



2019-2020 Unified Planning Work Program

Semi-annual Report

July 1, 2020 - December 31, 2020

MID-YEAR REPORT

GRANT: FY 2021 PL
FY 2021 Section 5303

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	Transportation Planning	BUDGET:	\$1,127,721
		PL	\$1,081,255
		5303	\$41,694
		Metro	\$4,772

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$611,062

BALANCE: \$516,659

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 that support other transportation planning in the region, including:

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

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

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

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

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

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

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

Major accomplishments/milestones for *this* reporting period (July 2020 – December 2020):

- Adopted amendments to the 2020-21 Unified Planning Work Program update
- Participated in Fall 2020 Oregon MPO Consortium (OMPOC) Meeting
- Participated in Oregon MPO/Transit Quarterly Coordination Meeting
- Initiated review and refinement of Regional Emergency Transportation Routes (RETR)
- Participate in Oregon Transportation Planning Rule (TPR) rulemaking

Major accomplishments/milestones for *next* reporting period (January 2021 – June 2021):

- Participate in Winter 2020 Oregon MPO Consortium (OMPOC) Meeting
- Participate in Oregon MPO/Transit Quarterly Coordination Meeting
- Endorsement of Regional Emergency Transportation Routes (RETR) by JPACT and Council
- Participate in Oregon Transportation Planning Rule (TPR) rulemaking

MID-YEAR REPORT

GRANT: FY 2021 Section 5303

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	Climate Smart Implementation	BUDGET:	\$24,399
		5303	\$21,893
		Metro	\$2,506

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$4,764

BALANCE: \$19,635

NARRATIVE:

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

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

Key FY 2019-20 deliverables and milestones included:

- Provided technical and policy support for Climate Smart implementation and monitoring at the local, regional and state level.
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to greenhouse gas emissions.
- Compiled inventory of Planning and Development climate mitigation work.
- Provided technical and policy support to develop two budget proposals for consideration by the Metro Council to:
 - o prepare a coordinated, regional strategy to mitigate climate change.
 - o regularly inventory the region's sector-based and consumption-based greenhouse gas emissions. This data would support ongoing Climate Smart Strategy monitoring and reporting activities.

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

Milestones/deliverables for *this* reporting period (July 2020 – December 2020):

- Provided technical and policy support for Climate Smart implementation and monitoring at the local, regional and state level, including:
 - o participation in stakeholder interview to answer questions about Climate Smart and equitable public engagement to inform Climate-Friendly Equitable Communities (CFEC) rulemaking
 - o provided information to Metro Research Center to inform model inputs for development of a Portland area specific VisionEval model that can support local and regional greenhouse gas emissions analysis
 - o provided staff-level feedback to state agencies to inform DLCD CFEC rulemaking, DEQ Statewide EcoRule Rulemaking and the multi-agency Every Mile Counts initiative
 - o participation in two CFEC Rulemaking Advisory Committee (RAC) meetings.
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to greenhouse gas emissions.

Milestones/deliverables for the *next* reporting period (January 2021 – June 2021):

- Participation in CFEC Rulemaking Advisory Committee (RAC) meetings.
- Participation in stakeholder interview to inform development of Clackamas County Climate Action Plan.
- Presentation to the Oregon Modeling Users Group on greenhouse gas emissions analysis in the 2018 Regional Transportation Plan.
- Provide communications and legislative support to the Metro Council and agency leadership on issues specific to greenhouse gas emissions.

MID-YEAR REPORT

GRANT: FY 2021 Section 5303

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	Regional Transportation Plan Implementation	BUDGET:	\$106,362
		5303	\$95,438
		Metro	\$10,923

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$34,053

BALANCE: \$72,309

NARRATIVE:

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

Key FY 19-20 deliverables and milestones included:

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

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

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

Major accomplishments/milestones for this reporting period (July 2020 – December 2020):

- Maintained web pages at www.oregonmetro.gov/rtp.
- Provided technical and policy support for RTP implementation at the local, regional and state level, including: the 2021-2024 Metropolitan Transportation Improvement Program adoption process.
- Updated the RTP transportation and land use implementation guidance document and
- Provided information presentations and responded to information requests to support local transportation system plan updates and local implementation of the RTP.
- See also separate narratives for Regional Mobility Policy Update, Regional Congestion Pricing Technical Analysis, Regional Framework for Highway Jurisdictional Transfer.

