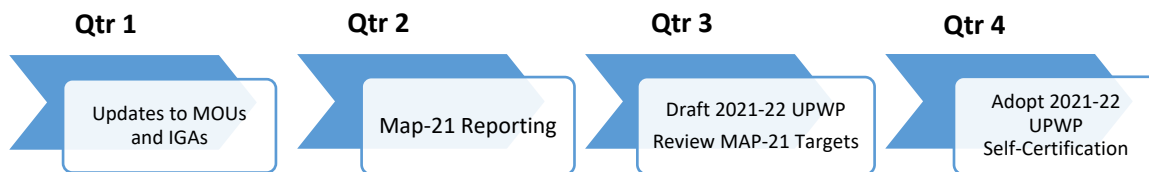
- 4-Way Planning IGA with ODOT, TriMet and SMART (*effective through June 19, 2021*)
- South Metro Area Rapid Transit (SMART) MOU (*effective through June 30, 2020*)
- SW Regional Transportation Council (RTC) MOU (*effective through June 30, 2021*)
- Oregon Department of Environmental Quality MOU (*effective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

FY 2020-21 Unified Planning Work Program

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

As part of federal transportation performance and congestion management monitoring and reporting, Metro will also continue to address federal MAP-21 and FAST Act transportation performance management requirements that were adopted as part of the 2018 Regional Transportation Plan (RTP). The performance targets are for federal monitoring and reporting purposes and will be coordinated with the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART) and C-TRAN. The regional targets support the region's Congestion Management Process, the 2018 policy guidance on safety, congestion and air quality, and complements other performance measures and targets contained in Chapter 2 of the 2018 RTP.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 339,286
Materials & Services	\$ 13,500
Interfund Transfer	\$ 149,290

TOTAL \$ 502,076

Resources:

Federal Grant	\$ 455,315
Metro Match	\$ 46,761

TOTAL \$ 502,076

Civil Rights and Environmental Justice

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

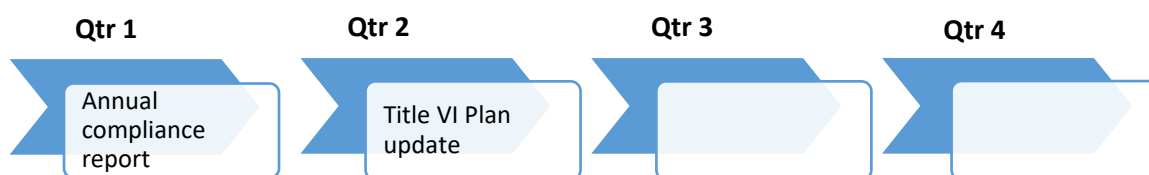
Description

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 72,115
Interfund Transfer	\$ 32,755

TOTAL \$ 104,870

Resources:

Federal Grant	\$ 95,103
Metro Match	\$ 9,767

TOTAL \$ 104,870

Public Engagement

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

Description

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

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

This is an ongoing program. Typical activities include strategies for focused and broad engagement in Metro's planning and policy processes. FY2019-20 activities include engagement on the Metropolitan Transportation Improvement Program.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

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

Data Management and Visualization

Staff Contact: Devin McDowall, devin.mcdowall@oregonmetro.gov

Description

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

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 961,485
Materials & Services	\$ 43,250
Interfund Transfer	\$ 323,796

TOTAL \$ 1,328,531

Resources:

Federal Grant	\$ 553,753
Metro Contribution	\$ 774,778

TOTAL \$ 1,328,531

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

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

Description

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

Long-range economic and demographic projections are regularly updated to incorporate the latest observed changes in demographic, economic, and real estate development conditions. Metro staff rely on the forecasts and projections to manage solid waste policy, study transportation corridor needs, formulate regional transportation plans, analyze the economic impacts of potential climate change scenarios, and to develop land use planning alternatives.

