



# 2019-2020 Unified Planning Work Program

**Annual Report**

**July 1, 2019 - June, 30 2020**

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# ANNUAL REPORT

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GRANT: FY 2020 PL  
FY 2020 STBG

FISCAL YEAR: FY 2020 AGENCY: Metro

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TASK DESCRIPTION:	<b>Transportation Planning</b>	<b>BUDGET:</b>	<b>\$1,041,586</b>
		PL	\$285,685
		STBG	\$471,095
		Metro	\$53,919
		Local Contributions	\$230,887

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$1,041,586

BALANCE: \$0

## NARRATIVE:

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

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

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

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

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

Provided transportation planning and policy support to these projects and programs:

- Boone Bridge Study
- CBOS II Study
- Southwest Corridor Planning
- Oak Grove-Lake Oswego Bridge Study
- Oregon City TDM Study
- Regional Funding Measure technical analysis

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GRANT: FY 2020 PL  
FY 2020 STBG

FISCAL YEAR: FY 2020 AGENCY: Metro

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TASK DESCRIPTION:	<b>Regional Transportation Plan Implementation</b>	<b>BUDGET:</b>	<b>\$93,812</b>
		STBG	\$84,148
		Metro	\$9,635

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$86,378

BALANCE: \$7,434

## NARRATIVE:

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

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

## Major accomplishments and milestones for this reporting period:

- Maintained web pages at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp).
- Prepared final documents, including appendices, for Metro decision record and project website.
- Provided technical and policy support for RTP implementation at the local, regional and state level, including the 2022-24 Regional Flexible Fund Allocation, 2021-2024 Metropolitan Transportation Improvement Program and Get Moving 2020 regional transportation investment measure processes.

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GRANT: FY 2020 PL  
FY 2020 STBG  
FY 2020 Section 5303

FISCAL YEAR: FY 2020

AGENCY: Metro

TASK DESCRIPTION:	<b>Regional Transit Planning Strategy</b>	<b>BUDGET:</b>	<b>\$79,685</b>
		PL	\$29,149
		STBG	\$28,898
		5303	\$16,448
		Metro	\$5,190

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$27,267

BALANCE: \$52,418

## NARRATIVE:

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

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

## Milestones/deliverables for this reporting period:

- Provide technical and policy support for RTP Implementation at the local, regional and state level.

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# ANNUAL REPORT

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GRANT: FY 2020 PL  
FY 2020 STBG  
FY 2020 Section 5303

FISCAL YEAR: FY 2020 AGENCY: Metro

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TASK DESCRIPTION:	<b>Metropolitan Transportation Improvement Program</b>	<b>BUDGET:</b>	<b>\$1,068,992</b>
		PL	\$125,128
		STBG	\$162,789
		5303	\$684,141
		Metro	\$96,935

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$1,068,992

BALANCE: \$0

## NARRATIVE:

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing and monitoring the progress of the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP programs and monitors funding for all regionally significant projects in the metropolitan area and all projects and activities using federal transportation funding, including those administered by ODOT, TriMet and SMART.

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

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

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

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

Metropolitan Transportation Improvement Plan

**Milestones/deliverables for this reporting period: July 1, 2019 to June 30, 2020**

**AREA: RFFA DEVELOPMENT**

- Completed the allocation of FFY 2022-2024 forecasted RFFA (federal STBG/TAP and CMAQ) funds to local transportation projects and programs with Metro Council final action in January 2020.
- Conducted survey of stakeholders on RFFA process and summarized results to serve a basis for potential modifications to the next allocation process.

**AREA: OBLIGATION REPORT**

- Published FFY 2019 project obligation report.
- Initiated work with FHWA staff on FMIS report data inconsistencies.

**AREA: ONGOING - MTIP AMENDMENTS AND PROGRAM MANAGEMENT**

- Completed a total of approximately 216 formal amendments or administrative modifications to the 2018 MTIP. Sixty-two were formal/full amendments and 154 were administrative modifications. A few summary trends about the Metro region amendments and administrative modifications includes the following:
  - Scope and cost changes continue to dominate the need for amendments or administrative modifications.
  - The ability of lead agencies to complete proper and detailed pre-scoping/project development actions prior to the start of Preliminary Engineering appears a key reason driving the need for scope and cost increases to projects.
  - The ODOT Certified User Group (CUG) worked on developing a pre-scoping technical document. A draft version was under review as of July 2020.
  - Another emerging issue driving amendments is the failure to properly identify the need for right of way (ROW) and/or utility relocation (UR) requirements. On the positive side, ODOT and Metro decided to require ROW and UR phase programming balances to be included as part of the STIP and Regional Flexible Fund (RFFA) awarded projects. ROW and UR phase programming requirements were mandated as part of the 2021-24 MTIP and STIP updates to help reduce future problems.
- ODOT Obligation Targets Workgroup key member: Developed Obligation Targets program operating parameters and MPO responsibilities to initiate FFY 2020 as the first official year of complying with obligation targets as a pilot year. Work included:
  - Development of annual obligation authority requirements and methodology
  - Agreement on timelines and required deadlines
  - Method for calculation of transition between original annual programming versus older project programming
  - Established preliminary rules for acceptable exceptions to meeting obligation targets
  - Completed first-year annual obligation targets for Original 2020 Programming and Older projects (July - December 2019):
    - Identified 11 projects totaling a CMAQ, STBG, and TA OA need of approximately \$36 million for original Metro funded FFY 2020 anticipated obligations
    - Identified an additional 11 Older Metro funded projects totaling about \$9 million with

- funding slipped into FFY 2020 that are projected to obligate by the end of FFY 2020
    - Developed an Original vs. Older project obligation tracking list for ongoing monitoring and obligation tracking which includes project details, assigned Local Agency Liaison (LAL), project manager contact, and target plus actual obligation date
    - Due to COVID-19, the MPO/TMAs and ODOT agreed to drop Federal fiscal Year 2020 as the planned start of the formal obligation targets programming. FY 2021 will become the first official year for the Obligation Targets program. Project obligation issues that led to dropping FY 2020 included the following:
      - Mandatory telecommuting requirements which required additional months to solve communication and logistical requirements which negatively impact the ability of Local Agency Liaisons and project managers to approach in a quick fashion to resolve project issues. While most telecommuting issues were resolved, the workplace slowed down for Metro staff, project managers, consultants, and ODOT LALs. Combined together, the federal transportation delivery process slowed down under the new virtual communication process which delayed federal approval steps (e.g. completion of project prospectus, completion of PS&E packages, ability to secure additional local funds to cover cost increases, etc.).
      - With COVID-19 in play, a second issue arose over the obligation target methodology arose which required ODOT and the TMAs to re-assess and modify accordingly. Rather than rush the needed corrections, delaying the start of the obligation Targets until FY 2021 allowed the workgroup work through the methodology issue.
    - Metro will monitor the outcome of federally funded project obligations that occurred during FY 2020 to determine the real impact of COVID-19 on project obligations.
- ODOT Certified User Group (CUG) Steering Committee and Finance/Obligation committee key members assisting in developing OA Targets for the MPOs, and developing business practices to better integrate the MPOs into the project delivery process, Key accomplishments included:
  - Assisted ODOT Region 1 in the development of a preliminary project scoping document that is anticipated will be used to evaluate project readiness and assess pre-NEPA project development work
  - Worked with ODOT staff to refine the scoping document that would be acceptable and potentially incorporated into the next Metro RFFA project call.
  - Assisted in the roll-out and initial training of CUG members of the Obligation Targets program
- Performed project review audits to identify needed project delivery tracking and monitoring tools
- Assisted in the facilitation with FHWA and the other MPO TMAs concerning the need to develop statewide fiscal constraint policies and rules that will govern both the STIP and MTIP

#### **AREA: 2021-2024 MTIP DEVELOPMENT**

- Developed detailed 2021-2024 MTIP development schedule
  - Coordinated with ODOT, TriMet, and SMART on data sharing and other development activities and schedule
- Worked with TPAC and finalized methodology approach to the 2021-2024 MTIP assessment
- Conducted MTIP assessment coordinating with Metro modeling and GIS staff, local jurisdictions on project information, collecting initial programming information to begin network coding and geodatabase of projects
- Closely coordinated with ODOT, TriMet and SMART staff to develop and incorporate descriptions of allocation processes led by those agencies, how those processes were coordinated with the MPO and met federal allocation and programming regulations, and how the projects selected are incorporated into the MTIP assessment



- Coordinated with Metro communications staff to conduct public comment opportunities and resource and tribal consultation, and reported results and disposition of comments to TPAC and the public (results to decision making bodies will occur in the next fiscal year in conjunction with their action on MTIP adoption)
- Updated the MTIP document design and development in response to federal staff recommendations for accessibility and clarity in how federal regulations are met
- Published public comment draft and adoption draft MTIP documents in support of the public comment and adoption processes
- Published a public friendly “executive summary” document to facilitate understanding and accessibility to the MTIP
- Facilitated a recommendation by TPAC for JPACT to approve the adoption draft of the 2021-24 MTIP.

#### **AREA: DEVELOPMENT OF NEW MTIP DATABASE**

- Metro staff has continued to participate in the statewide consortium of MPO’s and ODOT to consider and pursue acquisition of a database tool for transportation project tracking being led by staff at LCOG. The process has documented desired functions and completed a Request for Qualifications from potential vendors to inform a RFP process

**LIST OF AMENDMENTS TO THE 2018-21 MTIP DURING FISCAL YEAR 2019-20**

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1366	17466	LO-Portland Trail: Tyron Cove Park Area	70436	Administrative	N/A	Metro	Metro Parks	<b>FY15-18 MTIP:</b> COST INCREASE: Final local overmatching funds are added to the project. Project is moving towards close-out. The cost increase is a technical and historical correction for accounting purposes to the 2015 MTIP.
1685	18026	Cedar Creek/Tonquin Trail: OR99W - SW Pine St	70480	Formal	17-4890	Sherwood	Ken Lobeck	<b>Approved 6/7/18:</b> SCOPE CHANGE: Removing Oregon St segment and focusing upon primary segment of Cedar Creek as the planned improvement. The Oregon St Segment will be accomplished by Sherwood separately. Adding CMAQ and match from Key 18280. Overall project is being delivered within the spirit of the original award. No changes or revisions to air quality emission reduction analysis required.
1686	19786	I-205: I-5 TO OR213 Phase 1	70859	Formal	17-4890	ODOT	Ken Lobeck	<b>Approved 6/7/18:</b> ADD FUNDING: The amendment is adding \$14,000,000 in support of Preliminary Engineering needs. OTC approval was required and occurred during their April 19-20 2018 Meeting.
1687	20719	Region 1 High Friction Surface Treatment	71025	Formal	17-4890	ODOT	Ken Lobeck	<b>Approved 6/7/18:</b> SCOPE/FUND INCREASE: Adding new funds from the Traffic Safety Grant (Sec 164) for the delivery of additional project locations for HFST improvements. Project funding increases by \$393,046 to \$565,246 and adds potentially a total of 8 new locations.
1688	21315	Inner Powell Blvd Cost to Upgrade Study	71070	Formal	17-4890	ODOT	Ken Lobeck	<b>Approved 6/7/18:</b> ADD NEW PROJECT: This new planning study will be identified as a regionally significant UPWP planning project and added to the 2018 MTIP and STIP.
1689	21525	Metro Dockless Dashboard	71071	Administrative	N/A	Metro	Ken Lobeck	ADD NEW SPLIT PROJECT: Funding for Key 21509 is split off from Key 18450 ODOT's Transportation Demand Management 2017 project grouping bucket.
1690	21526	East Portland Jade District Mobility Outreach	71072	Administrative	N/A	Portland	Ken Lobeck	NEW SPLIT PROJECT: Funding for Key 21510 is split off from Key 18450 ODOT's Transportation Demand Management 2017 project grouping bucket.
1691	19297	East Portland Access to Employment and Education	70675	Formal	19-5001	Portland	Ken Lobeck	COST INCREASE: The amendment adds approximately \$80,000 in support of a required UR phase and \$5.2 million of local agency funds needed to address the adjusted construction phase scope of activities. The adjusted scope includes an increase in the number of curbs that will be rebuilt than originally estimated.
1692	20865	SMART ADA Stop Enhancements (2019)	70895	Formal	19-5001	SMART	Ken Lobeck	CANCELLED PROJECT: Project was identified as a duplicate project in the MTIP and is being removed through this amendment.
1693	20863	SMART Mobility Management (2019)	70893	Formal	19-5001	SMART	Ken Lobeck	CANCELLED PROJECT: Project has been identified as a duplicate project in the MTIP and is being cancelled now through this amendment
1694	20850	Open Trip Planner	70936	Formal	19-5001	TriMet	Ken Lobeck	CANCELLED PROJECT: Project was initially added to the MTIP as a follow-on placeholder for FY 2019. However TriMet has been able to scope their 5310 program to include the project activities resulting Key 20850 becoming a duplicate project entry.
1695	17268	Red Electric Trail: SW Bertha - SW Capitol Hwy	70005	Administrative	N/A	Portland	Justin Bernt	STIP Re-Balancing Amendment Request. Slip Construction phase from 2018 to 2020 to include STP-U \$196,160 + match Other funds \$1,227,616 and CMAQ of \$1,359,410 plus match. An additional slip to FY 2021 may be required upon further review of consultant re-design of project. Added local funds to be added later as well. Project bids to high and project has to re-bid. - KL 9/19
1696	18758	OR8: SW Hocken Ave - SW Short St	70757	Administrative	N/A	Tigard	Gabriela Garcia	STIP Re-Balancing Amendment: Slip ROW and funding from 2019 to 2020. Slip Construction from 2020 to 2021. Funding gap issue between Beaverton and ODOT delaying ROW and Cons. Appears now resolved but schedule delay occurs to ROW and Cons requiring Slip of ROW and Cons by 1 year - KL
1697	18772	OR212: SE Richey Rd - US26	70761	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment #6: Cost Increase. Increase PE ADVCON from \$628,110 to \$717,840 along with match. PE increases from \$1,480,591 to \$1,580,591. Increase Cons ADVCON from \$3,516,984 to \$6,401,718 along with match. Cons increases from \$12,632,569 to \$15,847,474. TPC increases from \$14,569,660 to \$17,884,565. - KL
1698	18791	OR8 at OR219 and SE 44th - SE 45th Ave (Hillsboro)	70764	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment #9: Cost Increase + MTIP Correction. Delete ADVCON PE funds of \$3589 and match. Increase HSIP PE from \$800,000 to \$858,820. PE increases from \$804,000 to \$858,820. Delete HSIP in Cons amount of \$1,736,400 and increases ADVCON to \$41,276 to \$1,675,292. Cons increases to \$1,816,626. TPC increases to \$2,840,445