Major accomplishments/milestones for next reporting period (January 2021 – June 2021):

- Initiate scoping for the 2023 Regional Transportation Plan update.
- Provide technical and policy support for RTP implementation at the local, regional and state level.

MID-YEAR REPORT

GRANT: FY 2021 PL
FY 2021 STBG
FY 2021 Section 5303

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	Metropolitan Transportation Improvement Program	BUDGET:	\$1,108,067
		PL	\$184,102
		STBG	\$785,674
		5303	\$43,401
		Metro	\$94,891

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$391,573

BALANCE: \$716,494

NARRATIVE:

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

The following types of projects are included in the MTIP:

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

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

Through its major update, the MTIP verifies the region's compliance with air quality and other federal requirements, demonstrates fiscal constraint over the MTIP's first four-year period and informs the region on

Metropolitan Transportation Improvement Plan

progress in implementation of the RTP. Between major MTIP updates, the MPO manages and amends the MTIP projects as needed to ensure project funding can be obligated based on the project's implementation schedule.

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

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

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

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

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

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

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

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

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

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

Major accomplishments/milestones for this reporting period (July 2020 – December 2020):

- Final adoption of the 2021-24 MTIP by JPACT and the Metro Council and submission to the Oregon Governor for approval and inclusion in the Statewide TIP.
- Completion of 111 formal amendments and administrative adjustments to keep the current MTIP up to date and projects eligible for funding.
- Kick-off meetings held for projects awarded FFY 2022-24 Regional Flexible Funds.
- Began implementation of the ODOT Obligation Targets program with submission of final obligation target for the current federal fiscal year.
- Draft FFY 2020 Obligation Report produced.

Major accomplishments/milestones for the next reporting period (January 2021 – June 2021):

- Kick-off of the program direction update for the Regional Flexible Fund Allocation process.

MID-YEAR REPORT

GRANT: FY 2021 Section 5303

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	Regional Transit Program	BUDGET:	\$60,211
		5303	\$54,028
		Metro	\$6,184

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$0

BALANCE: \$60,211

NARRATIVE:

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

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

This work includes ongoing coordination with transit providers, cities and counties to ensure implementation of the policies and strategies through local planning work and capital plans, periodic support for major transit planning activities in the region and coordination with state transit planning officials. In FY2020-21, highlights will include coordination with a State Transportation Improvement Fund (STIF) allocation and supporting transit service planning, consistent with Chapter 8 of the Regional Transit Strategy.

Major milestones/deliverables for this reporting period (June 2020 – December 2020):

- Ongoing participation in TriMet Express/Limited-Stop Study
- Ongoing participation in Clackamas County Transit Plan
- Collection of data from partner transit agencies to support federal performance reporting requirements

Major milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Ongoing participation in TriMet Express/Limited-Stop Study
- Ongoing participation in Clackamas County Transit Plan

MID-YEAR REPORT

GRANT: FY 2021 Section 5303

FISCAL YEAR: FY 2021 AGENCY: Metro

TASK DESCRIPTION:	Regional Mobility Policy Update	BUDGET:	\$880,861
		5303	\$287,909
		Local Support	\$250,000
		Metro	\$342,952

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$59,114

BALANCE: \$821,747

NARRATIVE:

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

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

This is a major planning effort that will span three fiscal years, from April 2019 to Fall 2021 and will include technical and communications consultant support. The project will recommend amendments to the mobility policy (and associated measures, targets, standards and methods) in the RTP and Policy 1F of the OHP. The project will develop a holistic policy that addresses all modes of travel and considers a broader array of outcomes, beyond the level of congestion. The project will advance the RTP policy goals for advancing equity, mitigating climate change, improving safety and managing congestion as well as support other state, regional and local policy outcomes, including implementation of the 2040 Growth Concept and the region’s Climate Smart Strategy. The updated policy will provide a clear policy basis for management of and investment in the throughway and arterial system to better manage growing motor vehicle congestion in the region in order to maintain interstate and statewide mobility on the throughway system while providing for intra-regional mobility and access by transit, freight and other modes of travel on the arterial roadway network and other modal networks defined in the RTP.

The project will also recommend future local, regional and state actions outside the scope of this planning effort to implement the new policy and to reconcile differences between the new transportation system planning and plan amendment measures, targets and standards and those used in development review and project design. The action plan will also recommend updates to the region’s federally-mandated congestion management process and related activities. Finally, this effort will develop guidance to

jurisdictions on how to balance multiple policy objectives and document adequacy in both transportation system plans (TSPs) and plan amendments when there are multiple measures and targets in place.

Key FY 19-20 deliverables and milestones included:

- **Project scoping:** From April through October 2019, Metro and ODOT worked closely together and with local, regional and state partners to scope the project, seeking feedback on the project objectives and approach through more than 28 briefings, a community leaders' forum, interviews of more than 60 stakeholders, consultation with the Department of Land Conversation and Development staff and a joint workshop of the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). This extensive feedback shaped development of the project work plan and engagement plan.
- **Work Plan and Engagement Plan Approval:** JPACT and the Metro Council approved the project work plan and engagement plan in Fall 2019.
- **Project communications:** A web page was established to share project information, including fact sheets and the adopted work plan and engagement plan, at oregonmetro.gov/mobility
- **IGA:** Metro and ODOT established an intergovernmental agreement that defines roles and responsibilities for each agency, including project management and agency coordination.
- **Procurement process:** Metro and ODOT completed a consultant procurement process.

This planning effort will be coordinated with and inform other relevant state and regional initiatives, including planned updates to the Oregon Transportation Plan and Oregon Highway Plan, ODOT Region 1 Congestion Bottleneck and Operations Study II (CBOS II), ODOT Value Pricing Project, Metro Regional Congestion Pricing Study, Metro Regional Transportation System Management and Operations (TSMO) Strategy update, jurisdictional transfer efforts and Metro's update to the 2040 Growth Concept.

Major accomplishments and milestones for this reporting period (July 2020 – December 2020):

- Project communications: Maintained a web page to share project information, including fact sheets, at oregonmetro.gov/mobility.
- Consultant contract fully executed and notice to proceed issued on July 15, 2020. Additional consultant contracts issued to support expanded engagement.
- Completed research on examples of current approaches in the Portland area and summarized in a technical memo and series of twelve draft factsheets.
- Documented relevant state and regional policies and past stakeholder input on mobility to identify potential policy approaches and key mobility elements to include in updated policy.
- Drafted evaluation criteria for selecting and testing potential mobility performance measures through case studies in 2021. Convened two workshops with TPAC and MTAC to seek input on current approaches research, key mobility policy elements and evaluation criteria. Bi-monthly project management team meetings and quarterly project executive team meetings.
- Presentations to regional technical advisory committees (TACs), interested stakeholders and county-level coordinating committee TACs.

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Updated stakeholder engagement plan.
- Public engagement activities and reports documenting engagement activities,
- Presentations to regional technical and policy advisory committees, interested community and business groups and county-level coordinating committees (policy and technical).
- Reports, memorandum and other materials documenting consultant deliverables.
- Report case study findings and recommendations for updating the regional mobility policy.