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

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

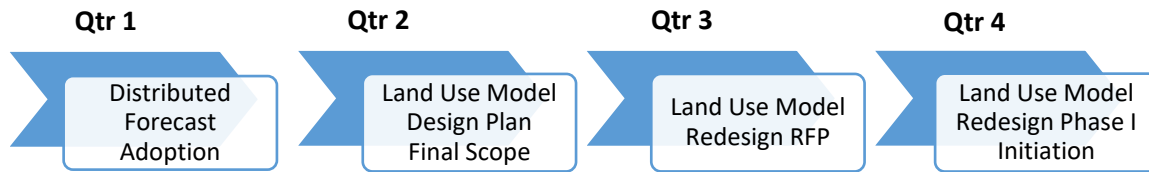
Work Completed (July 2019 – June 2020):

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

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

For more information about the Travel Demand Modeling and Forecasting Program, contact Chris Johnson at chris.johnson@oregonmetro.gov.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 200,243
Materials & Services	\$ 19,300
Interfund Transfer	\$ 46,231

TOTAL \$ 265,774

Resources:

Federal Grant	\$ 99,773
Metro Contribution	\$ 132,252
Local Partners	\$ 33,749

TOTAL \$ 265,774

Travel Forecast Maintenance, Development, and Application

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

Description

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

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

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

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

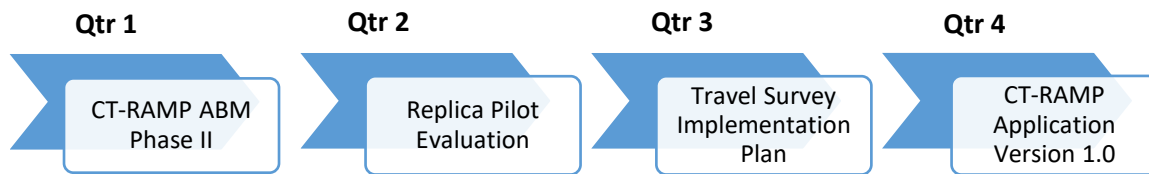
Work Completed (July 2019 – June 2020):

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

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

For more information about the Travel Demand Modeling and Forecasting Program, contact Chris Johnson at chris.johnson@oregonmetro.gov.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 1,196,928
Materials & Services	\$ 38,100
Interfund Transfer	\$ 460,327

TOTAL \$ 1,695,355

Resources:

Federal Grant	\$ 978,041
Metro Contribution	\$ 315,618
Local Partners	\$ 401,696

TOTAL \$ 1,695,355

Technical Assistance Program

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

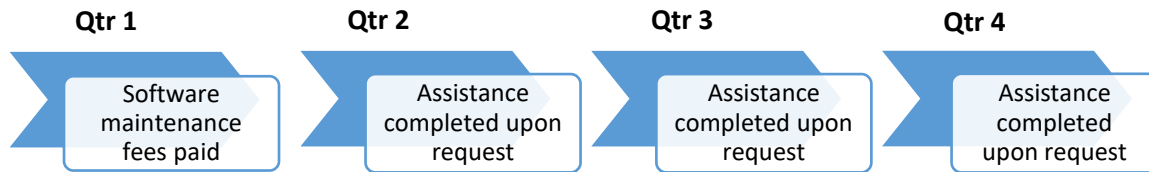
Description

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

Client agencies may use funds from this program to purchase and maintain copies of the transportation modeling software used by Metro. A budget allocation defines the amount of funds available to each regional jurisdiction for these services, and data and modeling outputs are provided upon request. This is an ongoing program.