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1699	18794	OR8: SW Murray Blvd - SW 110th Ave (Beaverton)	70766	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cost Increase/Limits Update:Modify project name for adjusted limits. Increase ROW phase from \$304,000 to \$379,000 (increasing ADVCON). ROW slips to 2020. Increases Construction phase from \$1,402,543 to \$2,213,407. TPC increases to \$3,029,907. Cons slips to 2021 Cost increase: inflation and hot market economy. -KL
1700	18814	Connected Cully	70771	Administrative	N/A	Portland	Gabriela Garcia	STIP Re-Balancing Amendment - Cost Increase:PE applies additional Metro TAP in place of ADVCON. ROW minor increase to \$355k. UR phase added at a cost of \$120k with Local Other funds. Cons increases to \$2,934,026 and slips to 2020. TPC increases to \$4,496,525. Cost increase due to added UR scope. - KL
1701	18833	NE 238th Dr: NE Halsey St - NE Glisan St	70775	Administrative	N/A	Multnomah County	Gabriela Garcia	STIP Re-Balancing Amendment - Cons Phase SlipSlip the Construction phase and funding from 2019 to 2020. No change in phase or total project costs. Delivery delayed by a year as part of the re-prioritization of the STIP Re-Balancing Amendment - KL
1702	19279	Sandy Blvd: NE 181st Ave to E Gresham City Limit	70684	Administrative	N/A	Gresham	Gabriela Garcia	STIP Re-Balancing Amendment - Cons Slip to 2020:Increase PE phase adding local Other funds of \$36k increasing PE from \$664,605 to \$700,605. Slip UR phase to from 2019 to 2020. No change in phase cost. Slip Cons from 2019 to 2020. No change in phase cost. TPC increases to \$4,029,202. - KL
1703	19316	5310 FY18 - Senior and Disabled	70726	Administrative	N/A	TriMet	Alison Langton	STIP Re-Balancing Amendment - Cost Decrease/SLIP:Decrease 5310 from \$41,000 to \$36,554. Slip Other/Transit phase from 2019 to 2020. TPC decreases from \$51,250 to 45,693. Ongoing continuing resolution funding from FTA impacting how much FTA will allow TriMet to approve in TrAMS. - KL
1704	19712	Community Job Connector Shuttle 2018	70857	Administrative	N/A	TriMet	Alison Langton	STIP Re-Balancing Amendment - Phase Slip:Slip Transit phase with \$1,037,088 of 5307 funds along with match from 2019 to 2020. TPC remains unchanged at \$2,074,176. Problems with approved FTA funding from the Continuing Resolutions impacting this project requiring the slip. - KL
1705	19812	Region 1 Rural Intersections and Curve Warning Signs	70863	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment = Fund Phase Shift:Decrease Construction phase by 100k of ADVCON (\$1,316,388 to \$1,216,388) and shift to PE phase. PE increases from \$199,877 to \$299,877. TPC unchanged at \$1,516,265. Non Cons backfill required. PE phase requires additional support to complete PS& E package. - KL
1706	19918	Region 1: Bridge Screening and Rail Retrofit	70867	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cost Increase:Increase Construction phase ADVCON from \$3,904,865 to \$5,320,139 and match. Cons increases from \$4,351,794 to \$5,929,052. TPC increases to \$6,420,060. No phase slip. Reason - Cost estimate did not include traffic control for construction. - KL
1707	20208	US30: KITTRIDGE - ST JOHNS	70938	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Phase SLIP and Fund Shift:PE - Increase by a total of \$600k by adding \$538,380 of ADVCON and match. PE now \$2,253,917. ROW & UR phases slip to 2020 No cost changes. Construction slips to 2021. Cost decrease to move ADVCON to PE No backfill required. TPC unchanged at \$8,518,704
1708	21488	OR211/OR224/US26/OR8 Curb Ramps	71073	Administrative	N/A	ODOT	Gabriela Garcia	STIP Rebalancing Amendment - Add new project. Provided toMetro on separate ADA/ITS Program list sent by Jeff Flowers 6.12.19. Project name has since changed and will now "OR211/OR224/US26/OR8 curb ramps". PE/RW/UR programmed for FY19 CN for FY20
1709	20298	I-84: Fairview - Marine Drive	70939	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Phase Deletion and Cost Decrease: Increase PE by deleting NHPP and adding ADVCON of \$481,324 with match. PE increases to \$521,930. Delete ROW and Cons phases. Project now only PE. Funds committed to other projects. ROW and Cons to be added in a later STIP - KL
1710	20299	US26: SYLVAN - OR217	70940	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cost Increase:Increase ADVCON in construction phase from \$252,078 to \$858,856 plus match. Cons increases to \$3,968,595. TPC increases to \$4,462,450. Cons cost increase due to asphalt cost increases not originally factored into project along with inflation. No slips.
1711	20300	US26: OR217 - CORNELL RD	70941	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cons Phase Deletion>Delete Construction phase and funding. Only PE and ROW phases remain. TPC decreases from \$7,065,012 to \$1,200,000. Cons to be added back into a future STIP
1712	20328	OR8 CORRIDOR SAFETY AND ACCESS TO TRANSIT II	70945	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Fund Phase ShiftIncrease PE by deleting State STBG and adding NHPP + ADVCON. PE increases to \$1,990,817. Increase ROW by deleting State STBG and adding ADVCON in its place. ROW increases to \$170,000. Cons decreases from shifts to \$1,582,085. No backfill. TPC remains unchanged at \$3,742,902
1713	20332	I-205 UNDERCROSSING (SULLIVANS GULCH)	70947	Administrative	N/A	Portland	Gabriela Garcia	STIP Re-Balancing Amendment Phase AdvancementPE advanced from 2020 to 2019 to start project earlier

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1714	20338	GERMANTOWN ROAD: MP 2.5 - MP 3.5 (MULTNOMAH)	70952	Administrative	N/A	Multnomah County	Gabriela Garcia	STIP Re-Balancing Amendment - Fund Code Change:Change current Other local fund code with FUND XCHG in the construction phase. No slip. No funding change. Local match remains. TPC remains unchanged at \$336,600.
1715	20340	Rumble Strips and Bike/Ped Conflict Markings (Portland)	70954	Administrative	N/A	Portland	Gabriela Garcia	STIP Re-Balancing Amendment - Fund Swap & Phase Slip:Modify description. Delete HSIP in PE and Cons and replace with ADVCON @100%. Change PE ADVCON to \$98,675. PE total is \$107,000. PE slips to 2020. Advance Cons from 2021 to 2020. TPC remains unchanged at \$450,100 - KL
1716	20374	SYSTEMIC SIGNALS AND ILLUMINATION (BEAVERTON)	70956	Administrative	N/A	Beaverton	Gabriela Garcia	STIP Re-Balancing Amendment - Fund Change/ADD Phase:Delete 100% HSIP and replace with 92.22% ADVCON in PE phase. ADD PE ADVCON amount of \$309,767 + local match of \$26,133/ PE increases to \$335,900. ADD Other/UR phase with ADVCON at 92.22% plus match for a total of \$245,000. Delete construction phase HSIP & replace with ADVCON. TPC unchanged at \$2,071,600.
1717	20375	WEST SYSTEMIC SIGNALS AND ILLUMINATION (WASHINGTON)	70957	Administrative	N/A	Washington County	Gabriela Garcia	STIP Re-Balancing Amendment - SFLP Action and Fund Corrections:Convert PE and ROW phases to SFLP by de-programming all funds in these phases. PE and ROW is now \$0. Change Construction from HSIP to FUND XCHG (S060) in 2020 with amount of only \$200,700. - KL
1718	20376	WEST SYSTEMIC SIGNALS AND ILLUMINATION (ODOT)	70958	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Phase Slip:Slip ROW from 2018 to 2020. Decreases 100% HSIP in 2020 to be \$73,400 Add ADVCON in 2020 to ROW at 100% amount of \$198,400. ROW unchanged at \$217,800. Cons - Slip to 2021. Decrease 100% HSIP in 2021 to be \$3,790,600. Add ADVCON 100% in 2021 at \$1,507,800. TPC unchanged at \$6,803,500
1719	20388	SW FARMINGTON RD AT 170TH AVE	70961	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Phase Slip:Slip PE and ROW phases to 2020. Project is in progress of completing SFLP with ODOT. However conversion to SFLP will occur now during 2020. - KL
1720	20390	US-30 AT NW NICOLAI ST	70963	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cancel Project:De=program all funds. Project requires a significant scope development and can wait. Funds will be applied to other STIP projects. Project cancellation is authorized as part of the STIP Re-Balancing amendment.
1721	20410	I-84: I-205 - NE 181st Avenue	70967	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cost Increase/Cons Slip:Modify short description for clarification with STIP. Increase Cons phase to \$8,303,533 and slip to 2021. Cost increase die to adding bridge deck seals to scope and increased material costs. - KL
1722	20411	I-5: I-205 INTERCHANGE - WILLAMETTE RIVER	70968	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cost Increase/Description Update:Modify short description to include bridge references. Increase PE with added NHPP for a PE total of \$975,577. Increase construction added NHPP for a revised Cons total of \$9,010,703. TPC increases to \$9,986,280. - KL
1723	20413	US30BY (Lombard): N Fiske Ave - N Boston Ave	70969	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Scope Change & Cost Increase:Update short and detail description in MTIP based on revised project limits and scope adjustments. Increase PE with added SDVCON. PE total now is \$3,629,129. Increase ROW with ADVCON to \$1,069,687. Increase UR phase with ADCON to \$109,411. Increase Cons with ADCON to \$13,670,853. TPC now \$18,501,603. - KL
1724	20432	OR99W (PACIFIC HWY WEST) AT SW 72ND	70987	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cancel Project:Project is a current PE shelf-life project. ODOT and Tigard are partnering to develop a better scoped project for the location and for a future STIP entry. Project cancellations were authorized as part of the STIP Re-Balancing Amendment. - KL
1725	20435	OR99W: I-5 - MCDONALD ST	70988	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cost Increase:Add NHPP and ADVCON to PE ROW and Cons to increase all phases. PE with added NHPP increases to \$3,472,919. ROW with added ADVCON increases to \$1,749,575. Cons increases with ADVCON to \$15,837,975. TPC increases to \$21,060,975. ADA ROW added costs and inflation triggering the cost increase. - KL
1726	20436	OR99W AT DURHAM RD	70989	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cancel Project:Delete PE ROW and Cons funding. Programming decreases to \$0. Project can wait. Funds being incorporated into other STIP projects for now. Project was to be delivered with Key 21194 which also cancelled.
1727	20439	OR99W (BARBUR BLVD): MP 8.01 TO MP 11.50	70992	Administrative	N/A	Tigard	Gabriela Garcia	STIP Re-Balancing Amendment - Phase Slip:Slip ROW phase and funding from FY 2019 to FY 2020. ROW remains unchanged at \$137,501.
1728	20451	OR8 at River Rd & OR224 at Lake Rd	70996	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cost Increase & Phase Slip:PE Phase - NHPP deleted. ADVCON increased PE increases in 2019 to \$1,155,750. Other/UR - Slip Other phase from 2019 to 2020. No changes to funding amounts or types. TPC increases to \$2,649,465 - KL



AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1729	20471	OR99W: Tualatin River Northbound Bridge	70999	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cost Increase:Delete ADVCON and match. Increase NHPP to \$987,030. Add state match of \$112,970. Construction phase deleted in prior amendment. Project only PE with TPC of \$1,100,000. Construction phase delayed until the next STIP. KL
1730	20472	OR99E: CLACKAMAS RIVER (MCCLOUGHLIN) BRIDGE	71000	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cancel Project:The \$250k in the PE phase is de-programmed and committed to other STIP projects. Project is zero programmed and cancelled. ODOT determined PE can be delayed until the next STIP. Cancelling a project is authorized as part of the STIP Re-Balancing Amendment. - KL
1731	20473	OR210 OVER OR217	71001	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cost Increase:Increase NHPP in the construction phase to \$1,456,644. With increased match TPC increases to \$2,863,363. Inflation cited as the reason for the cost increase. - KL
1732	20476	SE Jennings Ave at Addie St (Clackamas)	71004	Administrative	N/A	Portland	Gabriela Garcia	STIP Re-Balancing Amendment - Cancel Project:Project funding de-programmed as the project already has been locally constructed by Portland. Funds being re-programmed in STIP. - KL
1733	20479	REGION 1 BIKE PED CROSSINGS	71005	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cost Increase + Phase Slip:Increase HSIP in PE for a total PE cost of \$681,600. ROW - Delete HSIP and replace with ADVCON at 100%. ROW increase to \$379k. Cons - Slip HSIP to 2021 and increase HSIP to \$2,275,252. TPC increases to \$3,335,852. RRFB added to scope and sidewalk increasing costs. KL
1734	20487	OR99E OVER UPRR AT BALDWIN STREET BRIDGE	70978	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cost Increase:Increase PE phase by adding \$471,395 of ADVCON + \$53,953 of match. PE phase increases to \$1,084,174. Increase Cons phase by adding \$1,266,970 of ADVCON plus \$145,010 of match. Cons increases to \$4,083,209. TPC increases to \$5,413,543. Railroad coordination not in original estimate. - KL
1735	20507	OR213 (82ND AVE) AT MADISON HIGH SCHOOL	70981	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Phase Advance:Advance Construction phase from 2021 to 2020 as in MTIP. STIP has Cons in 2019 still. No change in fund types or funding. Cons remains at \$745,000. TPC remains at \$1,120,500.
1736	20508	I-205: ABERNETHY BRIDGE - SE 82ND DR	70982	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cost Increase:Increase federal NHPP (at 92.22%) in construction phase from \$4,736,690 to \$5,977,182. Include match update to NHPP. Cons increases to \$6,481,438. TPC increases to \$7,292,432. Asphalt price increase and market conditions (inflation) cited for the increase.
1737	20703	US30: SANDY RIVER (TROUTDALE) BRIDGE	71007	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cost Increase:Increase construction phase by adding \$37,299 of local Other funds. Increase ADVCON to \$1,414,005 and match Construction phase increases to \$1,613,142. TPC increases to \$2,017,208. Cost increase due to updated material costs from inflation. - KL
1738	20719	Region 1 High Friction Surface Treatment	71025	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cost Increase:Increase Sec 164 in PE to \$74,516. Delete Sec 164 in Construction phase and replace it with ADVCON with a cost of \$472,239 plus match. Cons increases to \$512,079. TPC increases to \$586,595. Construction award was higher than programming. Corrections made now. - KL
1739	20818	TriMet Bus Purchase (2019)	70905	Administrative	N/A	TriMet	Alison Langton	STIP Re-Balancing Amendment - Phase SLIP:Slip Transit/Other phase and funding from 2019 to 2020. No change in funding. TPC remains at \$4,286,416. CRs and earlier shutdown continue to play havoc on TriMet's ability to obtain TrAMS grant approvals resulting in slips. - KL
1740	20836	TriMet Elderly and Disabled Program (2019)	70923	Administrative	N/A	TriMet	Alison Langton	STIP Re-Balancing Amendment - Phase Slip:Slip Transit/Other phase from 2019 to 2020. No change in funding. TPC remains at \$2,398,905. Previous gov't shut down and CR issues negatively impacting TriMet's ability to complete TrAMS approvals for funds resulting in slips. - KL
1741	20843	Portland to Milwaukie Light Rail (2019)	70929	Administrative	N/A	TriMet	Alison Langton	STIP Re-Balancing Amendment - Phase Slip:Slip Transit/Other phase and funding from 2019 to 2020. No change in funding. TPC remains at \$117,515,849. Previous gov't shutdown and CR issues negatively impacting TriMet's ability to obtain TrAMS grant approvals resulting in project slips. -KL
1742	20844	Division Transit Project (2019)	70930	Administrative	N/A	TriMet	Alison Langton	STIP Re-Balancing Amendment - Phase Slip:Slip Transit/Other phase and funding from 2019 to 2020. No change in funding. TPC remains at \$12,864,975. Previous gov't shutdown and CR issues negatively impacting TriMet's ability to approve grants in TrAMS resulting in project slips. -KL
1743	20866	SMART Senior and Disabled Program (2019)	70896	Administrative	N/A	SMART	Elli Work	STIP Re-Balancing Amendment - Phase Slip:Slip Transit/Other phase from 2019 to 2020. No change in funding. TPC remains at \$51,750. Previous gov't shutdown and CR issues negatively impact SMART's ability to approve their TrAMS grant applications. - KL

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1744	20869	SMART Bus and Bus Facilities (Capital) 2019	70899	Administrative	N/A	SMART	Elli Work	STIP Re-Balancing Amendment - Phase Slip:Slip Transit/Other phase and funding from 2019 to 2020. No change in funding. TPC remains at \$87,500. Prior gov't shut down and CR issues negatively impacting SMART's ability to obtain TrAMS grant approvals resulting in project slips. - KL
1745	20872	SMART Bus Purchase/PM/Amenities and Technology 2019	70902	Administrative	N/A	SMART	Elli Work	STIP Re-Balancing Amendment - Phase Slip:Slip Transit/Other phase and funding from 2019 to 2020. No change I funding. TPC remains unchanged at \$373,448. Prior gov't shutdown and CR issues negatively impact SMART's ability to obtain TrAMS grant approvals resulting in project slips. - KL
1746	21071	OR99W: SW NAITO PKWY - SW HUBER ST PHASE 2	71029	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cancel Project:Delete all fund programming. TPC decreases from \$775,000 to \$0. Project overhead signs now appear to conflict with the SW Corridor light rail improvement project. ODOT Maintenance to develop smaller signs consistent with SW Corridor project. - KL
1747	21177	OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	71035	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Scope Change and Cost Increase:Change project name and description to reflect scope adjustments. Both short and detailed descriptions change. PE ROW Other and Cons increase. TPC increases to \$21,597,711.
1748	21194	OR99W: McDonald - Fischer Rd	71036	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cancel Project:Delete all fund programming from the project. TPC decreases to \$0. ODOT has identified Key 20435 as a higher priority project. Also Current total scope is two times budget of original estimate. To be re-evaluated in a later STIP. - KL
1749	21218	I-5: Boone (Willamette River) Bridge	71049	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cost Increase:Add a construction phase with ADVCON funds in FY 2021 at \$2,951,040. Add match. Construction phase totals at \$3,200,000 with TPC at \$3,450,000.
1750	21221	232nd Drive at MP 0.3	71038	Administrative	N/A	Clackamas County	Gabriela Garcia	STIP Re-Balancing AmendmentSlip ROW and funding to 2020. Slip Construction and funding to 2021. No change in funding. TPC remains at \$575,000.
1751	21247	OR8: SE Minter Bridge Rd - SE 73rd Ave	71042	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Cancel Project:Deprogram all funds in all phases. TPC decreases to \$0. Construction phase was not selected for the 21-24 STIP. Project will be re-evaluated for the 24-27 STIP. Deprogrammed funds moved to Key 18775. -KL
1752	21255	US26/OR213 Curb Ramps	71051	Administrative	N/A	ODOT	Gabriela Garcia	STIP Re-Balancing Amendment - Scope and Phase Slip:Add Other/UR phase at \$10k of ADVCON at \$8,973 plus match on 2020. Slip construction phase to 2021. OR 8 scope removed from project as indicated in updated name and description. - KL
1753	21344	TriMet Regional Travel Options Program (FY 2018)	71059	Administrative	N/A	TriMet	Alison Langton	STIP Re-Balancing Amendment - Phase Slip:Slip Transit/Other phase and funding to 2020. No change in cost. TPC remains at \$560,154. Prior gov't shutdown and CR issue negatively impact TriMet's ability to obtain TrAMS grant approval for authorized funds resulting in project slips. - KL
1754	21362	TriMet Mass Transit Vehicle Replacement (5307)	71061	Administrative	N/A	TriMet	Gabriela Garcia	STIP Re-Balancing Amendment - Phase Slip:Slip Transit/Other phase and funding from 2019 to 2020. No cost change. TPC remains at \$1,076,248 Prior gov't shutdown and CR issues negatively impact TriMet's ability to obtain their grant approval in TrAMS for approved funds resulting in project slips. -KL
1755	19280	SE 129th Avenue - Bike Lane and Sidewalk Project	70683	Administrative	N/A	Happy Valley	Ken Lobeck	COST INCREASE:As project moves to complete PS&E (at 30% update status)updated ROW and Construction phase provided. Increase totals \$675,754 = 17.7% increase. Reasons provided attributes poor initial scoping for the current cost increases. ROW to \$273,429 and Cons to \$3,308,325. -KL
1756	20897	Regional Freight Studies	70889	Administrative	N/A	Metro	Tim Collins	Minor Cost Decrease:Minor project cost decrease (\$10k of STBG + match) based on final project study funding authorization of \$200k of STBG. TPC decreases to \$222,891. - KL
1757	20827	TriMet Bus and Rail Preventive Maintenance (2019)	70914	Administrative	N/A	TriMet	Alison Langton	Phase Slip:The project has already obligated \$26,440,519 of 5337 funds. Project is being slipped to 2020 to ensure remaining funds will be approved in TrAMS. - KL
1758	21306	Systemic Signals and Illumination (Washington Co.)	71056	Administrative	N/A	Washington County	Gabriela Garcia	SFLP Fund Swap:SFLP FUND SWAP: Admin mod completes fund swap to be funded by SFLP. TPC remains unchanged at \$631,500. - KI
1759	21121	OR210: SW Scholls Ferry Rd to SW Hall ITS	71018	Administrative		Beaverton	Ken Lobeck	PHASE SLIP:Slip PE and Other phases and funding to 2021. All phases now in 2021. Project acts as a placeholder in 2018 MTIP to allow extra time to resolve scope and delivery issues. Concurrence from Caleb and Justin. TPC remains unchanged at \$835,841. Do not carry over into 2021-2026 MTIP if delivery unresolved still.- KL
1760	20341	RUMBLE STRIPS (ODOT)	70955	Administrative		ODOT	Gabriela Garcia	PHASE SLIP:Slip Construction phase and funding from 2019 to 2020. Development of the project charter has taken longer than expected pushing construction phase to 2020. TPC remains unchanged at \$1,101,454. Part of final 2019 EOY Slips review. KL