MID-YEAR REPORT

GRANT: FY 2021 Section 5303

FISCAL YEAR: FY 2021 AGENCY: Metro

TASK DESCRIPTION:	Regional Freight Program	BUDGET:	\$132,060
		5303	\$118,497
		Metro	\$13,563

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$48,293

BALANCE: \$83,767

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

Work completed in FY 2019-20:

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

Major accomplishments and milestones for this reporting period (July 2020 – December 2020):

- Completed reviews and ongoing work to adjust the Regional Freight Model to be better calibrated and reflect new information on the movement of commodities.
- Participated in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC) meetings.
- Wrote a revised scope of work and a revised RFP for the Regional Freight Delay and Commodities Movement Study, and staff released the RFP on ORPIN in mid-December.

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Develop a revised work plan that outlines which near-term action items within the regional freight action plan (chapter 8 - Regional Freight Strategy) will be addressed in FY 2021-22.
- Complete additional reviews and ongoing work to adjust the Regional Freight Model to be better calibrated and reflect new information on the movement of commodities.
- Meet with consultant staff for the Regional Freight Model and finalized adjustments to the freight model that will be used in the Regional Freight Delay and Commodities Movement Study.
- Participate in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC) meetings.

MID-YEAR REPORT

GRANT: FY 2021 STBG

FISCAL YEAR: FY 2021 AGENCY: Metro

TASK DESCRIPTION:	Regional Freight Delay and Commodities Movement Study	BUDGET:	\$222,891
		STBG	\$200,000
		Metro	\$22,891

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$0

BALANCE: \$222,891

NARRATIVE:

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

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

The study will evaluate how the COVID-19 economic impacts have effected freight truck travel within the Portland Region compared to the overall vehicle travel in the region, and what general impacts it has had on e-commerce and other delivery services.

Work completed in Fiscal Year 2019-2020

- Wrote a draft scope of work for the Regional Freight Delay and Commodities Movement Study.
- Identified changes needed to the Regional Freight Model by reviewing results of the Commodities Visualizer.

Major accomplishments and milestones for this reporting period (July 2020 – December 2020):

- Wrote a revised scope of work for the Regional Freight Delay and Commodities Movement Study.
- Provided an informational presentation to TPAC on the Regional Freight Delay and Commodities Movement Study.
- Wrote a revised RFP for the Regional Freight Delay and Commodities Movement Study, and staff released the RFP on ORPIN in mid-December.

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Meet with consultant staff for the Regional Freight Model and finalize adjustments to the freight model that will be used in the Regional Freight Delay and Commodities Movement Study.
- Review and score proposals from consultant teams for the Regional Freight Delay and Commodities Movement Study.
- Select a consultant team for the Regional Freight Delay and Commodities Movement Study.
- Negotiate terms of the contract and finalize the statement of work with the selected consultant team for the Regional Freight Delay and Commodities Movement Study.
- Select members of the Project Management Team (PMT) and the Stakeholders Advisory Committee (SAC) for the Regional Freight Delay and Commodities Movement Study.

MID-YEAR REPORT

GRANT: FY 2021 Section 5303

FISCAL YEAR: FY 2021 AGENCY: Metro

TASK DESCRIPTION:	Complete Streets Program	BUDGET:	\$133,623
		5303	\$119,900
		Metro	\$13,723

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$6,273

BALANCE: \$127,350

NARRATIVE:

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

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

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

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

implementation of active transportation projects in the region by further assessing and communicating costs and benefits.