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

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

Fund Swap Management and Monitoring

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

Description

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

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

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

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

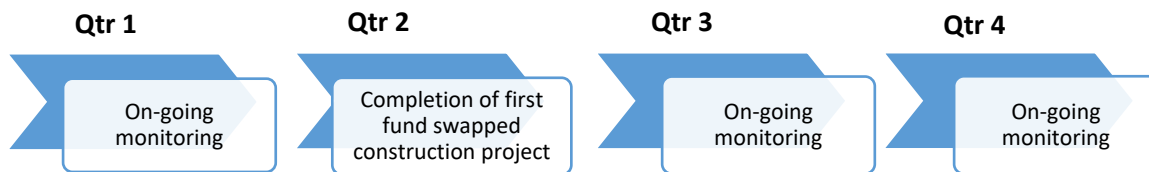
- Monitor project delivery for fund exchange projects through project progress reports
- Review and approve or conditionally approve project deliverables
- Review and approve or decline invoices
- Problem-solve, review, and make decisions on change management requests
- As requested, participate in technical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

FY 2020-21 Unified Planning Work Program

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 55,166
Interfund Transfer \$ 20,421

TOTAL \$ 75,587

Resources:

Metro Contribution \$ 75,587

TOTAL \$ 75,587



4. Planning Activities: State Transportation Planning of Regional Significance

ODOT Development Review

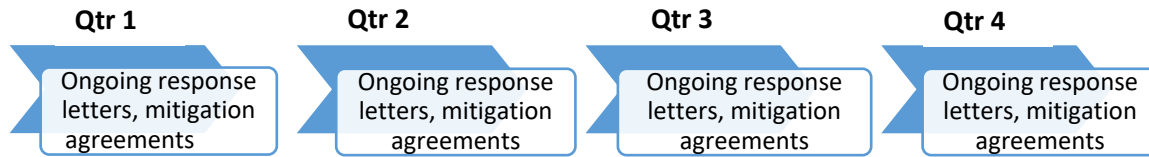
Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

ODOT reviews local land use actions and participates in development review cases when those actions may have safety or operational impacts (for all modes of travel) on the state roadway system, or if they involve access (driveways) to state roadways. This includes work with jurisdiction partners and applicants, and products may include written responses and/or mitigation agreements. This work includes review of quasi-judicial plan amendments, code and ordinance text amendments, transportation system plan amendments, site plans, conditional uses, variances, land divisions, master plans/planned unit developments, annexations, urban growth boundary expansions and recommendations for industrial land site certifications. ODOT also works to ensure that long-range planning projects integrate development review considerations into the plan or implementing ordinances, so that long-range plans can be implemented incrementally over time.

In a typical fiscal year, Region 1 staff review of over 2,000 land use actions, with approximately 150 written responses and 100 mitigation agreements. In Fiscal Year 2019, Region 1 Staff reviewed just under 1,500 land use actions, with approximately 270 written responses and 260 mitigation agreements.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Staff Time	\$ 287,500
TOTAL	\$ 287,500

Resources:

SPR	\$ 287,500
TOTAL	\$ 287,500

ODOT – Transportation and Growth Management

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

Description

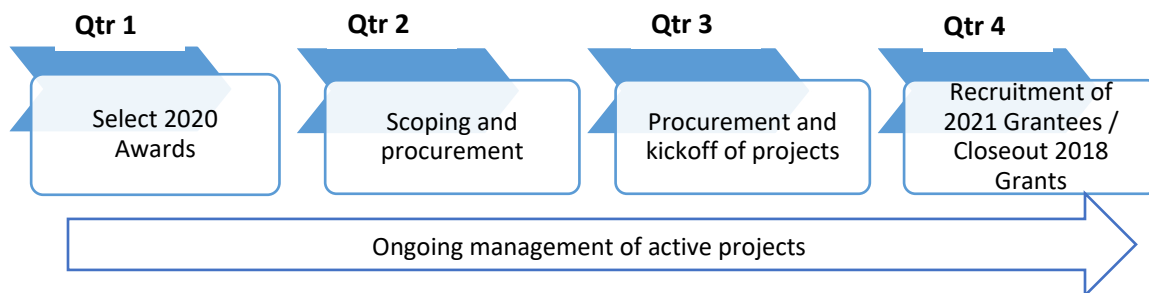
The TGM program is a partnership of the Oregon Department of Land Conservation and Development and Oregon Department of Transportation. The program helps governments across Oregon with skills and resources to plan long-term, sustainable growth in their transportation systems in line with other planning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