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1761	20414	ROAD SAFETY AUDIT IMPLEMENTATION	70970	Administrative		ODOT	Gabriela Garcia	PHASE SLIP:Slip Other phase and funding from 2019 to 2020. Project functions as a PGB like the TSMO bucket. Slip represent remaining unobligated funds to be allocated during 2020. TPC remains unchanged at \$1,689,244. KL
1762	20487	OR99E OVER UPRR AT BALDWIN STREET BRIDGE	70978	Administrative		ODOT	Gabriela Garcia	PHASE SLIP & DESCRIPTION UPDATE:Slip ROW to 2020 and Construction to 2021. Modify to remove seismic retrofit scope element. PE phase updated with actual obligated fund types. TPC remains unchanged at \$5,413,543. KL
1763	17268	Red Electric Trail: SW Bertha - SW Capitol Hwy	70005	Administrative		Portland	Justin Bernt	PHASE SLIP:Slip Construction phase and funding from FY 2020 to 2021. Re-bid effort requires possible phase re-design which will take 4-5 months to complete before re-bid can occur. Construction phase expected to increase by \$500k or more once re-design completed. - KL
1764	18316	SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	70653	Administrative		Portland	Justin Bernt	PHASE SLIP:Slip PE to 2020 and Construction to 2021. IGA not completed and executed in time to obligate PE before the end of FY 2019. As a result schedule is pushed out by one year resulting in slip to 2020 and 2021. KL
1765	18413	I-205 at NE Killingsworth St. SB On-Ramp	70632	Administrative		Portland	Gabriela Garcia	PHASE SLIP:Slip the construction phase from 2019 to 2020. IGA disputes continue with this project between ODOT and Portland. As a result Construction has been prevented from moving forward and now requires a slip to 2020. - KL
1766	18818	Downtown I-405 Ped Safety & Operational Improvmnts	70772	Administrative		Portland	Gabriela Garcia	PHASE SLIP & COST INCREASE:September 2019 Admin Mod - Decrease ROW phase by \$10k for actual obligation. Slip Construction phase from 2019 to 2020 and add local overmatch funds to Cons. TPC increases to \$2,705,225
1767	19297	East Portland Access to Employment and Education	70675	Administrative		Portland	Justin Bernt	PHASE SLIP - September 2019 Admin Mod:Slip Construction phase and funding from 2019 to 2020. Slip is due to ongoing IGA dispute preventing construction obligation from occurring. TPC remains unchanged at \$11,768,129. - KL
1768	18311	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	70647	Administrative		Tigard	Gabriela Garcia	PHASE SLIP - September 2019 Admin Mod:Slip Construction phase and funding from 2019 to 2020. Cons slip due to ongoing assessment of ADA triggers and required ADA work not included in scope and funding plan. TPC remains unchanged at \$1,238,095. - KL
1769	20846	Division Transit Project (2021)	70932	Administrative		TriMet	Alison Langton	PHASE ADVANCE - September 2019 Admin Mod:Advance Transit phase and funding from 2021 to 2020. 5309 SS funds are being advanced per FTA direction in support of TriMet's TrAMS grant approval for the Division St Transit improvement project. Key 20846 and 20845 will be used as the obligation source for the approved \$87.5 million for the project with obligation to occur by December - KL
1770	20815	SW Herman Rd: SW 124th Ave - SW Cheyenne Way	70881	Administrative		Tualatin	Ken Lobeck	PHASE SLIP - September 2019 Admin Mod:Slip Planning phase and funding from 2019 to 2020. Through the October 2019 Formal Amendment the approved \$625k of STP is being transferred to Key 19358 (WC Basalt Creek Parkway Extension). Key 20815 is then cancelled from MTIP and will receive \$625k from WC through Metro to complete project development activities. - KL
1771	20328	OR8 CORRIDOR SAFETY AND ACCESS TO TRANSIT II	70945	Administrative		Washington County	Gabriela Garcia	PHASE SLIP & FUND TYPE UPDATES - September 2019 Admin Mod:Slip PE to 2020. Slip Cons to 2021 and adjust fund types committed to project. IGA completion delays push PE to 2020 and Cons to 2021. TPC remains unchanged at \$3,742,902
1772	20480	I-205 EXIT RAMPS AT SE DIVISION ST	71006	Administrative		ODOT	Gabriela Garcia	PHASE SLIP - September 2019 Admin Mod:SLIP ROW to 2020. Add \$70k from Cons (HSIP) and change to ADVCON in ROW. No Cons backfill. Minor scope change and updated ROW requirement drive ROW change. TPC remains unchanged at \$3,717,964. - KL
1773	19280	SE 129th Avenue - Bike Lane and Sidewalk Project	70683	Administrative		Happy Valley	Gabriela Garcia	PHASE SLIP: Slip ROW phase from 2019 to 2020.
1774	21219	I-5 Over NE Hassalo St and NE Holiday St (BR#08583)	71043	Administrative		ODOT	Ken Lobeck	PHASE SLIP: Slip PE phase to 2020 to allow additional evaluation time to combine project into Rose Quarter project.
1775	20508	I-205: ABERNETHY BRIDGE - SE 82ND DR	70982	Administrative		ODOT	Ken Lobeck	PHASE SLIP/CANCEL - Slip ROW to 2020 and then cancel the phase and shift ROW funds to CON phase.
1776	20814	Jade and Montavilla Multi-modal Improvements	70884	Administrative		Portland	Ken Lobeck	PHASE SLIP: Slip PE phase and funding from 2019 to 2020 due to delay in executing IGA delaying PE phase obligation.
1777	21407	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	71060	Administrative		Portland	Ken Lobeck	PHASE SLIP: Slip PE phase and funding from 2019 to 2020 due to delay in executing IGA before the end of FFY 2019.



AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1778	19327	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	70690	Administrative		Tigard	Gabriela Garcia	PHASE SLIP: Slip ROW phase to 2020 and CON to 2021 due to delay in resolving construction phase funding shortfall.
1779	21157	I-205 Johnson Creek-Glen Jackson Phase 2	71030	Formal	19-5018	ODOT	Gabriela Garcia	COST DECREASE:Key 21157 acts as the approved match to the ODOT statewide Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program. The construction phase obligation decrease is also being updated and reflects a 20.9% cost decrease to the project which requires a formal amendment.
1780	21504	I-205 Active Traffic Management	71074	Formal	19-5018	ODOT	Gabriela Garcia	ADD NEW PROJECT: K21504 provides the I-205 System test and Evaluation component to the ATMS improvements. Local Match amount is covered in Key#21157.
1781	21495	OR212/224 Arterial Corridor Management	71075	Formal	19-5018	ODOT	Gabriela Garcia	ADD NEW PROJECT:Key 21495 is a child project to the larger statewide ODOT ATCMTD grant. This project primarily includes modifications and additions to existing signalized intersections.
1782	21496	NE Airport Way Arterial Corridor Management	71076	Formal	19-5018	ODOT	Gabriela Garcia	ADD NEW PROJECT:Key 21496 is a child project to the larger statewide ODOT ATCMTD grant. The city of Portland will install Intelligent Transportation Systems (ITS) infrastructure along Airport Way from 82nd Avenue to Riverside Parkway
1783	21498	TriMet Next Generation Traffic Signal Priority	71077	Formal	19-5018	TriMet	Gabriela Garcia	ADD NEW PROJECT:Key 21498 is added to the MTIP as a child project from the larger ODOT statewide ATCMTD grant.
1784	21500	Cornelius Pass Road Arterial Corridor Management	71078	Formal	19-5018	ODOT	Gabriela Garcia	ADD NEW PROJECT:Key 21500 is a ATCMTD child project that will construct just under a mile of fiber optic communication interconnect between US 26 and West Union Road
1785	21499	Multimodal Integrated Corridor Management Architecture	71079	Formal	19-5018	ODOT	Gabriela Garcia	ADD NEW PROJECT:The Metro planning project is a ATCMTD child project and will support the Metro ITS Architecture Plan to develop appropriate policies and strategies supporting data sharing elements
1786	20473	OR210 OVER OR217	71001	Formal	19-5018	ODOT	Gabriela Garcia	COMBINED PROJECT:This amendment shows the initial funding increase to the project and then corresponding deprogramming action as Key 20437 is combined into Key 18841.
1787	21179	OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave	71034	Formal	19-5018	ODOT	Gabriela Garcia	COMBINED PROJECT:The formal amendment combines the ADVCON and local Other funds into Key 18841. Obligated and expended State funds in PE remain with Key 21179.
1788	18841	OR217 Southbound: OR10 to OR99W	70782	Formal	19-5018	ODOT	Gabriela Garcia	COMBINED PROJECT:The formal amendment combines the Keys 20473 and 21179 into 18841 for a single OR 217 improvement project
1789	21522	Bus and Bus Facilities - Rural SMART 2017	71080	Formal	19-5018	SMART	Elli Work	ADD NEW PROJECT:SMART was awarded \$555,200 in FTA Section 5339 funds from the ODOT Rural Area Discretionary Awards program. Funding will support SMART's vehicle/facilities replacement needs.
1790	21517	TriMet Bus Replacement Award FFY2019	71081	Formal	19-5018	TriMet	Alison Langton	ADD NEW PROJECT:TriMet was awarded \$1,014,845 in federal transit funds from ODOT's Public Transit Division's STP Vehicle Replacement Program for bus replacement needs
1791	TBD	TriMet Low-No Bus Program FFY 2019	71082	Formal	19-5018	TriMet	Alison Langton	ADD NEW PROJECT:TriMet received a discretionary grant from FTA's Low or No-Emission Vehicle Program for the FFY 2019 Cycle
1792	19299	Central City in Motion	70677	Formal	19-5037	Portland	Ken Lobeck	FUND EXCHANGE - DEFEDERALIZATION: The amendment replaces the current federal CMAQ funds with local funds. The project will proceed through all implementation phases as a locally funded project. The CMAQ funds will be committed to TriMet's Electric Bus purchase in FFY 2022. NAME CHANGE: From Portland Central City Safety Project Phase 2
1793	20844	Division Transit Project (2019)	70930	Formal	19-5037	TriMet	Ken Lobeck	CANCEL PROJECT:Key 20844 is one of three Division Transit Projects programmed in the MTIP to provide Expansion BRT. Three projects exist as three annual allocations of approved FTA 5309 Small Starts funding was estimated to occur. FTA updated this and determined the final approved amount can be obligated from Keys 20845 and 20846.
1794	20815	SW Herman Rd: SW 124th Ave - SW Cheyenne Way	70881	Formal	19-5037	Tualatin	Ken Lobeck	CANCEL PROJECT: Project completes a fund exchange among Metro Washington County and Tualatin to shift STBG-U from Key 20815 to Washington County's Basalt Creek Extension project in Key 19358. Washington County will transfer \$625k of local funds from Key 19358 to Metro. Metro will reimburse Tualatin for project development work in support of the SW Herman Rd project.
1795	19358	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.	70789	Formal	19-5037	Washington County	Ken Lobeck	FUND EXCHANGE: The formal amendment completes the Washington County portion to the three-way fund swap among Metro Tualatin and Washington County. \$625,000 of STBG-U funds from Tualatin's SW Herman Rd project in Key 20815.



AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1796	20375	WEST SYSTEMIC SIGNALS AND ILLUMINATION (FOREST GROVE)	70957	Administrative		Washington County	Ken Lobeck	LEAD AGENCY CHANGE:The lead agency is changed to Forest Grove. Minor SFLP programming corrections are also completed. Total project cost remains unchanged at \$200,700.
1797	20808	NE Cleveland Ave.: SE Stark St - NE Burnside	70878	Administrative		Gresham	Ken Lobeck	ADVANCE PHASE:The Admin Mod advances the Right of Way (ROW) phase from FFY 2021 to FFY 2020 as the ROW phase is now ready to obligate and be implemented.
1798	21488	OR211/OR224/US26/OR8 Curb Ramps	71073	Administrative		ODOT	Ken Lobeck	PHASE SLIP:The Admin Mod slips the ROW and UR phases from 2019 to 2020 in preparation to obligate during the 1st quarter of FY 2020.
1799	20439	OR99W (BARBUR BLVD): MP 8.01 TO MP 11.50	70992	Administrative		Tigard	Ken Lobeck	COST DECREASE:The Admin Mod decreases the project cost to the maximum SFLP threshold so the project can be converted to a SFLP. PE is slipped to 2020 as a result. The total project cost decreases from \$1,177,001 to \$1,000,000. The \$177k is shifted to Key 20376 (also in this Admin Mod bundle).
1800	20376	WEST SYSTEMIC SIGNALS AND ILLUMINATION (ODOT)	70958	Administrative		ODOT	Ken Lobeck	COST INCREASE:The Admin Mod transfers \$177k for Key 20439 to address a PE phase funding shortfall. Cost increase to the project is 2.6%
1801	20414	ROAD SAFETY AUDIT IMPLEMENTATION	70970	Administrative		ODOT	Ken Lobeck	SLIP PHASE:Slip Other phase and funding from 2020 to 2021 to match up with the 21-24 STIP.
1802	20486	I-5 OVER 26TH AVENUE BRIDGE	70977	Administrative		ODOT	Ken Lobeck	PHASE SLIP:Slip construction phase to 2021 and add Value Engineering study to project scope as well.
1803	20335	CENTRAL SYSTEMIC SIGNALS AND ILLUMINATION (ODOT)	70950	Administrative		ODOT	Ken Lobeck	SCOPE CHANGE:The Admin Mod removes three project site locations from the approved scope of work to keep within budget constraints and with the savings in Construction transfers it to the PE phase to cover the additional consultant costs needed to complete PE.
1804	20843	Portland to Milwaukie Light Rail (2019)	70929	Administrative		TriMet	Ken Lobeck	ADVANCE PHASE:The Admin Mod advances the project and funding forward to FFY 2019 as confirmation received that FTA approved the TrAMS grant prior to the end of FFY 2019. Advancing the project is a technical correction for accounting and auditing purposes.
1805	20827	TriMet Bus and Rail Preventive Maintenance (2019)	70914	Administrative		TriMet	Ken Lobeck	PHASE ADVANCE:Advance the Other phase and funding from 2020 to 2019 as TriMet has confirmed their TrAMS grant was approved prior to the end of FFY 2019. This is a technical correction for accounting and auditing purposes.
1806	19712	Community Job Connector Shuttle 2018	70857	Administrative		TriMet	Ken Lobeck	PHASE ADVANCE:The Admin Mod advances the Other phase from FY 2020 to FY 2019 as TriMet did receive TrAMS grant approval prior to the end of FY 2019 negating the need to complete an EOY slip. This is a technical correction for accounting auditing purposes
1807	18841	OR217 Southbound: OR10 to OR99W	70782	Administrative		ODOT	Ken Lobeck	PHASE FUND SHIFT: Approximately \$5.5 million of Construction phase funding is shifted back to PE ROW and Other/Utility phases to address phase funding shortfalls. There is no change in the net total project cost which remains at \$134,200,840
1808	20374	SYSTEMIC SIGNALS AND ILLUMINATION (BEAVERTON)	70956	Administrative		Beaverton	Ken Lobeck	FUND PHASE TRANSFER:Shift \$343k from Construction phase to PE to backfill PE shortfall. Cons phase adjusted with sit location removals to keep project cost within authorized budget and adjust project descriptions.
1809	19280	SE 129th Avenue - Bike Lane and Sidewalk Project	70683	Administrative		Happy Valley	Ken Lobeck	MINOR CORRECTION:The admin mod updates the project funding composition based on a 100% TAP federal obligation for ROW. The total project cost remains unchanged at \$4,476,472.
1810	20595	PORTLAND METRO PLANNING SFY20	70984	Administrative		Metro	Ken Lobeck	FUND SWAP:Key 20595 functions as project grouping bucket for numerous Metroled planning studies which consist of the annual UPWP. One of the locally funded projects is now being federalized (STBG) to work in parallel with another approved study.
1811	19289	Transportation System Management & Operations (TSMO) Program 2018	70671	Administrative		Metro	Ken Lobeck	FUND SWAP & SLIP: \$136,899 of STBG is added increasing the authorized STBG to \$600k. The Other phase is slipped to 2021.
1812	21038	Regional TSMO Program (2017)	71010	Formal	19-5046	Metro	Ken Lobeck	CANCEL PROJECT:The TSMO planning funds were programmed as a stand-alone MTIP project (in Key 21038) rather than incorporate it into the Master Agreement project Key of 21271. However the TSMO funds were obligated and expended under Key 21171 leaving Key 21038 as an unnecessary duplicate.
1813	20451	OR8 at River Rd	70996	Formal	19-5046	ODOT	Ken Lobeck	SCOPE CHANGE: The formal amendment completes a scope change to remove the intersection of OR224 and Lake Rd from the approved scope. TPC remains unchanged at \$2,649,465. Updated project name as well.