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

Milestones/deliverables for this reporting period (July 2020 – December 2020):

- Refined 2021 transportation safety, design and complete streets work plans
- Updated safety metrics on Metro Barometer
- Participated in complete streets and safety technical committees
- Provided technical design assistance on Metro funded projects
- Presented at regional and national committees, peer exchanges, summits and conferences on safety, design and active transportation
- Tracked national and international best practices and research on safety, street design and active transportation
- Updated data needs assessment for complete streets program
- Developed new transportation safety and equity legislative principle for Metro
- Completed preliminary findings for Active Transportation Return on Investment Study Phase 1 (technical analysis)
- Released the RFP for Active Transportation Return on Investment Study Phase 2 (Communicating findings)

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Acquire and analyze 2019 safety data from ODOT
- Produce federal safety performance measures report, annual safety fact sheet and progress report on implementation of Regional Transportation Safety Strategy
- Provide safety updates to Metro and partner committees
- Coordinate complete streets work plans with development of 2023 RTP update work plan
- Convene regional transportation safety and complete streets forum with regional partners
- Hold regional workshop on best practices in data and green infrastructure for protecting natural resources
- Participate in technical committees and provide design assistance on Metro funded projects
- Develop process and tools to support use of design guidelines on Metro funded projects
- Track national and international best practices and research on safety, street design and active transportation
- Complete Active Transportation Return on Investment Study Phase 1 report
- Complete Active Transportation Return on Investment Study Phase 2 (Communicating findings) initial deliverables to inform current RFFA cycle completed (fact sheet, powerpoint slides)
- Complete Active Transportation Return on Investment Study (Ph2 – Communicating findings) final deliverables to inform RTP update and future RFFA cycles (Final Report)

MID-YEAR REPORT

GRANT: Metro

FISCAL YEAR: FY 2020

AGENCY: Metro

TASK DESCRIPTION:	Regional Congestion Pricing Study	BUDGET:	\$199,489
		Metro	\$199,489

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$199,489

BALANCE: \$0

NARRATIVE:

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

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

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

In FY 2019-20, RCPS activities included:

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

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

In FY 20-21 RCPS, will include:

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

Major accomplishments and milestones for this reporting period (July 2020 – December 2020):

- defined performance measures
- defined methodology for testing different pricing scenarios
- defined and modeled pricing scenarios
- researched best practices
- mapping of current transportation system inequities
- created congestion pricing project summary including current conditions for equity, pricing best practices, and project relationship to other pricing efforts in Oregon

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- technical paper on implementation considerations
- technical paper on equity considerations
- summary of model outputs, maps, and analyses
- expert review panel discussion of findings
- technical report summarizing findings on the different types of pricing

MID-YEAR REPORT

GRANT: FTA
ODOT/FHWA

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	Regional Travel Options and Safe Routes to School Program	BUDGET	\$3,765,610
		FTA	\$3,086,300
		ODOT/FHWA	\$513,387
		Metro	\$165,923

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$585,429

BALANCE: \$3,180,181

NARRATIVE:

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

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

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

In FY 2020-21, the Safe Routes to School Coordinator will continue to work with grantees to help develop and improve their programs, with the goal of increased participation and to ensure alignment with RTP and RTO goals. The Coordinator will work with local jurisdictions and school districts to identify opportunities to expand the program to cover more schools and reach more

families. The Coordinator will facilitate targeted peer-learning opportunities for SRTS grantees as well as convene a Metro-led SRTS Policy Advisory Committee to define regional goals related to student travel and improve collaboration between school districts, SRTS practitioners, and local jurisdictions.

Major accomplishments/milestones for this reporting period (July 2020 – December 2020):

The outbreak of COVID-19 in the spring of 2020 brought new challenges for the RTO program and its partners. Staff worked with RTO and SRTS grantees to modify and extend existing grant-funded projects to adapt to changing travel conditions, as well as to plan and prepare for post-COVID-19 travel behavior patterns. Particular emphasis was placed on addressing the needs of those most directly and greatly impacted by the pandemic; members of BIPOC communities, front-line and essential workers, and workers unable to telework. In addition to managing existing grants, two new grant projects began during this time period.

Work began on developing the upcoming 2022-2024 RTO grant program. Staff began an internal evaluation process of the grant program objectives related to racial equity, to determine what advances in this area can be implemented in future grants to partners and program investments.

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

Staff will continue to administer existing grants.