The Goals of the program are:

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ Amount
Materials & Services	\$ Amount

TOTAL \$ Total Amount

Resources:

Federal grant	\$ Amount
Local Match	\$ Amount

TOTAL \$ Total Amount

ODOT – Region 1 Active Transportation Strategy

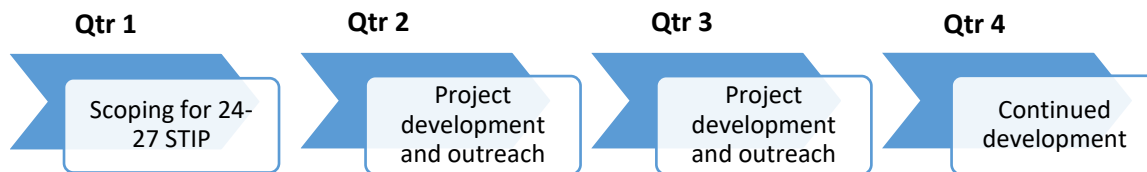
Staff Contact: Kristin Stallman, Kristin.Stallman@odot.state.or.us

Description

The next phase of ODOT's Active Transportation Needs Inventory, this project will enable ODOT Region 1 to engage in the identification and conceptual planning of projects that increase biking, walking and access to transit. Primary activities include projects scoping for identified needs and gaps, and pairing improvements projects with relevant funding sources. The project will also assist with implementation of ODOT's Blueprint for Urban Design that provides guidance on best practices for enhancing livability on the arterial highway network. Education and outreach efforts, in coordination with ODOT Traffic Safety and Safe Routes to School will engage community members in developing solutions.

The Oregon Transportation Plan set a goal of completing the state biking and walking network by 2030. The 2016 Statewide Bicycle and Pedestrian Plan and accompanying Implementation Plan establish a framework for pursuing this long-term goal.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 50,000
Materials & Services	\$ 100,000
TOTAL	\$ 150,000

Resources:

Federal grant	\$ 150,000
Local Match	\$ Amount
TOTAL	\$ 150,000

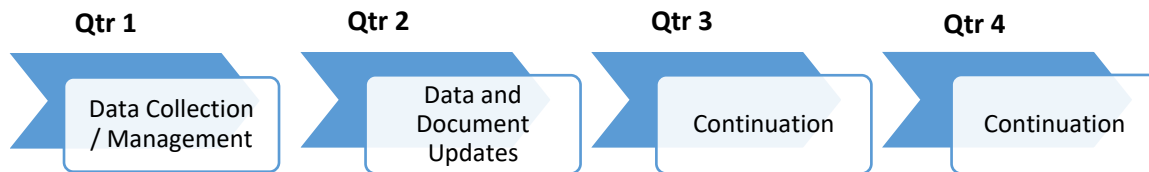
ODOT – Region 1 Transportation Data, Tools and Reports

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

Description

In recent years, ODOT has produced several atlas-style documents to support the planning, programming and development of transportation investments around the region. These include the Interchange Atlas, Corridor/Transportation Performance Report, and Active Traffic Management Study. Every year, the data underlying these studies requires management and upkeep. The purpose of this project is to ensure that ODOT and its partners always have up to date and useful data available.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 37,500
Materials & Services	\$ 62,500

TOTAL \$ 100,000

Resources:

Federal grant	\$ 100,000
Local Match	\$ Amount

TOTAL \$ 100,000

ODOT Region 1 Planning for Operations

Staff Contact: Scott Turnoy, scott.turnoy@odot.state.or.us

Description

ODOT seeks to leverage its recent work program investments in diagnosing bottlenecks and developing a strategy for active traffic management (ATM). This project will seek to identify and plan for project investments that support Transportation System Management and Operations (TSMO) on highways throughout the region. These investments are meant to improve safety and efficiency for all users of the transportation system.