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1814	20208	US30: NW Saltzman Rd - NW Bridge Ave	70938	Formal	19-5046	ODOT	Ken Lobeck	SCOPE CHANGE: The formal amendment reduces project limits and eliminates Bridge Avenue from the approved scope. TPC remains unchanged at \$8,518,704. Change project name from US30: Kittridge - St Johns.
1815	21570	I-5: Columbia River (Interstate) Bridge	71083	Formal	19-5046	ODOT	Ken Lobeck	ADD NEW PROJECT: Add new ODOT Planning study to MTIP
1816	20809	Central Eastside Intersection Improvements	70887	Formal	19-5046	Portland	Ken Lobeck	CANCEL PROJECT: The project completed an approved local fund exchange among Metro TriMet and Portland. The local IGA has been executed which now allows the project to be removed from the MTIP. The project will be delivered as a locally delivered project monitored by Metro.
1817	20817	NE 72nd Ave: NE Killingsworth - NE Sandy Blvd	70879	Formal	19-5046	Portland	Ken Lobeck	CANCEL PROJECT: The project was deemed a good candidate for a fund exchange among Metro and TriMet. The fund exchange has been completed and the Metro local Intergovernmental Agreement (IGA) has been developed and executed. The project can be removed from the MTIP
1818	20334	CENTRAL SYSTEMIC SIGNAL AND ILLUMINATION (PORTLAND)	70949	Formal	19-5046	Portland	Ken Lobeck	SCOPE CHANGE: The formal amendment reduces the project scope to fit budget constraints. TPC remains unchanged at \$1,859,554.
1819	19327	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	70690	Formal	19-5046	Tigard	Ken Lobeck	COST INCREASE: The latest update to the Project Specifications and Estimates (PS&E) indicated a revised construction cost of \$1.5 million to complete the project which is being addressed through this amendment
1820	19358	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.	70789	Administrative		Washington County	Ken Lobeck	SLIP PHASE: Slip ROW from 2020 to 2021
1821	20885	Transportation System Mgmt Operations/ITS (2020)	70875	Administrative		Metro	Ken Lobeck	SLIP PHASE: Slip OTHER phase FROM 2020 to 2021
1822	21121	OR210: SW Scholls Ferry Rd to SW Hall ITS	71018	Administrative		Beaverton	Ken Lobeck	ADVANCE PHASE: Advance OTHER phase from 2021 to 2020.
1823	18026	Cedar Creek/Tonquin Trail: OR99W - SW Pine St	70480	Administrative		Sherwood	Ken Lobeck	SLIP PHASE: Slip CON FROM 2020 to 2021
1824	17270	40 Mile Loop: Blue Lake Park - Sundial & Harlow Rd	70007	Administrative		Port of Portland	Ken Lobeck	SLIP PHASE: Slip CON from 2020 to 2021
1825	18758	OR8: SW Hocken Ave - SW Short St	70757	Administrative		ODOT	Ken Lobeck	SLIP PHASE: Slip ROW from 2020 to 2021
1826	19276	Jennings Ave: OR 99E to Oatfield Rd	70674	Administrative		Clackamas County	Ken Lobeck	SLIP PHASE: Slip ROW from 2020 to 2021
1828	19297	East Portland Access to Employment and Education	70675	Administrative		Portland	Ken Lobeck	SLIP PHASE: Slip OTHER and CON phases from 2020 to 2021
1829	19357	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	70689	Administrative		Tualatin Hills PRD	Ken Lobeck	SLIP PHASE: Slip PE phase from 2020 to 2021
1830	20884	Transportation System Mgmt Operations/ITS (2019)	70875	Administrative		Metro	Ken Lobeck	SLIP PHASE: Slip OTHER phase from 2020 to 2021
1831	18311	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	70647	Administrative		Tigard	Ken Lobeck	SLIP PHASE: Slip CON from 2020 to 2021
1832	20334	CENTRAL SYSTEMIC SIGNAL AND ILLUMINATION (PORTLAND)	70949	Administrative		ODOT	Gabriela Garcia	SLIP PHASE: Slip ROW and UR phases from 2020 to 2021
1833	20335	CENTRAL SYSTEMIC SIGNALS AND ILLUMINATION (ODOT)	70950	Administrative		ODOT	Gabriela Garcia	SLIP PHASE: Slip ROW from 2020 to 2021
1834	20465	OR99W: Barbur Boulevard Northbound Connection Bridge	70998	Administrative		ODOT	Gabriela Garcia	SLIP PHASE: Slip CON from 2020 to 2021

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1835	20484	SW MULTNOMAH BLVD OVER I-5	70976	Administrative		ODOT	Gabriela Garcia	SLIP PHASE: Slip CON from 2020 to 2021
1836	20702	OR99W SB Ramp to I-5 SB (Capital Hwy Intchg)	71016	Administrative		ODOT	Gabriela Garcia	SLIP PHASE: Slip CON from 2020 to 2021
1837	20451	OR8 at River Rd	70996	Administrative		ODOT	Gabriela Garcia	SLIP PHASE: Slip ROW and OTHER phases from 2020 to 2021
1838	20304	CITY OF PORTLAND SAFETY PROJECT	70944	Administrative		ODOT	Gabriela Garcia	SLIP PHASE: Slip UR and ROW phases from 2020 to 2021
1839	20488	NORTH DAKOTA STREET: FANNO CREEK BRIDGE	70979	Administrative		Tigard	Gabriela Garcia	SLIP PHASE: Slip ROW from 2020 to 2021
1840	20328	OR8 CORRIDOR SAFETY AND ACCESS TO TRANSIT II	70945	Administrative		Washington County	Gabriela Garcia	SLIP PHASE: Slip ROW from 2020 to 2021
1841	18832	Willamette Greenway Trail: Columbia Blvd Bridge	70774	Administrative		Metro	Gabriela Garcia	SLIP PHASE: Slip ROW from 2020 to 2021
1842	20332	I-205 UNDERCROSSING (SULLIVANS GULCH)	70947	Administrative		Portland	Gabriela Garcia	SLIP PHASE: Slip ROW from 2020 to 2021
1843	20374	SYSTEMIC SIGNALS AND ILLUMINATION (BEAVERTON)	70956	Administrative		Beaverton	Gabriela Garcia	SLIP PHASE: Slip ROW and OTHER phases from 2020 to 2021
1844	21283	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	71054	Administrative		Portland	Ken Lobeck	PHASE FUND TRANSFER: The Admin Mod shifts \$195k from the construction phase to PE to address a PE phase funding shortfall. Construction phase backfill not required.
1845	17268	Red Electric Trail: SW Bertha - SW Capitol Hwy	70005	Administrative		Portland	Ken Lobeck	COST INCREASE: Previous high bids submission resulted in phase design review. Results require at least \$500k added to construction phase with another \$30k added to Other/UR phase.
1846	20479	REGION 1 BIKE PED CROSSINGS	71005	Administrative		ODOT	Ken Lobeck	FUND PHASE TRANSFER: Shift \$138k of construction funds to ROW to address a ROW phase funding shortfall. Adjust PE obligated funds to reflect revised obligation funds types now.
1847	18839	OR8: SW 192nd Ave (Aloha) - SW 165th Ave (Beaverton)	70780	Formal	19-5050	ODOT	Ken Lobeck	SCOPE CHANGE: The formal amendment down-scopes the project to remain within budget constraints/ Project limits are reduced to be 192nd Ave to 165thAve. The project name and descriptions are updated with the adjusted scope of work. Total project funding remains unchanged at \$1,698,000.
1848	20508	I-205: ABERNETHY BRIDGE - SE 82ND DR	70982	Formal	19-5050	ODOT	Ken Lobeck	LIMITS CHANGE: The formal amendment reduces the project limits by 0.31 miles. Mile Post End changed from 13.80 to 13.46. There is no change to funding or scope of work.
1849	20227	Corridor Bottleneck Operations Study (CBOS) 2	71084	Formal	19-5051	ODOT	Ken Lobeck	ADD NEW PROJECT: Add the Corridor Bottleneck Project Refinement study (also called the Corridor Bottleneck Operations Study 2 (CBOS 2 study) to the 2018 MTIP through a slightly different programming action using a non-MPO project Key 20227.
1850	21541	I-5: Boone Bridge Widening & Seismic Retrofit Study	71085	Formal	19-5059	ODOT	Ken Lobeck	ADD NEW PROJECT: The formal amendment adds the I-5 Boone Bridge Widening & Seismic Retrofit Study to the MTIP. \$300,000 is approved to complete the study activities
1851	19289	Transportation System Management & Operations (TSMO) Program 2018	70671	Administrative		Metro	Ken Lobeck	SPLIT PROJECT: The Admin Mod splits \$400k of STBG plus match to create Clackamas County's new ITS project: Clackamas Connections Integrated Corridor Management Study.
1852	22107	Clackamas Connections Integrated Corridor Mgmt Study	71086	Administrative		Clackamas County	Ken Lobeck	NEW SPLIT PROJECT: Add new approved Clackamas Connections Integrated Corridor Management project study in support of regional TSMO goals. Funding from Key #19289.
1853	20274	Providence Health and Services Mobility Resource Desk	71149	Formal	20-5068	Other	Ken Lobeck	ADD NEW PROJECT: The formal amendment adds Ride Connection's new 5310 grant award project that will support senior and Disabled needs as noted in the project description
1854	20275	Columbia Bottomlands Mitigation/Conservation	71150	Formal	20-5068	ODOT	Ken Lobeck	ADD NEW PROJECT: The formal amendment adds ODOT's Columbia Bottomlands Mitigation/Conservation project to the 2018 MTIP. PE and ROW phases are added now. The entire project will be added to the new draft 2021-26 MTIP including the construction phase planned or FY 2022



AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1855	TBD	Southwest Corridor Light Rail Project Development	71151	Formal	20-5076	TriMet	Ken Lobeck	ADD NEW PROJECT: The formal amendment adds the Preliminary Engineering (PE) phase consisting of project development scope of work activities for the Southwest Corridor Light Rail project
1856	18839	OR8: SW 192nd Ave (Aloha) - SW 165th Ave (Beaverton)	70780	Administrative		TriMet	Ken Lobeck	ROW and Construction phase are adjusted in funding levels based on prior formal amendment to adjust project scope. The lead agency is also corrected from ODOT to TriMet in the MTIP.
1857	20340	Rumble Strips and Bike/Ped Conflict Markings (Portland)	70954	Administrative		Portland	Ken Lobeck	The admin mod shifts unobligated PE HSIP Sec 164 to the Construction phase. The total project cost remains unchanged at \$450,100
1858	18311	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	70647	Administrative		Tigard	Ken Lobeck	COST INCREASE: \$185k shifted from Construction phase to Other phase to address funding shortfall. Local funds backfilled Construction phase.
1859	20702	OR99W SB Ramp to I-5 SB (Capital Hwy Intchg)	71016	Administrative		ODOT	Ken Lobeck	COMBINED PROJECT: The construction phase is being transferred into Key 20465 for increased delivery efficiencies. Key 20465 is also part of this Administrative Modification bundle.
1860	20484	SW MULTNOMAH BLVD OVER I-5	70976	Administrative		ODOT	Ken Lobeck	COMBINED PROJECT: This Administrative Modification transfers the construction phase to Key 20465 and combines Key 20702 also into the construction phase of 20465
1861	20465	I-5 Bridges: Multnomah Blvd Capital Hwy Ramp Barbur Blvd	70998	Administrative		ODOT	Ken Lobeck	COMBINED PROJECT: The construction phases from Keys 20484 and 20702 are combined into Key 20465 and name change.
1862	20300	US26: OR217 - CORNELL RD	70941	Formal	20-5082	ODOT	Gabriela Garcia	ADD FUNDING: The formal amendment advances \$111,839 from future draft 2021-24 STIP for current PE phase needs. Description details are added for clarification. Construction phase is planned for FY 2021 and is programmed in the new draft 2021-24 STIP
1862	20471	OR99W: Tualatin River Northbound Bridge	70999	Formal	20-5082	ODOT	Gabriela Garcia	ADD PHASE: The formal amendment adds the construction phase to the project which was pushed out to 2021 and is now being advanced forward into 2020.
1863	20382	MORRISON STREET: WILLAMETTE RIVER (MORRISON) BRIDGE	70959	Formal	20-5082	Multnomah County	Gabriela Garcia	COST INCREASE: The formal amendment adds \$5 million to the construction phase increasing it to \$24,357,432 and advances it forward to FY 2020. The Lead Agency for the project is corrected to be Multnomah County as well.
1863	21610	Portland Metro and Surrounding Areas Rockfall Mitigation Strategy	71164	Formal	20-5082	ODOT	Gabriela Garcia	ADD NEW PROJECT (to FY18-21 MTIP):The formal Amendment advances the project study from the 2021-24 STIP forward to the 2018-21 MTIP to be obligated and implemented before the end of FY2020
1864	21707	US30B: St. Johns Bridge	71194	Formal	20-5082	ODOT	Gabriela Garcia	ADD NEW PROJECT: The formal amendment advances the project Preliminary Engineering (PE) phase from the 2021-24 STIP and from FY 2021 to FY 2020 into the current 2018-21 STIP and MTIP. Only the PE phase is being added to the 2018-21 MTIP and STIP.
1864	22106	Portland Metro Area Bus-On-Shoulder Pilot Study	71218	Formal	20-5082	ODOT	Gabriela Garcia	ADD NEW PROJECT: The formal Amendment advances the project study from the 2021-24 STIP forward into FY 2020 to be obligated and implemented before the end of FY 2020.
1865	21710	US30: Troutdale (Sandy River) Bridge	71196	Formal	20-5082	ODOT	Gabriela Garcia	ADD NEW PROJECT: The formal amendment advances the project Preliminary Engineering (PE) phase from the 2021-24 STIP and from FY 2021 to FY 2020 into the current 2018-21 STIP and MTIP. Only the PE phase is being added to the 2018-21 MTIP and STIP.
1866	21712	OR99W : Rock Creek Bridge	71197	Formal	20-5082	ODOT	Gabriela Garcia	ADD NEW PROJECT: The formal amendment advances the project Preliminary Engineering (PE) phase from the 2021-24 STIP and from FY 2021 to FY 2020 into the current 2018-21 STIP and MTIP. Only the PE phase is being added to the 2018-21 MTIP and STIP.
1867	21882	Hawthorne Bridge Ramps	71201	Formal	20-5082	ODOT	Gabriela Garcia	ADD NEW PROJECT: The formal amendment advances the project Preliminary Engineering (PE) phase from the 2021-24 STIP and from FY 2021 to FY 2020 into the current 2018-21 STIP and MTIP. Only the PE phase is being added to the 2018-21 MTIP and STIP.
1868	22186	TriMet Operator Safety & Rider Awareness	71215	Formal	20-5082	TriMet	Alison Langton	ADD NEW PROJECT: The formal amendment adds TriMet's new discretionary Section 5312 grant from the Federal Transit Administration's (FTA) Human Trafficking Awareness & Public Safety Initiative Grant and Cooperative Agreement funding program.
1869	20329	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	70882	Formal	20-5082	West Linn	Gabriela Garcia	SCOPE CHANGE: The formal amendment completes a major scope to the project. The project name description and limits are updated as a result. There is a change in the fund programming - transfer of CMAQ funds from CON to PE.
1870	16986	NW Division Complete St-Phase I: Wallula Ave-Birdsdale Ave	70542	Formal	20-5094	Gresham	Ken Lobeck	ADD FUNDING: The formal amendment adds newly awarded RFFA funding to fully fund the project. The project name and description are updated as well. Gresham also concurred with Metro's request