Staff will prepare for the 22-24 grant cycle. Revisions to the upcoming grant program will be based on the racial equity evaluation and implementation of the resultant identified action areas. This work will take place through the fall of 2021, to be implemented in the grant selection process beginning in January 2022.

MID-YEAR REPORT

GRANT: FY 2021 STBG

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	Transportation System Management & Operations – Regional Mobility Program	BUDGET	\$211,533
		STBG	\$189,808
		Metro	\$21,724

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$60,216

BALANCE: \$151,317

NARRATIVE:

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

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

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

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

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

Major accomplishments/milestones for this reporting period (July 2020 – December 2020):

Managed funding for multiple TSMO projects including:

- Beaverton-led Scholls Ferry adaptive traffic signals
- Clackamas County-led Integrated Corridor Management plan (see separate UPWP entry)
- 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 on 2nd Wednesdays each month (September and December meetings were canceled), ITS Network Management Team meetings (staff led resolution of data network outage that persisted throughout the summer), participated in Metro-region Traffic Incident Management meetings, participated in Cooperative Telecommunications Infrastructure Committee meetings.

Supported implementation of the Arterial Performance Measure Regional Concept of Operations (RCTO) through supporting local agencies to amend the MTIP with hundreds of traffic signal controllers around the region that will allow Automated Traffic Signal Performance Measures and next generation Transit Signal Priority.

Coordinated with Emerging Technology Strategy staff.

Continued TSMO Strategy Update (For more info, see separate UPWP entry on TSMO Strategy update).

Assisted ODOT staff lead to complete procurement and kick-off project on 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).

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Continued management of TSMO projects, including recommended projects from the 2019 TSMO Solicitation.
- Convening TransPort 2nd Wednesdays each month. Support related subgroups (ITS Network Management Team, etc.)
- Draft of TSMO Program Plus work plan and procurement (a recommended TSMO project starting in FY21).
- Support the Metro-region Traffic Incident Management Coalition, led by ODOT.
- Support for enhancing the security and reliability of the ITS Network based on the 2016 regional Communications Master Plan, spearheaded by TriMet.
- Support TSMO-funded PORTAL work.

MID-YEAR REPORT

FISCAL YEAR: FY 2021 AGENCY: Metro

TASK DESCRIPTION: **Transportation System Management & Operations - 2020 TSMO Strategy Update** BUDGET Included in TSMO - Regional Mobility Program

PERIOD COVERED: July 1, 2020 – December 31, 2020

NARRATIVE:

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

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

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

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

Major accomplishments/milestones for this reporting period (July 2020 – December 2020):

Completed ODOT procurement steps; Notice to Proceed was issued to consultant in August
Consultant deliverables include: project timeline, project logo, equity decision tree, bi-weekly meetings with the TSMO project manager, monthly project management team meetings (August-December) and TSMO Strategy input questionnaire.

Metro and ODOT project managers met regularly to discuss areas of input, such as developing stakeholder list, and administration of consultant contract. Metro TSMO Program Manager formed a high-level Stakeholder Advisory Committee with a wide range of perspectives. Metro TSMO Program Manager and Communications staff began recruiting leaders from community based organizations to review the Equity Decision Tree.

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

Expected milestones include: two stakeholder advisory committee meetings, summarized results of questionnaire, updated Vision, Goals and Objectives, summary of TSMO projects past and potential projects for future actions that build on the Vision Goals and Objectives.

MID-YEAR REPORT

GRANT: Metro

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	Enhanced Transit Concept Pilot Program	BUDGET:	\$141,409
		Metro	\$141,409

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$12,345

BALANCE: \$129,064

NARRATIVE:

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

ETC treatments are relatively low-cost to construct, context-sensitive, and are able to be implemented quickly to improve transit service in congested corridors. The program develops partnerships with local jurisdictions and transit agencies to design and implement ETC capital and operational investments.