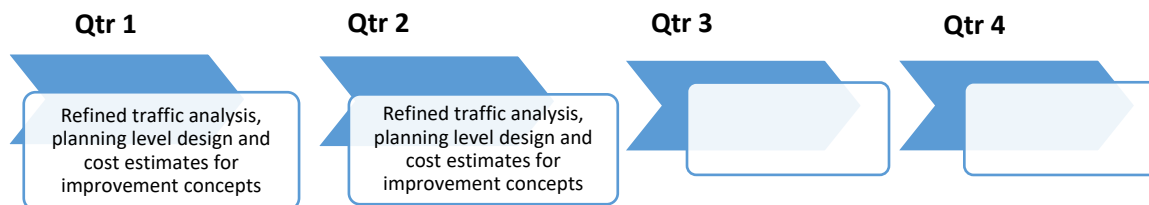
Previously, ODOT developed the Corridor Bottleneck Operations Study (CBOS) and Active Traffic Management Study, both of which build on 30+ years of traffic management efforts in the region. In FY 2019-2020, ODOT completed the CBOS 2 Atlas and initiated refinement of certain projects identified in the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

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

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

Please contact ODOT staff listed above to learn more detail.

Key Project Deliverables / Milestones



FY 2020-21 Unified Planning Work Program

FY 2020-21 Cost and Funding Sources

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

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

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

Description

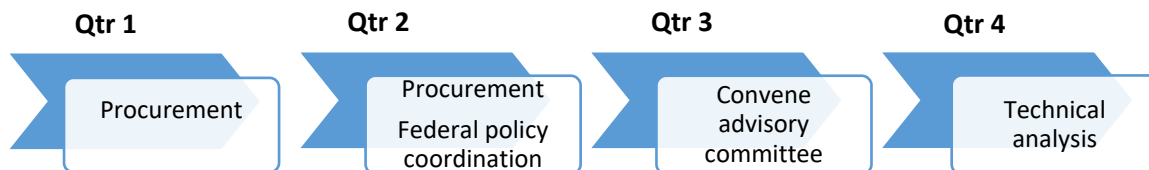
This project will advance the results of a feasibility analysis completed in December 2018. The Value Pricing Feasibility Analysis was conducted using state funding from House Bill 2017; no federal funds were spent (except for \$43 in June by administrative staff activating the account). The current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

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 50,000
Materials & Services	\$ 100,000

TOTAL \$ Total Amount

Resources:

Federal grant	\$ 2,766,600
Local Match	\$ 233,400

TOTAL \$ 3,000,000

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

Staff Contact: Scott Turnoy, scott.turnoy@odot.state.or.us

Description

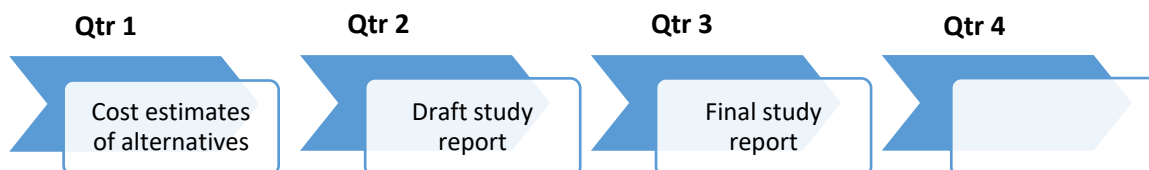
In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. On August 15, 2019 the Oregon Transportation Commission (OTC) approved \$300,000 in FHWA funds toward the development of a report that will further evaluate the I-5 Boone Bridge widening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

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

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

The study will end in FY 2020-21.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

ODOT staff time \$ 25,000

Consultant Services \$ 125,000

TOTAL \$ 150,000**Resources:**

STIP/FHWA \$ 138,330

State Match \$ 11,670

TOTAL \$ 150,000

Bus on Shoulder Pilot Study

Staff Contact: Rory Renfro, Rory.J.RENFRO@odot.state.or.us

Description

A project description, deliverables/milestones and budget will be included prior to the adoption of the FY20-21 UPWP in May, 2020.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personal Services	\$ Amount
Materials & Services	\$ Amount