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
								to advance the added funding for the PE Phase to 2020 to ensure PE activities can continue. The project is now fully funded and being advanced to ensure the prior obligated PE phase TCSP funds do not lapse.
1870	19071	I-5 Rose Quarter Improvement Project	70784	Formal	20-5088	ODOT	Gabriela Garcia	ADD FUNDING: The formal amendment adds \$48,126,545 to the PE phase increasing it to \$71.3 million. It also adds \$58 million to the ROW phase allowing ROW phase activities to begin. Construction is not being programmed currently. The total programming increases to \$129,391,997. OTC approval was required and occurred during their January 2020 meeting.
1871	20336	SYSTEMIC SIGNALS AND ILLUMINATION (CLACKAMAS)	70951	Administrative		Clackamas County	Ken Lobeck	MINOR COST INCREASE: The design phase is underfunded and being addressed through a fund phase swap. Local funds are being added to the construction phase as backfill. No scope change.
1872	20413	US30BY (Lombard): N Fiske Ave - N Boston Ave	70969	Administrative		ODOT	Gabriela Garcia	MINOR LIMITS CHANGE: The admin mod updates the project's MP limits to be 3.31 to 4.83 and completes a few fund swaps to reflect actual obligations. There is no change in the project cost.
1873	20487	OR99E OVER UPRR AT BALDWIN STREET BRIDGE	70978	Administrative		ODOT	Gabriela Garcia	MINOR DESCRIPTION CHANGE: The Admin Mod adjusts the project description based on a minor scope reduction to keep within budget limitations
1874	18758	OR8: SW Hocken Ave - SW Short St	70757	Administrative		ODOT	Gabriela Garcia	ADVANCE PHASE: ROW phase and construction phases swap funds. ROW is advanced to FY 2020 and obligated early. The Admin Mod is a technical correction based on the ROW phase obligation
1875	20439	OR99W (BARBUR BLVD): MP 8.01 TO MP 11.50	70992	Administrative		Tigard	Gabriela Garcia	SFLP CONVERSION: The federal funds are removed and replaced with State funds through the approved ODOT SFLP conversion
1876	20480	I-205 EXIT RAMPS AT SE DIVISION ST	71006	Administrative		ODOT	Gabriela Garcia	DESCRIPTION CHANGE: The admin mod added clarity to the project description. PE and ROW obligations are updated. The Construction phase fund type codes are updated and \$15k is added to the phase. There is no major scope change. A small cost increase of \$10k results from the changes
1877	19297	East Portland Access to Employment and Education	70675	Administrative		Portland	Ken Lobeck	ADVANCE PHASE: The Other (UR) and Construction phases are being advanced from FY 2021 to FY2020 allowing both to obligate before the end of FY 2020.
1878	19327	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	70690	Administrative		Tigard	Ken Lobeck	COST INCREASE: A UR phase is added along with additional local funds for the construction phase to cover the construction revised cost
1879	18311	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	70647	Administrative		Tigard	Ken Lobeck	MINOR COST INCREASE: The Admin Mod increases the total PE obligation amount as a technical correction and adjusts the construction phase STP and overmatch ratio amounts.
1880	20414	ROAD SAFETY AUDIT IMPLEMENTATION	70970	Formal	20-5094	ODOT	Gabriela Garcia	SPLIT FUNDING: Split \$150,000 from Key 20414 and add it to Key 20479 in the PE phase to allow PE to continue. Because Key 20479 is completing a scope and limits change Key 20414 is part of the formal amendment with Key 20479
1881	20479	REGION 1 BIKE PED CROSSINGS	71005	Formal	20-5094	ODOT	Gabriela Garcia	SCOPE/LIMITS CHANGE: The formal amendment deletes scope from Powell Blvd and reduces the limits on OR99E and adds \$150k from Key 20414
1882	20849	MAX Redline Extension to Gateway Double Track Project	70935	Formal	20-5094	TriMet	Alison Langton	CANCEL PROJECT: The PE phase (final Engineering) will not begin until FY 2021. The PE phase will be programmed using a new Key number for inclusion in the 2021-2024 MTIP and STIP. This result in Key 20849 be an unnecessary erroneous and unnecessary duplicate project and is being removed from the 2018-21 MTIP
1883	TBD	TriMet STEPS to MOD & MPI Demonstration Project	71219	Formal	20-5094	TriMet	Alison Langton	ADD NEW PROJECT: The formal amendment adds TriMet's new "STEPS to MOD & MPI Demonstration" discretionary FTA Section 5312 grant from FTA's Integrated Mobility Innovation program
1884	20872	SMART Bus Purchase/PM/Amenities and Technology 2019	70902	Administrative		SMART	Elli Work	COST INCREASE: The admin mod adds a PE phase to address the facility design per FTA requirements and adds funding based on the updated project cost
1885	18794	OR8: SW Short Ave - SW 110th Ave (Beaverton)	70766	Administrative		ODOT	Gabriela Garcia	MINOR LIMITS CHANGE: Extend the project limits by 0.10 miles (MP 2.75 to 3.70). Update project name and description. Name change from SW Murray Blvd to SW Short Ave.
1886	20339	EAST SYSTEMIC SIGNALS AND ILLUMINATION (ODOT)	70953	Administrative		ODOT	Gabriela Garcia	CANCEL PHASE: The Admin Mod cancels the ROW phase and shifts the funding back to the PE phase to cover remaining PS&E requirements. There is no cost change. The project team has determined that none of the project locations require ROW
1887	21177	OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	71035	Administrative		ODOT	Gabriela Garcia	FUND PHASE TRANSFER: Contingency Construction phase funding is shifted to support ROW and UR phase needs. Cons phase backfill not required. No change in scope or total project cost.

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1888	18818	Downtown I-405 Ped Safety & Operational Improvmnts	70772	Formal	20-5102	Portland	Ken Lobeck	COST INCREASE: The formal amendment adds \$612,503 of local funds from the City of Portland. Unanticipated ADA-related costs have driven up the Construction estimate for this project. Rather than cut scope to meet budget PBOT has elected to contribute further local funding in order to deliver the full scope of the project.
1889	21488	OR211/OR224/US26/OR8 Curb Ramps	71073	Formal	20-5102	ODOT	Gabriela Garcia	DECREASE FUNDING: The amendment de-programmes the ROW UR and Construction phases leaving only PE programmed. Funds are being split off to new child projects including 22116 and outside of the MPO area.
1890	22116	OR8 Curb Ramps (Cornelius and Forest Grove)	71220	Formal	20-5102	ODOT	Gabriela Garcia	ADD NEW PROJECT: The amendment adds the ROW UR and construction phases with funding that originates from Key 21488. Key 22116 is a child project to Key 21488.
1891	22204	Portland Metro and Hood River Curb Ramps	71221	Formal	20-5102	ODOT	Gabriela Garcia	ADD NEW PROJECT: The amendment adds the PE phase to complete project development actions in support of required ADA curb ramp standards. ROW UR and Construction phases will be added later and to the 2021-2024 MTIP and STIP.
1892	19267	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St	70806	Formal	20-5102	ODOT	Gabriela Garcia	RE-ADD THIS PROJECT in FY18-21 MTIP: The amendment adds the ROW phase to the active FY 2020 fiscal year resulting in the entire prior obligated project (PE only programmed) to now be active again in the 2018-21 MTIP. This will allow the ROW funds to obligate before the end of FY 2020 (September 1 2020)
1893	21271	Portland Metro Planning SFY19	71053	Administrative		Metro	Ken Lobeck	FUND PHASE TRANSER: The admin Mod de-obligates a portion of STP. PL and 5303 and transfers it to Key 20596 for application in the SFY 21 UPWP Master agreement of projects
1894	20888	Corridor and Systems Planning (2020)	70871	Administrative		Metro	Ken Lobeck	COMBINED/COST DECREASE: \$264,614 of STBG and required match is transferred to Key 20596 to support the Columbia Connects project within the SFY 21 UPWP Master Agreement of Projects
1895	20876	Regional MPO Planning (2020)	70872	Administrative		Metro	Ken Lobeck	COMBINED PROJECT: The approved STBG funding and match in Key 20876 is being transferred and combined into Key 20596 to represent the STBG portion in the SFY21 UPWP Master Agreement. As a result Key 20876 is zeroed and canceled
1896	20596	PORTLAND METRO PLANNING SFY21	70985	Administrative		Metro	Ken Lobeck	COMBINED PROJECT: The Admin Mod transfers STBG PL and 5303 from Keys 21271 20876 and 20888 to provide the required PL STBG and 5303 funding to support the 20 projects identified in the SFY 21 UPWP Master Agreement. Correction #1 - PL decrease with STBG backfill. Correction #2 - Added \$225K State planning funds.

Notes:

1. Requested Actions phase abbreviations:

- a. Key XXXXX =the five position numeric code ODOT assigns each project in the STIP. It is often identified by a K followed by the assigned numbers (e.g. K19749).
- b. CN =Construction phase. Example: "Add CN to Key 19149 & increase ..." means adding the Construction phase to project through the amendment.
- c. PE =Preliminary Engineering phase. PE consists of NEPA and (or PA&ED Project Approvals and Environmental Document) plus final design activities (Project Specifications, and Estimates).
- d. ROW or R/W = Right-of-Way phase.
  - e. Key XXXXX =the five position numeric code ODOT assigns each project in the STIP. It is often identified by a K followed by the assigned numbers (e.g. K19749).
  - f. CN =Construction phase. Example: "Add CN to Key 19149 & increase..." means adding the Construction phase to project through the amendment.
  - g. PE=Preliminary Engineering phase. PE consists of NEPA and (or PA&ED Project Approvals and Environmental Document) plus final design activities (Project Specifications, and Estimates).
  - h. ROW or R/W=Right-of-Way phase.
  - i. Other= A unique MTIP implementation phase for certain project types where the activities do not fit into the PE or Construction phases. Programming funds in this phase is by FHWA and FTA approval. It is primarily use for Transit and ITS projects.
  - j. Planning: This phase is used for various planning studies or pre-NEPA project development activities that will lead directly into the PEso the project can begin NEPA All projects will planning phase programming become a UPWP Project.

2. Modification Type: Authorized MTIP project changes are categorized in three areas: Administrative, Formal, and Other.

- a. Administrative changes are minor and have no impact to conformity or financial constraint.

Formal amendments do not impact

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# ANNUAL REPORT

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GRANT: FY 2020 PL

FISCAL YEAR: FY 2020 AGENCY: Metro

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TASK DESCRIPTION: **Air Quality Monitoring** BUDGET: **\$48,062**  
PL \$48,062

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$12,547

BALANCE: \$35,515

## **NARRATIVE:**

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

## **Milestones/deliverables for this reporting period:**

- Held annual Metro-DEQ work program coordination meeting as part of MOU implementation
- Held multiple coordination discussions regarding DEQ's potential application to the Ozone Advance program and Metro's role and participation as part of Ozone Advance
- Organized a DEQ leadership presentation on regional air quality trends, monitoring, and potential partnership on Ozone Advance with the Metro Council
- Developed the local air pollution monitoring proposal for Get Moving 2020, as requested by the Metro Council. Proposal developed with support from DEQ staff
- Collaborated with Metro staff across different departments on various air quality/air pollution-related projects including HB2007 implementation and the Clean Air Construction Standard.
- Conducted CMAQ emissions reporting as part of federal transportation performance program requirements.
- Completed the CMAQ emissions benefit analysis for the 2022-2024 Regional Flexible Fund projects
- Participated in statewide and EPA Region 10 air quality meetings
- Participated in other local efforts pertaining to air pollution reduction in partnership with local agency partners
- Received vehicle miles traveled analysis for annual monitoring
- Received confirmation certain elements of MAP-21 CMAQ performance measures requirements are no longer applicable for reporting for the region
- Gave presentation to WADOT and Washington MPOs on Metro and ODOT's process for developing MAP-21 CMAQ performance targets
- Gave a presentation to ODOT and Oregon MPOs on Metro and ODOT's process for developing MAP-21 CMAQ performance targets

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# ANNUAL REPORT

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GRANT: FY 2020 PL

FISCAL YEAR: FY 2020 AGENCY: Metro

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TASK DESCRIPTION: **Climate Smart Implementation** BUDGET: **\$52,044**  
PL \$52,044

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$19,229

BALANCE: \$32,815

## **NARRATIVE:**

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

## **Milestones/deliverables for this reporting period:**

- 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.
- Provided 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.



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## ANNUAL REPORT

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GRANT: FY 2020 PL

FISCAL YEAR: FY 2020

AGENCY: Metro

**TASK DESCRIPTION:** **Civil Rights and Environmental Justice** **BUDGET:** **\$165,107**  
PL \$165,107

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$26,840

BALANCE: \$138,267

### **NARRATIVE:**

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

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.

### **Milestones/deliverables for this reporting period:**

- Transportation Equity Assessment on the Metropolitan Transportation Improvement Program
- Regional flexible funds allocation funding process Title VI and engagement certification requirements and forms
- Regional flexible funds allocation engagement tool translation into five languages
- Methods for assessment of demographic change for mid- cycle of decennial censuses
- Annual Title VI Compliance Report, July 1, 2019, through July 30, 2020
- Title VI Plan update (ODOT)
- Inclusive style guide (language and terms guide for referring to and interacting with historically marginalized communities)
- Coordinated practices with Metro's racial equity strategy and Planning and Development equity plan
- Conducted focused engagement with communities of color, English language learners and people with low income for transportation plans and programs
- Received, reported and investigated, as appropriate, civil rights discrimination complaints against Metro and its subrecipients
- Language resources, including translated vital documents, on the Metro website for all languages identified as qualifying for the Department of Justice Safe

Harbor provision

- Language assistance guide and training for staff to assist and engage English language learners
- Building partnerships with DEQ, public health and other stakeholders to work toward a sub-regional air quality analysis

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# ANNUAL REPORT

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FISCAL YEAR: FY 2020

AGENCY: Metro

TASK DESCRIPTION: **Public Engagement**

PERIOD COVERED: July 1, 2019 – June 30, 2020

**NARRATIVE:**

Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials, and 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.

**Milestones/deliverables for this reporting period:**

- Regional flexible funds allocation engagement and public comment
- MAX tunnel study early scoping engagement and public comment
- Metropolitan Transportation Improvement Program engagement and public comment
- Regional Snapshot: The journey to school

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# ANNUAL REPORT

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GRANT: FY 2020 STBG

FISCAL YEAR: FY 2020 AGENCY: Metro

TASK DESCRIPTION:	<b>Transportation System Management &amp; Operations – Regional Mobility</b>	<b>BUDGET</b>	<b>\$150,586</b>
		STBG	\$135,121
		Metro	\$15,465

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$150,586

BALANCE: \$0

## NARRATIVE:

### Description

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

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

- Managed funding for multiple TSMO projects including:
  - Beaverton-led Scholls Ferry adaptive traffic signals
  - Clackamas County-led Integrated Corridor Management plan (amended into the UPWP)
  - Gresham-led ITS project to install variable message signs (VMS) along four major north/south routes
  - Metro-led 2020 TSMO Strategy update (see separate UPWP entry)
  - ODOT-led data communications upgrade through downtown Portland to US26 tunnel
  - Portland-led traffic signal upgrade and data communications along NE Columbia Blvd
  - Portland-led enhancement or replacement of the Central Traffic Signal System (shared by agencies around the region)
  - Portland-led data communications upgrade from downtown Portland along SW Barbur to Capitol Highway.
  - PSU PORTAL transportation operations data archive and service
- Convened TransPort each month on 2<sup>nd</sup> Wednesdays (August 2019 and June 2020 meetings were canceled). Developed a timeline and list of topics for 2020. Developed an action list for ITS Network Management Team with early work on creating a more secure ITS Network ring for public agency use. Assisted PORTAL in strategic next steps in partnership with Southwest Washington Regional Transportation Council and ODOT.