TOTAL \$ Total Amount

Resources:

Federal grant	\$ Amount
Local Match	\$ Amount

TOTAL \$ Total Amount



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

French Prairie Bridge Connectivity

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

Description

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

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

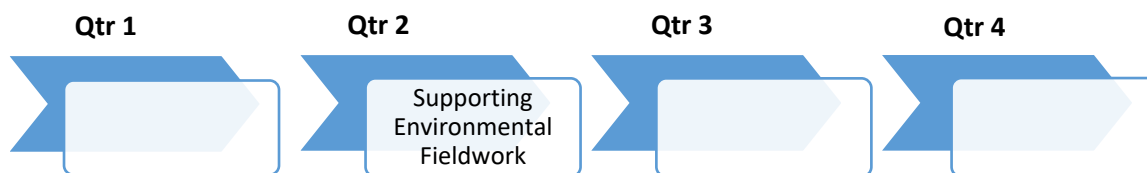
The project is consistent with 2018 Regional Transportation Plan (RTP) policy direction, including increasing safety for bikes and pedestrians, transportation equity, and travel options, and reducing vehicle miles traveled and greenhouse gas emissions, to address congestion and climate change. Regional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

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

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

Key Project Deliverables / Milestones

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



FY 2020-21 Cost and Funding Sources

Requirements:

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

TOTAL \$ 200,000

Resources:

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

TOTAL \$ 200,000

Clackamas Connections Integrated Corridor Management

Staff Contact: Bikram Raghubansh, BikramRag@clackamas.us

Description

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

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

TOTAL \$ \$378,444

Resources:

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

TOTAL \$ \$378,444

Hillsboro - Oak and Baseline: Adams Ave – SE 10th Ave

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

Description

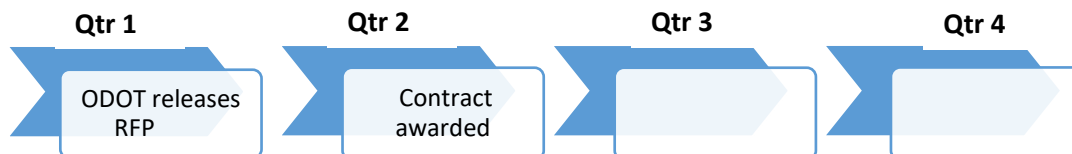
The Oak, Baseline and 10th Avenue study will evaluate design alternatives and select a preferred design that creates an environment supporting business investment and comfortable, safe travel for all users in Downtown Hillsboro.

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ Amount
Materials & Services	\$ Amount
TOTAL	\$ Total Amount

Resources:

Federal grant	\$ 500,000
Local Match	\$ 57,227
TOTAL	\$ 557,227

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

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

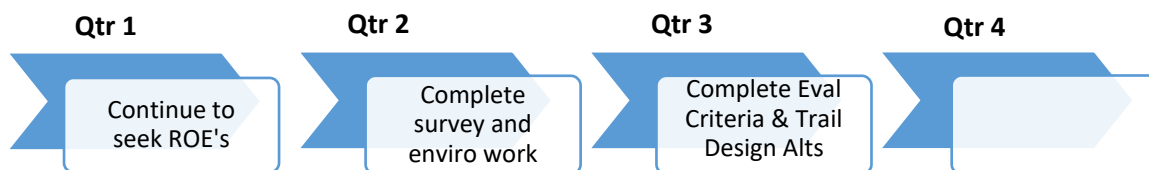
Description

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ Amount	Federal grant	\$ \$800,000
Materials & Services	\$ Amount	Local Match	\$ 91,564
TOTAL \$ Total Amount		TOTAL \$ \$891,564	

Vision Around the Mountain Planning Study

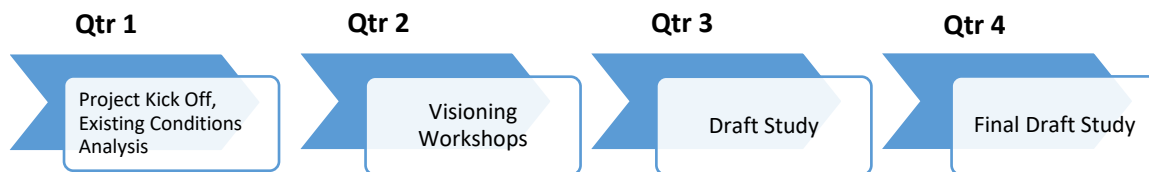
Staff Contact: Jason Kelly, Regional Transit Coordinator, jason.d.kelly@odot.state.or.us

Description

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ Amount
Materials & Services	\$ 120,000

TOTAL \$ 120,000

Resources:

Federal grant	\$ 107,676
Local Match	\$ 12,324

TOTAL \$ 120,000

Oak Grove – Lake Oswego Pedestrian / Bicycle Bridge Feasibility Study

Staff Contact: Stephen Williams, swilliams@clackamas.us

Description

Discussions are underway with the four partner agencies to determine next steps following the decision by the City of Lake Oswego City Council to withdraw the City from any further involvement in the study (November 5, 2019). A project description, deliverables/milestones and budget will be included (if available) prior to the adoption of the FY20-21 UPWP in May, 2020. More information can be found at the project website: www.clackamas.us/transportation/oglo.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$	Amount
Materials & Services	\$	Amount

Resources:

Federal grant	\$	Amount
Local Match	\$	Amount

TOTAL \$ **Total Amount**

TOTAL \$ **Total Amount**



Appendices

Appendix A. Federal Certification Review Table

2017 Federal Certification Review USDOT Findings and Metro Response				
Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status

This table will be filled in prior to adoption of the UPWP in Spring 2020.