Helped with PORTAL outreach for scoping the next three years of PORTAL while setting up a renewed IGA between ODOT and PSU. Participated in Traffic Incident Management Coalition meetings including the evolution to a regional leadership circle and broader county-specific training opportunities. Participated in Cooperative Telecommunications Infrastructure Committee meetings.

- PORTAL agreement
- Supported implementation of the Arterial Performance Measure Regional Concept of Operations (RCTO) through the 2019 TSMO Solicitation process and TransPort project recommendation decision. The decision included four proposals to upgrade hundreds of traffic signal controllers around the region that will allow Automated Traffic Signal Performance Measures (ATSPM) and next generation Transit Signal Priority.
- Other projects recommended by TransPort include:
  - Enhanced ATSPM through the Central Signal System (led by City of Portland)
  - Data communication on SE Holgate (led by City of Portland)
  - Continued support for the regional TSMO Program; and, an increase for additional support with analysis and communications called “TSMO Program Plus” (both elements led by Metro)
  - Continued support for PORTAL data archive including bike and ped data (led by Portland State University)
- Coordinated with Emerging Technology Strategy staff.
- Continued TSMO Strategy Update (For more info, see separate UPWP entry on TSMO Strategy update).
- Met with ODOT staff lead regarding a data sharing policy in support of the I-84 Multimodal Integrated Corridor Management (ICM) report useful statewide (funded by ATCMTD grant awarded to ODOT). Drafted scope, obligated funding and began procurement steps with ODOT.

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# ANNUAL REPORT

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GRANT: FTA  
ODOT STBG

FISCAL YEAR: FY 2020 AGENCY: Metro

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TASK DESCRIPTION:	<b>Transportation System Management &amp; Operations – Regional Travel Options (RTO)</b>	<b>BUDGET</b>	<b>\$3,844,914</b>
		FTA	\$3,502,717
		ODOT STBG	\$182,232
		Metro	\$159,864

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$2,240,812

BALANCE: \$1,604,102

## NARRATIVE:

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

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

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

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

- Developed and implemented 34 grant agreements and partnerships, awarded through the 2019-22 RTO Grant Program. Staff is working with applicants whose projects were not selected on revisions to the project or other ways RTO can support their work.
- Completed the 2019 RTO Survey, consisting of a 600 person phone/text survey and two focus groups, to measure travel behavior and motivators for Metro residents.
- Completed a regional TDM Needs and Opportunities Assessment based on an inventory of TDM programs, services, and infrastructure in the region.
- Led 2 partner meetings (Sept and Nov).

- Created a regional SRTS marketing campaign with messaging and materials for use by regional SRTS practitioners, and created a SRTS funding opportunity for small-scale SRTS projects within the RTO sponsorship program.
- Implemented with partners two community education programs to connect residents in highly-diverse and underserved communities with their travel options.
- Monitoring and management of grantee activities, deliverables, and reports. Process and pay grantee invoices.
- Conducted 2017-2019 RTO program evaluation, to be completed in FY 2020-21.
- Began updating a program action plan for 2020, based on program evaluation results, RTO Survey results, analysis of data (particularly need and opportunity areas), and recommendations from consultant-led evaluation process.
- Coordinating and facilitating monthly collaboration meetings with regional SRTS practitioners; explored creation of a Metro-led SRTS Policy Advisory Committee
- Developed a regional Traffic Playground Toolkit and procured a contract to develop a Back to School Toolkit for COVID responsive activities for 2020-2021 school year
- Responded to COVID outbreak by revising grant scopes and budgets based on impacts to grantees' work.
- Began review of RTO program goals and objectives, and how they are implemented, in response to COVID and increased awareness of racial justice issues.
- Developed a scope of work to support the Regional Mobility Policy Update as it relates to the implementation of TDM.
- Conducted a Get There Network training webinar for partners

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# ANNUAL REPORT

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GRANT: FY 2020 STBG

FISCAL YEAR: FY 2020 AGENCY: Metro

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TASK DESCRIPTION:	<b>Regional Freight Program</b>	<b>BUDGET:</b>	<b>\$139,533</b>
		STPG	\$125,203
		Metro	\$14,330

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$111,883

BALANCE: \$27,650

## **NARRATIVE:**

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

Metro's freight planning program also coordinates with the updates for the Oregon Freight Plan. Metro's coordination activities include ongoing collaboration with the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are competitively considered within federal, state, and regional funding programs. The program is closely coordinated with other regional transportation programs and region-wide planning activities.

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

- Identify which near-term action items within the regional freight action plan to start working on.
- Coordinate work on the applied uses of the Regional Freight Model with travel forecasting staff.
- Write 2020-21 UPWP narrative for Regional Freight Program that continues implementation of the Regional Freight Strategy.
- Represent Metro at quarterly meetings and work with the Oregon Freight Advisory Committee.
- Represent Metro at monthly meetings of the Portland Freight Committee.



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# ANNUAL REPORT

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GRANT: FY 2020 PL  
FY 2020 ODOT Support  
FY 2020 TriMet Support

FISCAL YEAR: FY 2020

AGENCY: Metro

TASK DESCRIPTION:	<b>Data Management and Visualization</b>	<b>BUDGET:</b>	<b>\$1,594,828</b>
		PL	\$279,091
		ODOT Support	\$157,193
		TriMet Support	\$134,233
		Metro	\$1,024,311

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$1,594,828

BALANCE: \$0

**NARRATIVE:**

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

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

- Published quarterly update and enhancements to RLIS
- Released the first phase of Crash Map, an application displaying regional vehicle incident data and providing basic analysis tools
- Deployed the Southwest Corridor Equitable Development Strategy (SWEDS) application
- Completed analysis to identify emergency transportation routes
- Released the Regional Barometer, the first phase of Metro's performance measures program
- Updated the Land Development Monitoring System (LDMS), including tax lot, housing, employment, and building permit datasets
- Provided analytical support for Metropolitan Transportation Improvement Program (MTIP)
- Updated the work plan for the Equity Data Strategy
- Adapted data activities to the COVID crisis
- Transferred Regional Barometer data maintenance to the RLIS team

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# ANNUAL REPORT

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GRANT: FY 2020 PL

FISCAL YEAR: FY 2020

AGENCY: Metro

TASK DESCRIPTION: **Economic, Demographic and Land Use Data and Forecasting Program**      **BUDGET:**      **\$242,601**  
PL      \$242,601

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$110,159

BALANCE: \$132,442

**NARRATIVE:**

The **Economic, Demographic and Land Use Forecasting Program** complements the **Economic, Demographic, and Land Forecasting Development and Application Program**. The Land Use Analytics Team (LUAT) assembles historical data and future forecasts of population, land use, and economic activity that support Metro’s planning needs. LUAT provides forecasts at various geographies, ranging from regional (MSA) to Transportation Analysis Zone (TAZ) level, and across time horizons ranging from 20 to 50 years into the future.

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

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

Distributed Forecast Update:

- Developed a Draft TAZ-level socio-economic forecast for the 2020 – 2050 planning horizon and circulated to jurisdictional partners for review
- Continued outreach efforts to regional partner jurisdictions

Modernization of Land Use Model:

- Worked with a consultant team to develop a design plan for land use model modernization
- Finalized design plan report and closed out consultant work
- Continued outreach efforts to regional partner jurisdictions

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# ANNUAL REPORT

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GRANT: FY 2020 PL  
ODOT Support  
TriMet Support

FISCAL YEAR: FY 2020

AGENCY: Metro

TASK DESCRIPTION:	<b>Travel Forecast Maintenance</b>	<b>BUDGET:</b>	<b>\$857,569</b>
		PL	\$515,078
		ODOT Support	\$45,187
		TriMet Support	\$98,527
		Metro	\$198,777

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$531,518

BALANCE: \$326,051

## NARRATIVE:

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

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

## Milestones/deliverables for this reporting period:

Staff conducted maintenance activities and tasks in support of the following on-going travel model development projects:

- Activity-based Travel Demand Model:
  - Finalized base year data set at Micro Analysis Zone (MAZ) level
  - Implemented Population Synthesizer
  - Initiated calibration of functional base year prototype model platform
- Trip-based Travel Demand Model:
  - Implemented a 24-hour transit assignment
  - Implemented a time-of-day departure choice model for use in upcoming regional congestion pricing and tolling projects
- Household Travel Survey:
  - Staff chaired and supported the Travel Survey Subcommittee of the Oregon Model Steering Committee

- Coordinated with the Oregon Model Steering Committee for the planning and management of the survey scoping phase
- Freight Model:
  - Validation of network-based commodity flow results

Staff participated in professional development activities for various statewide and national organizations:

- Oregon Modeling Steering Committee:
  - Executive Committee staffing
  - Modeling Program Subcommittee staffing
  - Travel Survey Subcommittee staffing
  - Freight Subcommittee staffing
  - Technical Tools Subcommittee staffing
  - Oregon Model Users Group staffing
- Transportation Research Board (TRB):
  - Delivered presentations for 2020 National Transportation Research Board Conference
  - Served in leadership capacity on Planning Applications Committee

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# ANNUAL REPORT

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GRANT: FY 2020 STBG  
FY 2020 ODOT Support  
FY 2020 TriMet Support

FISCAL YEAR: FY 2020 AGENCY: Metro

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TASK DESCRIPTION:	<b>Technical Assistance Program</b>	<b>BUDGET:</b>	<b>\$97,301</b>
		STBG	\$60,515
		ODOT Support	\$22,620
		TriMet Support	\$7,240
		Metro	\$6,926

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$61,501

BALANCE: \$35,800

## NARRATIVE:

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

## Major accomplishments and milestones for this reporting period:

- Provided modeling support (model runs and outputs) for several projects in Clackamas County
- Coordinated with ODOT to model congestion pricing alternatives
- Paid maintenance fees for jurisdictions' transportation modeling software
- Coded and ran travel model and transmitted model outputs (roadway volumes and turning movements) to a consultant working for the City of Gresham
- Prepared shapefile of hourly volumes and speeds for Clackamas County
- Worked with TriMet on estimating future vehicle storage, planning for future operations and providing district summaries for a before-and-after study
- Prepared and transmitted greenhouse gas inventory for Clackamas County
- Provided transit data to TriMet for service planning
- Modified model programs to produce necessary files for TriMet's Before and After Study analysis
- Provided bicycle model outputs for Washington County and the City of Portland
- Compiled results of sensitivity testing from older GreenSTEP model runs to assist the City of Portland in assessing a new scenario planning software
- Worked on scoping a transit modeling effort with the City of Portland
- Provided additional transit segment output and analysis support to the City of Portland
- Delivered truck data from the travel model to the City of Portland to assist with a freight planning effort

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# ANNUAL REPORT

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GRANT: FY 2020 PL

FISCAL YEAR: FY 2020 AGENCY: Metro

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TASK DESCRIPTION: **MPO Management & Services** BUDGET: **\$308,082**  
PL \$308,082

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$308,082

BALANCE: \$0

## NARRATIVE:

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

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

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

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

document, and Metro makes periodic amendments, as needed, under procedures established in the UPWP. Amendments to the UPWP area submitted to USDOT for approval.

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

As the MPO for the Portland region, for meeting recently adopted federal transportation performance measures. Metro is coordinating with ODOT and TriMet to determine roles and responsibilities for setting targets and collecting monitoring data needed to report our progress toward these measures. In related work (described separately in the UPWP), Metro and ODOT plan to follow the 2018 RTP adoption with an update to our regional mobility policy. Our goal is to continue linking our mobility policy to the 24 mobility corridors that make up our Regional Mobility Atlas, and we believe this approach strongly meets the intent of federal regulations for tailoring our performance-based planning and programming to conditions on the ground. As part of this work, we will likely fine-tune our performance targets and measures as they relate to federal requirements.

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

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

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

#### **Milestones/deliverables for this reporting period:**

In addition to ongoing support and coordination activities:

- Final adoption of Unified Planning Work Program (UPWP) amendments for the CBOS II, Boone Bridge, Clackamas ITS and Regional Technology planning projects.
- Adopted 2020-21 Unified Planning Work Program (UPWP)
- Initiate Unified Planning Work Program (UPWP) amendment for the Regional Mobility Project.
- Published first draft of the 2020-21 Unified Planning Work Program (UPWP).
- Conducted Unified Planning Work Program (UPWP) coordination meeting with state and federal partners.
- Completed annual federal self-certification.
- Completed annual Transportation Policy Alternatives Committee (TPAC) recruitment for community representatives.
- Continued development of a racial equity strategy and work program for the Transportation Policy Alternatives Committee (TPAC).

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# ANNUAL REPORT

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GRANT: FY 2020 PL

FISCAL YEAR: FY 2020 AGENCY: Metro

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TASK DESCRIPTION: **Federal Transportation Performance & Congestion Management Monitoring & Reporting** BUDGET: **\$44,941**  
PL \$44,941

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$0

BALANCE: \$44,941

## NARRATIVE:

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

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

- Safety
- Asset Management
- System Performance
- Freight Movement
- Congestion Mitigation and Air Quality Program
- Transit Asset Management

The performance targets are for federal monitoring and reporting purposes and will be coordinated with the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART) and C-TRAN. The regional targets support the region's Congestion Management Process and complement other performance measures and targets contained in Chapter 2 of the 2018 RTP.

### *Congestion Management Process*

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

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



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

The Regional Transportation Plan calls for strategic widening of existing roads and throughways to address congestion bottlenecks, increasing street network connectivity, expanding travel options, and using system and demand management strategies to help improve reliability and better connect goods to market. Prior to adding new motor vehicle capacity beyond the planned system of arterial and throughway through lanes, the region's CMP and RTP policy require an analysis of travel demand reduction and operational management strategies. They also require an analysis of planned transit service and multimodal connectivity improvements to demonstrate that these strategies cannot adequately address arterial or throughway deficiencies and bottlenecks.

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

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

- Draft of MAP-21 Mid-year performance monitoring and reporting.
- Review of MAP-21 targets for the region based on new reporting data.
- Collect data and monitor system performance for the CMP.
- Identify and evaluate the effectiveness of the CMP strategies.
- Implement selected CMP strategies and manage the transportation system.

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# ANNUAL REPORT

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GRANT: FY 2020 STBG

FISCAL YEAR: FY 2020 AGENCY: Metro

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TASK DESCRIPTION:	<b>Regional Transportation Safety Program</b>	<b>BUDGET:</b>	<b>\$46,934</b>
		STBG	\$42,114
		Metro	\$4,820

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$0

BALANCE: \$46,934

## **NARRATIVE:**

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

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

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

## **Milestones/deliverables for this reporting period:**

- Finalized Transportation Safety Work Program for 2021
- Finalized publicly facing Metro Crash Map Tool and incorporated into the Regional Barometer
- Reviewed and commented on Barometer safety data
- Commented on ODOT speed setting rules
- Reported on MAP-21 safety targets
- Developed and shared first Annual Serious Crash Update
- Initiated and provided monthly fatal crash updates to metro technical and policy advisory committees
- Convened safety workshop with metro technical and policy advisory committees
- Tracked implementation activities
- Ongoing coordination for maintenance of crash data and other relevant data such as sidewalks
- Maintain webpage on Metro website
- Coordinate with other Metro programs and departments, including transit, active transportation, freight, Complete Streets and Data Resource Center
- Drafted approach for proposed Regional Safety Hot Spot program for proposed regional transportation funding measure

- Track national, state and local safety activities
- Participate in Portland Vision Zero Task Force
- Identify and track Metro action items to advance racial equity through the program

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# ANNUAL REPORT

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GRANT: FY 2020 STBG

FISCAL YEAR: FY 2020 AGENCY: Metro

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TASK DESCRIPTION:	<b>Regional Active Transportation Program</b>	<b>BUDGET:</b>	<b>\$23,467</b>
		STBG	\$21,057
		Metro	\$2,410

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$8,366

BALANCE: \$15,101

## **NARRATIVE:**

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

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

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

- Reviewed and provided input to the Designing Livable Streets and Trails Guide.
- Represented Metro at Oregon City Transportation Demand Management working group
- Represented Metro at Technical Advisory Committee for Oak Grove Lake Oswego Ped / Bike Bridge Feasibility study
- Represented Metro at Oregon City Transportation Demand Management working group
- Created a scope and RFP for an Active Transportation Return on Investment study
- Managed contractor and Metro staff work on the Active Transportation Return on Investment study
- Represented Metro in ODOT Pedestrian and Bicycle Performance Measures and Data Implementation Framework TAC

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# ANNUAL REPORT

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GRANT: Metro

FISCAL YEAR: FY 2020 AGENCY: Metro

TASK DESCRIPTION: **Enhanced Transit Concept Pilot Program** BUDGET: **\$158,237**  
Metro \$158,237

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$64,691

BALANCE: \$93,546

## **NARRATIVE:**

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

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

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

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

## **Milestones/deliverables for this reporting period:**

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 FHWA approved the 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.