FY 2020-2021 Unified Planning Work Program Summary

METRO

IMLTTVO																				
Requirements				Resources																
Personnel Services				Materials & Services		Interfund Transfer	Total Cost	Federal Grant		Metro Contribution	Metro Match	Local Partners	Total							
REGIONAL PLANNING																				
1 Transportation Planning				\$705,816	\$42,500	\$354,773	\$1,103,089	\$1,101,056	\$0	\$2,033	\$0		\$1,103,089							
2 Climate Smart Implementation				\$16,720	\$0	\$7,421	\$24,141	\$21,893	\$0	\$2,248	\$0		\$24,141							
3 Regional Transportation Plan Implementation				\$72,210	\$0	\$33,030	\$105,240	\$95,438	\$0	\$9,802	\$0		\$105,240							
4 Metropolitan Transportation Improvement Program (MTIP)				\$692,913	\$87,000	\$316,467	\$1,096,380	\$994,269	\$0	\$102,111	\$0		\$1,096,380							
5 Regional Transit Planning Strategy				\$40,522	\$0	\$19,055	\$59,577	\$54,028	\$0	\$5,549	\$0		\$59,577							
6 Regional Mobility Policy Update				\$216,296	\$5,000	\$96,181	\$317,477	\$287,909	\$0	\$29,568	\$0		\$317,477							
7 Regional Freight Program				\$90,629	\$0	\$40,038	\$130,667	\$118,497	\$0	\$12,170	\$0		\$130,667							
8 Complete Streets Program				\$89,191	\$3,500	\$39,523	\$132,214	\$119,900	\$0	\$12,314	\$0		\$132,214							
9 Regional Congestion Pricing Technical Analysis				\$99,489	\$100,000	\$0	\$199,489	\$0	\$199,489	\$0	\$0		\$199,489							
10 Regional Travel Options (RTO) and Safe Routes to School Programs				\$693,834	\$2,742,500	\$312,236	\$3,748,570	\$3,599,687	\$0	\$148,883	\$0		\$3,748,570							
11 Transportation System Management & Operations (TSMO) - Regional Mobility Program				\$143,078	\$4,000	\$62,223	\$209,301	\$189,808	\$0	\$19,493	\$0		\$209,301							
12 Enhanced Transit Concept Pilot Program				\$141,409	\$0	\$0	\$141,409	\$0	\$141,409	\$0	\$0		\$141,409							
13 Regional Framework for Highway Jurisdictional Transfer				\$184,867	\$70,500	\$0	\$255,367	\$0	\$255,367	\$0	\$0		\$255,367							
14 Economic Value Atlas (EVA) Implementation				\$51,103	\$0	\$0	\$51,103	\$0	\$51,103	\$0	\$0		\$51,103							
Regional Planning Total:				\$3,238,077	\$3,055,000	\$1,280,947	\$7,574,024	\$6,582,485	\$647,368	\$344,171	\$0		\$7,574,024							
CORRIDOR / AREA PLANNING																				
1 Corridor Refinement and Project Development (Investment Areas)				\$262,060	\$10,000	\$34,470	\$306,530	\$102,809	\$193,163	\$10,558	\$0		\$306,530							
2 Southwest Corridor Transit Project				\$579,441	\$321,500	\$100,642	\$1,001,583	\$0	\$219,696	\$0	\$781,887		\$1,001,583							
3 Columbia Connects				\$165,743	\$50,000	\$76,047	\$291,790	\$264,614	\$0	\$27,176	\$0		\$291,790							
4 MAX tunnel study				\$48,385	\$0	\$17,173	\$65,558	\$0	\$65,558	\$0	\$0		\$65,558							
5 City of Portland Transit and Equitable Development Assessment				\$61,159	\$500,000	\$21,748	\$582,907	\$528,618	\$0	\$54,289	\$0		\$582,907							
Corridor / Area Planning Total:				\$1,116,788	\$881,500	\$250,080	\$2,248,368	\$896,041	\$478,417	\$92,023	\$781,887		\$2,248,367							
ADMINISTRATION & SUPPORT																				
1 MPO Management and Services				\$339,286	\$13,500	\$149,290	\$502,076	\$455,315	\$0	\$46,761	\$0		\$502,076							
2 Civil Rights and Environmental Justice				\$72,115	\$0	\$32,755	\$104,870	\$95,103	\$0	\$9,767	\$0		\$104,870							
3 Data Management and Visualization				\$961,485	\$43,250	\$323,796	\$1,328,531	\$553,753	\$774,778	\$0	\$0		\$1,328,531							
4 Economic, Demographic and Land Use Forecasting Program				\$200,243	\$19,300	\$46,231	\$265,774	\$99,773	\$132,252	\$0	\$33,749		\$265,774							
5 Travel Forecast Maintenance, Development and Application				\$1,196,928	\$38,100	\$460,327	\$1,695,355	\$978,041	\$315,618	\$0	\$401,696		\$1,695,355							
6 Technical Assistance Program				\$45,347	\$29,720	\$16,211	\$91,278	\$82,777	\$0	\$8,501	\$0		\$91,278							
7 Fund Swap Management and Monitoring				\$55,166	\$0	\$20,421	\$75,586	\$0	\$75,587	\$0	\$0		\$75,586							
Administration & Support Total:				\$2,870,570	\$143,870	\$1,049,031	\$4,063,471	\$2,264,762	\$1,298,235	\$65,029	\$435,444		\$4,063,471							
GRAND TOTAL:														\$9,743,288	\$2,424,021	\$501,224	\$1,217,331		\$13,885,863	

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

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

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

Metro Council President

Lynn Peterson

Metro Councilors

Shirley Craddick, District 1

Christine Lewis, District 2

Craig Dirksen, District 3

Juan Carlos Gonzalez, District 4

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Bob Stacey, District 6

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