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GRANT: FY 2020 STBG

FISCAL YEAR: FY 2020

AGENCY: Metro

TASK DESCRIPTION:	<b>Complete Streets Program</b>	<b>BUDGET:</b>	<b>\$149,254</b>
		STBG	\$120,695
		Metro	\$28,559

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$93,992

BALANCE: \$55,262

## **NARRATIVE:**

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

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

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

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

**Milestones/deliverables for this reporting period:**

- Finalized updated regional street, green street and new trail design guidelines.
- Released updated and new design guidelines.
- Adoption of design guidelines.
- Presented new guidelines to Metro advisory committees.
- Activated Complete Streets webpage on Metro's website.
- Developed timeline for presentations, forums and workshops for Complete Street program.
- Provided design technical assistance for regional transportation projects.
- Printed and distributed new design guide.
- Developed timeline to review and update the design policy section of the 2018 RTP.
- Developed timeline and work scope to complete one or more local, national or international case studies to illustrate performance-based design decision making process and to support implementation of regional street and trail design guidance.
- Developed additional street and trail renderings.
- Implemented, dependent on scoped timeline, activities associated with case studies and presentations/forums/workshops.
- Continued to expand publicly accessible on-line photo and image library.
- Updated Metro Complete Streets program website as needed, adding case studies, new resources as they are available.
- Provide technical assistance as needed on transportation plans and processes.

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# ANNUAL REPORT

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GRANT: Local Funds

FISCAL YEAR: FY 2020

AGENCY: Metro

TASK DESCRIPTION: **Fund Swap Management & Monitoring**      **BUDGET:** **\$22,079**  
Local Funds      \$22,079

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$22,079

BALANCE: \$0

## NARRATIVE:

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

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

## Milestones/deliverables for this reporting period:

- Collected and reviewed quarterly project progress reports
  - Worked with local agencies on change requests and modifying project schedules, scopes, deliverables, and budgets according to what has been described in progress reports
- Managed change management requests on scope, schedule, and task budget reallocation
- Executed all IGAs for all locally funded projects (total of 19)
- Reviewed deliverables, provided comments back to local agency delivering project, and paid out invoices
  - Worked with local agencies related to responses to project comments and finding compromises
- Identified areas where the implementation and administration of the fund swaps and project delivery, as initially drafted are working well and which areas needs revisions and further clarity.
- Kept Metro leadership informed about the status of projects and any opportunities for participation



- Continued to work with Planning and Development finance staff in developing regular fund monitoring and fund balance worksheet for reporting
- Helped to initiate and execute additional fund exchanges as key opportunities emerged, Example include the Metro-TriMet Fund Exchange and MAX Red Line Extension project contribution.

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# ANNUAL REPORT

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GRANT: FY 2020 STBG

FISCAL YEAR: FY 2020 AGENCY: Metro

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TASK DESCRIPTION:	<b>Regional Mobility Policy Update</b>	<b>BUDGET:</b>	<b>\$558,718</b>
		STBG	\$501,337
		Metro	\$57,380

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$81,927

BALANCE: \$476,791

## NARRATIVE:

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

Recognizing a number of limitations with the current adopted mobility policy, ODOT and Metro prioritized moving forward with a focused look at the *Interim Regional Mobility Policy* adopted in the RTP and the Oregon Highway Plan (OHP) Policy IF3 (Highway Mobility Policy) in advance of the next update to the RTP (due in 2023).

The purpose of this effort is to update the interim mobility policy framework for the Portland metropolitan area in the RTP and OHP Policy 1F, including development of alternative mobility measures and targets. The updated policy framework will define clear mobility expectations and a decision-making framework that will guide the development of and updates to regional and local transportation system plans and the evaluation of plan amendments subject to the Transportation Planning Rule (TPR) -0060 during development review. The updated framework will also guide future monitoring and reporting in support of the region's congestion management process and MAP-21/FAST Act performance-based planning.

The project is expected to result in amendments to the RTP and regional functional plans and OHP Policy 1F3 for consideration by JPACT, the Metro Council and the Oregon Transportation Commission prior to initiating the 2023 RTP update.

Additional background information on this project can be found in Chapter 8 (Section 8.2.3.1) of the 2018 RTP.

## Milestones/deliverables for this reporting period:

- **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). Staff prepared agendas, memos, questionnaires and other materials to support the scoping process. The extensive feedback received during the scoping process shaped development of the project work plan and engagement plan.

- **Background research:** Completed policy framework and best practices background research in partnership with the Transportation Research and Education Consortium (TREC) housed at Portland State University.
- **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 and maintained to share project information, including fact sheets and the adopted work plan and engagement plan, at [oregonmetro.gov/mobility](http://oregonmetro.gov/mobility)
- **Procurement process:** Continued consultant procurement process for implementing the adopted work plan and engagement plan.
- **UPWP Amendment:** Completed legislative amendment to 2019-20 UPWP to reflect adopted work plan and engagement plan as well as add funding for consultant support.
- **IGA:** Established an intergovernmental agreement with ODOT that defines roles and responsibilities for each agency, including project management and agency coordination.
- **Procurement process:** Complete consultant procurement process for implementing the adopted work plan and engagement plan.

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# ANNUAL REPORT

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GRANT: FY 2020 TSMO Strategic Plan STBG

FISCAL YEAR: FY 2020 AGENCY: Metro

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

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$17,864

BALANCE: \$284,964

## NARRATIVE:

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

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

- IGA with ODOT Executed 9/9/19.
- Began Task 1 and 2, to bring an equity focus to the TSMO Strategy update and to develop a stakeholder participation plan.
- Began Task 3, to evaluate existing conditions based on TSMO implementation since the 2010-2020 TSMO Plan was adopted, looking back at investments in actively managing regional facilities and other TSMO actions, projects and capabilities.
- Re-drafted consultant Scope after bringing some work in-house to Metro due to budget shortfalls from the Coronavirus pandemic; then, restarted procurement with ODOT and selected a top qualified consulting firm from ODOT's established list of Transportation Land Use and Planning Price Agreements (TLUP PA). Began negotiations with Fehr & Peers. Tasks 2 and 3 were almost completely paused during the changes and procurement steps followed through spring 2020. Progress was made in identifying the importance of a strong Stakeholder Advisory Committee led by Metro Deputy Director of Planning and Development, Margi Bradway.
- Worked with Federal Highways Administration Operations to consider an online workshop during the course of the TSMO Strategy Update.

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# ANNUAL REPORT

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GRANT: FY 2020 PL

FISCAL YEAR: FY 2020

AGENCY: Metro

TASK DESCRIPTION: **Economic, Demographic and Land Use Forecasting Development & Application Program**      **BUDGET:**      **\$111,355**  
PL      \$111,355

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$71,442

BALANCE: \$39,913

**NARRATIVE:**

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

**Milestones/deliverables for this reporting period:**

Distributed Forecast Update:

- Developed a Draft TAZ-level socio-economic forecast for the 2020 – 2050 planning horizon and circulated to jurisdictional partners for review
- Continued outreach efforts to regional partner jurisdictions

Modernization of Land Use Model:

- Worked with a consultant team to development a design plan for design plan for land use model modernization
- Finalized design plan report and closed out consultant work
- Continued outreach efforts to regional partner jurisdictions

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# ANNUAL REPORT

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GRANT: FY 2020 PL

FISCAL YEAR: FY 2020 AGENCY: Metro

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TASK DESCRIPTION: **Travel Forecast Development & Application** BUDGET: **\$434,033**  
PL \$434,033

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$368,856

BALANCE: \$65,177

## NARRATIVE:

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

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

## Milestones/deliverables for this reporting period:

Staff conducted development and application activities and tasks in support of the following on-going travel model development projects:

- Activity-based Travel Demand Model:
  - Worked with consultant team to deliver a functional base year prototype model platform
- Trip-based Travel Demand Model:
  - Implemented a 24-hour transit assignment
  - Implemented a time-of-day departure choice model for use in upcoming regional congestion pricing and tolling projects
- Household Travel Survey:
  - Coordinated with the Oregon Model Steering Committee for the planning and management of the survey scoping phase
- Multi-Criterion Evaluation (MCE) Toolkit:
  - Implemented advanced features and functionality to support congestion pricing and tolling projects in the region
- Freight Model:

- Implemented a freight model visualizer for use in the upcoming Regional Freight Delay and Commodities Movement Study
  - Continued calibration of network-based commodity flow results
- Transportation Data Program:
  - Coordinated with MPO Planning staff to develop priority list of data layers
- Replica Pilot:
  - Continued to evaluate acceptance of product
- Congestion Pricing:
  - Provided analytical supported to multiple congestion pricing studies within the region
- Dynamic Traffic Assignment (DTA) Model:
  - Refined “quick-launch” for future use in regional corridor/transportation studies
  - Applied tool in ODOT tolling study for I-205 corridor

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GRANT: FY 2020 Regional Corridor Planning STBG

FISCAL YEAR: FY 2020

AGENCY: Metro

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TASK DESCRIPTION:	<b>Corridor Refinement and Project Development</b>	<b>BUDGET:</b>	<b>\$1,008,012</b>
		Regional Corridor	
		Planning STBG	\$904,489
		Metro	\$103,523

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$255,263

BALANCE: \$752,749

## **NARRATIVE:**

Metro has traditionally collaborated on local project-development activities for regionally funded transportation projects. In support of that function, the Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) and concurrently works with jurisdictional partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Investment Areas can provide resources necessary to fund major project work that occurs prior to a formal funding agreement between Metro and a jurisdiction. Such critical early work includes project scoping, preparation of purpose and need statements, development of evaluation criteria, and developing public involvement plans.

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

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



**Milestones/deliverables for this reporting period:**

- Continued ongoing support (see “Ongoing” below)
- Brownfields:
  - Continued to explore opportunities for grant funding of Phase I and Phase II ESA
  - Attended National Brownfield Conference in Los Angeles, CA, December 10-12
  - Applied for new Brownfield Coalition Assessment Grant, to start in Fall 2020
    - Received EPA Brownfields grant to assess sites to be used for affordable housing
- Southwest Corridor Equitable Development Strategy (SWEDS):
  - Held one Project Oversight Committee (SPOC) meeting in October
  - Finalized SW Corridor Equitable Development Strategy report
  - Finished translation of final materials into seven different languages
  - Published new material on Storytelling series, with a focus on workforce training outcomes from IRCO/OHSU Pilot Project
  - Continued to support the implementation of the Portland and Tigard Equitable Housing grants as part of the larger SWEDS effort
  - Close grant with FTA
  - Update project website to showcase final materials and describe next steps
  - Begin transition to implementation through a SW Equity Coalition
  - Worked with partners to develop SW Equity Charter
  - Collaborated with Unite Oregon on work plan to implement grant funding from Meyer Memorial Trust
- Ongoing
  - Work with TriMet and ODOT to define and develop new projects in priority high capacity transit (HCT) or Mobility Corridors. These could include on-street bus rapid transit projects or urban circulators.
  - Work with local jurisdictions in regional HCT priority corridors to develop land use plans that support the System Expansion Policy elements of the RTP.
  - Continue to support local project development efforts on mobility corridors and enhanced transit corridors.
  - Provide unanticipated additional support for the Division Transit project and the Southwest Corridor Light Rail project.
  - Work with jurisdictions and community partners in an economic investment area along McLoughlin Boulevard.
  - As part of the Columbia Connects project build on existing bi-state collaborations, forming a new level of coordination between transportation and land use agencies and economic and workforce interests in the national freight and commerce corridor where I-5 and I-205 span the Columbia River.
  - In partnership with TriMet, explore approaches to improve transit capacity through Portland’s central city, including ways to alleviate transit operational issues caused by the Steel Bridge.

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# ANNUAL REPORT

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GRANT: FTA TOD Planning

FISCAL YEAR: FY 2020

AGENCY: Metro

TASK DESCRIPTION: **City of Portland Transit and Equitable Development Assessment**      **BUDGET:**      **\$1,076,000**  
FTA TOD Planning      \$1,076,000

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$75,949

BALANCE: \$1,000,051

**NARRATIVE:**

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

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

**Milestones/deliverables for this reporting period:**

- IGA Finalized
- RFP for consultant services posted
- Consultant selected and scope negotiation underway
- Community Engagement Plan finalized
- Project website available
- Existing Conditions report (focused on land use, transportation, and economic conditions)
- Project Advisory Committee bylaws drafted
- Consultant contract finalized and work started
- CBO outreach sub-grants awarded
- Initial Urban Design Concepts presented

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GRANT: Other Funds

FISCAL YEAR: FY 2020

AGENCY: Metro

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TASK DESCRIPTION:	<b>Southwest Corridor Transit Project</b>	<b>BUDGET:</b>	<b>\$2,012,789</b>
		Metro	\$355,785
		Other Funds	\$1,657,004

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$2,012,789

BALANCE: \$0

## NARRATIVE:

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

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

## Milestones/deliverables for this reporting period:

- LRT project capital cost estimate was provided in late Summer 2019. Another capital cost estimate may be provided in the following fiscal year.
- Completed Southwest Equitable Development Strategy
- Continued public engagement process, including open houses focused on the Conceptual Design Report
- Continued collaboration with project partners to support local community land use visions, especially around station area planning
- Worked toward identifying funding and implementation options for SW Corridor transportation improvements (roadway, bicycle and pedestrians) and parks, trails and habitat projects listed in the Southwest Shared Investment Strategy but not included in the LRT Preferred Alternative. In particular the Conceptual Design Report proposed a prioritization of station access improvements not currently integrated into the LRT designs but eligible for federal funding.

- Continued ODOT and project partner staff meetings to review and discuss project planning and designs
- Continued public engagement process, largely through steering committee and community advisory committee meetings.
- Continued collaboration with project partners to support local community land use visions, especially around station area planning

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# ANNUAL REPORT

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GRANT: FY 2020 Regional Corridor Planning STBG

FISCAL YEAR: FY 2020

AGENCY: Metro

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TASK DESCRIPTION:	<b>Division Transit Project</b>	<b>BUDGET:</b>	<b>\$35,941</b>
		Regional Corridor	
		Planning STBG	\$19,114
		Metro	\$16,827

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$35,941

BALANCE: \$0

## NARRATIVE:

The Division Transit Project is a bus rapid transit project that would run between downtown Portland to downtown Gresham. The transit project would connect several low income areas with major education and workforce training sites including Portland State University, Oregon Health & Science University, Portland Community College and Mount Hood Community College as well as Portland and Gresham job centers supporting the community goals.

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

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

## Milestones/deliverables for this reporting period:

- Received FTA Single Year Grant Agreement in January
- Outreach to community (Open Houses, CAC, community events)
- Completion of planning phase of project

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# ANNUAL REPORT

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GRANT: FY 2020 Regional Corridor Planning STBG

FISCAL YEAR: FY 2020

AGENCY: Metro

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<b>TASK DESCRIPTION:</b>	<b>MAX Red Line Improvements Project</b>	<b>BUDGET:</b>	<b>\$48,368</b>
		Regional Corridor Planning STBG	\$19,089
		Metro	\$29,279

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$7,813

BALANCE: \$40,555

## **NARRATIVE:**

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

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

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

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

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

## **Milestones/deliverables for this reporting period:**

During the FY2019-20 year, the project completed 30% design, completed the Documented Categorical Exclusion, received approval from the FTA to enter Project Development, received a small starts grant rating, and received a small starts grant funding allocation.

This project is consistent with the 2018 RTP policy guidance to improve transit frequency and reliability. This project's work at Gateway Transit Center are being closely coordinated with adjacent projects led by the City of Portland. Similarly, the elements at the Portland International Airport are being closely coordinated with adjacent projects led by the Port of Portland.

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# ANNUAL REPORT

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GRANT: Local Funds

FISCAL YEAR: FY 2020

AGENCY: Metro

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<b>TASK DESCRIPTION:</b>	<b>Central City Transit Capacity &amp; Steel Bridge Analysis</b>	<b>BUDGET:</b> Local Funds	<b>\$567,822</b> \$567,822
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PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$567,822

BALANCE: \$0

## **NARRATIVE:**

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

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

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

## **Milestones/deliverables for this reporting period:**

- Completed FTA early scoping process
- Conducted multiple stakeholder meetings
- Conducted an online survey
- Held an open-house meeting
- Completed preliminary benefits, impacts, costs, and funding analyses
- Produced study findings documents



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# ANNUAL REPORT

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GRANT: FY 2020 PL

FISCAL YEAR: FY 2020

AGENCY: Metro

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TASK DESCRIPTION:	<b>Regional Congestion Pricing Technical Analysis</b>	<b>BUDGET:</b>	<b>\$282,261</b>
		PL	\$92,261
		Metro	\$190,000

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$282,261

BALANCE: \$0

## NARRATIVE:

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

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

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

### Milestones/deliverables for this reporting period:

- Developed preliminary work plan, refined work plan
- Researched pricing scenarios and interviewed peer agencies on findings
- Presented to TPAC, JPACT, and Metro Council on preliminary analysis, expected outcomes and coordination with City of Portland and ODOT pricing efforts
- Identified types of congestion pricing scenarios to analyze
- Modeling work was delayed while we developed a work plan and hired a consultant
- Hired consultant team
- Began modeling early scenarios

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# ANNUAL REPORT

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GRANT: Other Funds

FISCAL YEAR: FY 2020

AGENCY: Metro

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TASK DESCRIPTION:	<b>Regional Emergency Transportation Routes Update</b>	<b>BUDGET:</b> Other Funds	<b>\$36,778</b> \$36,778
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PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$19,781

BALANCE: \$16,997

## NARRATIVE:

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

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

Since 2006, our understanding of seismic risks in the region has improved. Funded by the RDPO, the 2017 Oregon Department of Geology and Mineral Industries (DOGAMI) Enhanced Earthquake Impact Study assessed seismic vulnerability of buildings and infrastructure in the region, outlining anticipated impacts of a 9.0 Cascadia Subduction Zone (CSZ). The DOGAMI analysis shows that most of the designated ETRs (meant to facilitate post-earthquake life-safety response activities) in the region will experience significant liquefaction, ground deformation and landslide risks.

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

Given the above work, the designation of current ETRs need to be re-evaluated at a regional-scale to reflect updates recommended by the City of Portland and each of the five counties. This project will update existing designated regional routes using the latest DOGAMI seismic data, ODOT Lifeline analysis and subsequent county-level bridges and ETR analysis.

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

**Milestones/deliverables for this reporting period:**

- Completed policy framework and best practices background research in partnership with the Transportation Research and Education Consortium (TREC) housed at Portland State University.
- Completed a consultant procurement process.
- Compiled and organized relevant GIS data, ETR designation criteria and methods from jurisdictional partners and created the ETR project database to support the mapping and analysis.
- Developed draft ETR designation criteria and designed ETR refinement process memorandum for stakeholder review and feedback.
- Initiated application of criteria and methodology to prepare draft updated regional ETR maps for further stakeholder review and refinement.

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# ANNUAL REPORT

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GRANT: Other Funds

FISCAL YEAR: FY 2020

AGENCY: Metro

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TASK DESCRIPTION:	<b>Regional Freight Delay &amp; Commodities Movement Study</b>	<b>BUDGET:</b> Other Funds	<b>\$200,000</b> \$200,000
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PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$0

BALANCE: \$200,000

## **NARRATIVE:**

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

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

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

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

- Coordinate work on the applied uses of the Regional Freight Model with travel forecasting staff.
- Write mini scope of work for potential freight model adjustments for commodities.
- Write the final draft scope of work for the Regional Freight Delay and Commodities Movement Study (under Future Freight Studies in the 2018 Regional Freight Strategy).
- Identify the Regional Freight Delay and Commodities Movement Study as the pilot project for Metro's certification process with ODOT on federally funded projects.
- Identify changes needed to the Regional Freight Model by reviewing results of the Commodities Visualizer.

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# ANNUAL REPORT

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GRANT: Metro

FISCAL YEAR: FY 2020

AGENCY: Metro

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TASK DESCRIPTION:	<b>Economic Value Atlas (EVA) Implementation</b>	<b>BUDGET:</b> Metro	<b>\$114,192</b> \$114,192
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PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$114,192

BALANCE: \$0

## NARRATIVE:

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

This work provides new mapping and discoveries about our regional economic landscape, links investments to local and regional economic conditions and outcomes and informs policy and investment – providing a foundation for decision-makers to understand the impacts of investment choices to support growing industries and create access to family-wage jobs and opportunities for all.

## Major accomplishments and milestones for this reporting period:

- Tool refinements - Added new functionality to the EVA (August-December 2019):
  - User interface and functionality improvements
  - Additional overlays
  - Added additional data source information
  - Added ability to weight values for tailored evaluation of economic conditions
- Test EVA Applications (September-December 2019)
  - Early evaluations conducted in support of Columbia Connects Strategy (September 2019)
  - Integration of jobs and firms metrics/criteria into 2021-2023 RFFA process (September-November 2019)
  - Application to Halsey Corridor economic development strategy development and City of Tualatin EOA (September-November 2019).
  - Applied EVA platform to SW Corridor Equitable Development Strategy mapping index to improve representation of equity conditions in SW Corridor and 3-County region (October-December 2019)
  - 2020 Transportation Measure – EVA and subsequent Equitable Development Index have been applied as analytical lens for the corridors proposed as part of the Transportation Measure (October-December 2019)
  - Assessment of economic and equity conditions for areas around three selected sites

- as part of Port of Portland Site Readiness Toolkit (December 2019)
- Continue work on Prospective Test EVA Applications (January-June 2020)
  - 2020 Transportation Measure – Corridor-by-corridor conditions assessment to support Transportation Measure (January-May 2020)
  - Application as part of Conditions Assessment in support of 2040 Growth Concept Refresh: Planning for Our Future Economy project and Greater Portland Inc's 5-Year Comprehensive Economic Development Strategy (February-June 2020)
- Additional Tool Refinements (November 2019-March 2020)
  - Inverse ranking of indicators
  - Filter tool to display only geographies that exceed regional average
  - Tract-to-tract comparison
  - Print function
  - Accessibility improvements
  - Documentation of Methods/Metadata

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# ANNUAL REPORT

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GRANT: Other Funds

FISCAL YEAR: FY 2020

AGENCY: Metro

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TASK DESCRIPTION:	<b>Jurisdictional Transfer Program</b>	<b>BUDGET:</b>	<b>\$116,254</b>
		Other Funds	\$116,254

PERIOD COVERED: July 1, 2019 – June 30, 2020

EXPENDED TO DATE: \$116,254

BALANCE: \$0

## NARRATIVE:

The 2018 Regional Transportation Plan identifies the need and a process for completing several jurisdictional transfers in the Metro region for older, state-owned facilities that have lost their statewide function over time to urbanization and now function as urban arterial streets. Most of these routes have been bypassed by modern, limited access thoroughways 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.

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

- Project Website – [www.oregonmetro.gov/jurisdictionaltransfer](http://www.oregonmetro.gov/jurisdictionaltransfer)
- Draft Atlas / Inventory of ODOT owned arterial highways in the region
- Draft Policy Framework on Highway Jurisdictional Transfer
- Fact sheet for Regional Framework for Highway Jurisdictional transfer project
- Technical Evaluation of ODOT arterial highways, including gathering input and sharing results at October and December joint TPAC-MTAC workshops
- Equity Considerations memo
- Recommendations for Oregon Highway Plan Functional Classification changes
- Readiness Evaluation of ODOT arterial highways
- Atlas Addendum

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YEAR END REPORTING  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 19357

METRO IGA: N/A

FISCAL YEAR: FY 2019-20

AGENCIES: Tualatin Hills Parks & Recreation District

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PROJECT: Beaverton Creek Trail - West Side Trail to SW Hocken Ave. Federal: \$800,000  
Local: \$91,564  
Total: \$891,564

PERIOD COVERED: July 1, 2019 to June 30, 2020

EXPENDED TO \$136,793

BALANCE: \$575,458.21

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PROJECT IMPLEMENTATION AND  
COMPLETION STATUS ESTIMATE:

20%

ESTIMATED COMPLETION DATE:

July, 2021

**Description**

**Program/Project Summary:**

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

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

**Summary Status**

**Milestones/deliverables for this reporting period (July 1, 2019 – June 30, 2020):**

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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



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YEAR END REPORTING  
(PROJECTDEVELOPMENTPLANNING)

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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.

Right of entry was received from property owner Nike and is being pursued from Tektronix.

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2020):**

Major accomplishments planned for the next reporting period include progress on survey research, monument recovery, topographic data collection, right of way boundary resolution, right of way engineering, archaeological and historic resources surveys, and trail design and alternatives.

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YEAR END REPORTING  
(PROJECTDEVELOPMENTPLANNING)

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ODOT AGREEMENT #: 18004

METRO IGA: N/A

FISCAL YEAR: FY 2019-2020

AGENCIES: Metro & City of Hillsboro

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PROJECT: Oak & Baseline: S 1st – SE 10th Ave Federal: \$500,000  
Local: \$57,227  
Total: \$557,227

PERIOD COVERED: July 1, 2019 to June 30, 2020

EXPENDED TO DATE: \$74,991

BALANCE: \$482,236

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PROJECT IMPLEMENTATION AND  
COMPLETION STATUS ESTIMATE: 0%

ESTIMATED COMPLETION DATE: January, 2022

**Description**

**Program/Project Summary:**

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

**Summary Status**

**Milestones/deliverables for this reporting period (July 1, 2019 – June 30, 2020):**

Scope of work finalized

RFP finalized

RFP Posted

Consultant Selected

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2020):**

Consultant to submit draft statement of work and cost estimate

Finalize statement of work and cost

Consultant to start work

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YEAR END REPORTING  
(PROJECTDEVELOPMENTPLANNING)

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ODOT AGREEMENT #: 20784

METRO IGA: N/A

FISCAL YEAR: FY 2019-20

AGENCIES: ODOT

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

PERIOD COVERED: July 1, 2019 to June 30, 2020

EXPENDED TO DATE: \$15,216

BALANCE: \$120,000

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PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE: 12%

ESTIMATED COMPLETION DATE: July, 2021

### **Description**

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

The purpose of this planning study is to develop transit service connectivity and enhanced operational coordination along the Columbia River Gorge and Mt. Hood transit corridors (I-84, SR 35, SR 26). Additionally, the project will outline programmatic and policy considerations for integrating transit systems under long-term vision. The project will inform transit consumers' travel patterns, transit operators' productivity and network coverage, collaborative marketing strategies, and forecasted service levels in the Mt. Hood transit shed.

### **SummaryStatus**

#### **Milestones/deliverables for this reporting period (July 1, 2019 – June 30, 2020):**

- Developed draft scope of work and reviewed with project partners (Fall 2019)
- Project Kick off (Jan 2020)
- Developed Workshop series framework and guiding principles (Feb 2020)
- {DELAYED 3 months due to COVID-19} Existing conditions & regional transit profile, survey (ongoing)

#### **Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2020):**

- Existing conditions & regional transit profile (July 2020)
- Stakeholder survey (Aug 2020)
- Workshops Series 1-3
  - Regional vision development (Sept 2020)
  - Alignments and impediments (Oct 2020)
  - Framework for action (Dec 2020)

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YEAR END REPORTING  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 21315

METRO IGA: N/A

FISCAL YEAR: FY 2019-20

AGENCIES: ODOT

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

PERIOD COVERED: July 1, 2019 to June 30, 2020

EXPENDED TO DATE: \$315,055

BALANCE: \$1,684,945

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PROJECT IMPLEMENTATION AND  
COMPLETION STATUS ESTIMATE:

100%

ESTIMATED COMPLETION DATE:

December 2019

**Description**

**Program/Project Summary:**

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

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

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

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

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YEAR END REPORTING  
(PROJECTDEVELOPMENTPLANNING)

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**SummaryStatus**

**Milestones/deliverables for this reporting period (July 1, 2019 – June 30, 2020):**

- Technical Memorandum #4: Corridor Element Upgrades completed 8/6/2019
- Final cost estimates added to Technical Memorandum #4 by 10/16/2019.
- Final draft report completed and submitted to the Oregon Transportation Commission for their meeting on 12/16/2019.
- Final report submitted to the Oregon Legislature's Joint Committee on Transportation on 12/30/2019.

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2020):**

Study and report to the Oregon Legislature are complete. No major accomplishments planned for the next reporting period. The next steps towards a jurisdictional transfer of Inner Powell to the City of Portland will likely involve discussions between ODOT, the Oregon Transportation Commission, the Oregon Legislature and the City of Portland.

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YEAR END REPORTING  
(PROJECT DEVELOPMENT PLANNING)

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ODOT AGREEMENT #: 21371

METRO IGA: N/A

FISCAL YEAR: FY 2019-20

AGENCIES: ODOT

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

PERIOD COVERED: July 1, 2019 to June 30, 2020

EXPENDED TO DATE: \$470,461

BALANCE: \$2,529,539

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PROJECT IMPLEMENTATION AND  
COMPLETION STATUS ESTIMATE: %15  
(0 to 100%)

ESTIMATED COMPLETION DATE: 2025  
*Project development and final federal approvals will take  
approximately 3 to 4 years and will utilize additional added funds*

### **Description**

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

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

An initial phase (the Value Pricing Feasibility Analysis) was funded through House Bill 2017 and was completed in 2018. As of June 30, 2020 \$470,461 of the \$3,000,000 relevant to this report has been spent.

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

### **Summary Status**

**Milestones/deliverables for this reporting period (July 1, 2019 – June 30, 2020):**

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2020):**

NEPA for I-205 Purpose & Need Statement and comment period  
I-5 Preliminary Environmental Linkages initiation

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Semi-annual Report  
(PROJECTDEVELOPMENTPLANNING)

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ODOT AGREEMENT #: 17264

METRO IGA: N/A

FISCAL YEAR: FY 2019-20

AGENCIES: ODOT

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PROJECT:	I-5 Boone Bridge Widening & Seismic Retrofit Study	Federal: \$276,660
		Local: \$23,340
		Total: \$300,000

PERIOD COVERED: July 1, 2019 to June 30, 2020

EXPENDED TO DATE: \$8,876

BALANCE: \$291,124

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PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

(0 to 100%) 15%

ESTIMATED COMPLETION DATE: *December, 2020*

**Description**

**Program/Project Summary:**

In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge over the Willamette River. 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 will determine whether it is structurally feasible to widen and seismically retrofit the existing bridge; provide an estimated cost range to complete a widened and seismically-resilient I-5 Boone Bridge; estimate costs for interchange improvements on I-5 at the Canby-Hubbard Highway / Charbonneau Interchange; and identify next steps and required funding levels by phase.

**Summary Status**

**Milestones/deliverables for this reporting period (July 1, 2019 – June 30, 2020):**

- Provided Notice to Proceed for consultant team to begin work on the study on 4/10/2020.
- Project execution plan received from consultant team on 5/20/2020.
- Draft Field Exploration and Testing Work Plan received from consultant team on 5/20/2020.
- Final Field Exploration and Testing Work Plan received from consultant team on 6/2/2020.
- Geotechnical testing and analysis initiated in June.

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2020):**

- Geotechnical analysis and conceptual bridge plans will be completed in July and a draft technical report is expected to be available in August.
- Cost estimating related to seismic retrofit and widening option, bridge replacement option, and non-bridge elements expected to occur in August and September with completion of cost estimating in early October.
- Draft and Final Alternatives Cost Report anticipated to be complete by late October.
- Report submittal to Oregon Transportation Commission (OTC) expected for the December 2020 OTC meeting.

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Semi-annual Report  
(PROJECTDEVELOPMENTPLANNING)

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ODOT AGREEMENT #: 17264

METRO IGA: N/A

FISCAL YEAR: FY 2019-20

AGENCIES:

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PROJECT:	I-5 Columbia River (Interstate) Bridge	Federal: \$8,299,800
		Local: \$700,200
		Total: \$9,000,000

PERIOD COVERED: July 1, 2019 to June 30, 2020

EXPENDED TO DATE: \$153,256

BALANCE: \$9,000,000

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PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

(0 to 100%) 1.70%

ESTIMATED COMPLETION DATE: 2021

**Description**

The Interstate 5 Bridge over the Columbia River is a major bottleneck for freight and the public traveling across the river. With the Washington State Department of Transportation (WSDOT) re-establishing this bridge as a priority, ODOT also needs to re-engage on this bi-state effort to improve traffic and mobility. This request will allow ODOT to fund the first year of re-engagement for the project and stand up a project office to partner with WSDOT, as directed by Governor Kate Brown in her March letter to the Commission.

**Target obligation date: January 1, 2020**

**Target completion date: January 1, 2021**

**Summary Status**

**Milestones/deliverables for this reporting period (July 1, 2019 – June 30, 2020):**

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2020):**

Hire Manager to oversee project.



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Semi-annual Report  
(PROJECTDEVELOPMENTPLANNING)

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ODOT AGREEMENT #: 17264

METRO IGA: N/A

FISCAL YEAR: FY 2019-20

AGENCIES: ODOT

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PROJECT: Corridor Bottleneck Operations Study II  
Federal: \$888,489  
Local: \$101,691  
Total: \$990,000

PERIOD COVERED: July 1, 2019 to June 30, 2020

EXPENDED TO DATE: \$216

BALANCE: \$989,784

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PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

(0 to 100%) 2%

ESTIMATED COMPLETION DATE: 2020

**Description**

**Program/Project Summary:**

The Oregon Department of Transportation will evaluate Region 1's congestion bottlenecks and opportunities to address congestion through safety and operational improvements on six metro area freeway corridors. This project specifically includes refined traffic analysis, planning level design and cost estimating for identified improvement concepts on metro area freeway corridors.

**Summary Status**

**Milestones/deliverables for this reporting period (July 1, 2019 – June 30, 2020):**

- Draft concept design layouts developed for improvements on I-5, I-205 and US 26.
- Consultant procurement for refined traffic analysis of improvement concepts initiated.

**Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2020):**

- Refined concept design layouts for improvements on I-5, I-205 and US 26.
- Procurement completed for traffic analysis consultant team expected by late fall 2020.
- Improvement concept traffic analysis results expected by late 2020.