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

Milestones/deliverables for this reporting period (July 2020 – December 2020):

- Designs for Burnside Bridge/ East Burnside submitted to PBOT for review
- Designs for SE Hawthorne/SE Madison submitted to PBOT for review, comments being addressed
- Completed designs for MLK/Grand
- Completed designs in support of Get Moving 2020
- Implementation of Red Paint projects to indicate bus/streetcar only lanes in several locations, including MLK/Grand Boulevards

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Initiate design for transit improvements along NE Couch Street between Sandy Boulevard and NE MLK Boulevard to benefit bus Lines 12, 19, and 20. Advance design to at least 15%.
- Initiate design for transit improvements along SW Alder Street from SW 19th and Burnside to the Morrison Bridge to accommodate the future routing of Lines 15 and 51. Advance design to at least 15%
- Implementation by PBOT of Hawthorne and E Burnside projects

MID-YEAR REPORT

GRANT: Metro

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	Regional Framework for Highway Jurisdictional Transfer	BUDGET:	\$255,367
		Metro	\$255,367

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$74,702

BALANCE: \$180,665

NARRATIVE:

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

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

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

Milestones/deliverables for this reporting period (July 2020 – December 2020):

- Final Report
- Consultant Recommendation Memo to Metro and ODOT

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- None – project completion is December 2020.

MID-YEAR REPORT

GRANT: Metro

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	Economic Value Atlas (EVA) Implementation	BUDGET: Metro	\$51,103 \$51,103
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PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$51,103

BALANCE: \$0

NARRATIVE:

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

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

Milestones/deliverables for this reporting period (July 2020 – December 2020):

- Adapted EVA to visualize equitable development conditions in SW Corridor.
- Metro shared best practices with peer regions Kansas City and Minneapolis-Saint Paul organized by The Brookings Institution.
- EVA data and metrics has informed the conditions assessment of the Comprehensive Economic Development Strategy and economic recovery plan.

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Incorporation of EVA into Comprehensive Recovery Data dashboard under development by Metro Research Center.
- EVA conditions assessment in support of Columbia Connects project.
- Additional data tool refinements and applications in planning projects.

MID-YEAR REPORT

GRANT: FY 2021 STBG

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	Corridor Refinement and Project Development (Investment Areas)	BUDGET:	\$369,521
		STBG	\$158,246
		Metro	\$211,275

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$160,581

BALANCE: \$208,940

NARRATIVE:

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

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

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

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

Milestones/deliverables for this reporting period (July 2020 – December 2020):

- Supported partner work to refine and deliver Enhanced Transit Concepts in Portland's central city
- Ongoing support for mobility and transit capacity improvements in the region, including Rose Quarter and I-5 Bridge Replacement
- Ongoing work to refine work scope for TV Highway in preparation for work to be completed with HOPE grant funds
- Ongoing participation in Division Transit Project and MAX Redline Enhancement Project
- Ongoing land use and equitable development strategy efforts to support regional projects

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Continue to support partners on Enhanced Transit Concepts across the region
- Continue to provide support for mobility and transit capacity improvements in the region, including Rose Quarter and I-5 Bridge Replacement
- Ongoing participation in Division Transit Project and MAX Redline Enhancement Project
- Develop work scope and agreements for Westside Transportation Alternatives in the Highway 26 Corridor with partners
- Ongoing land use and equitable development strategy efforts to support regional projects

MID-YEAR REPORT

GRANT: Metro
Local Support

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	Southwest Corridor Transit Project	BUDGET:	\$1,001,583
		Metro	\$219,696
		Local Support	\$781,887

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$225,584

BALANCE: \$775,999

NARRATIVE:

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

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

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

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

Milestones/deliverables for this reporting period (July 2020 – December 2020):

- 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
- Concluded and closed 2016 FTA Equitable TOD Grant with FTA Region 10.
- Submitted milestones and deliverables for 2020 FTA Equitable TOD Grant for review by FTA Region 10.

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Publish Final Environmental Impact Statement for SW Corridor LRT project
- Record of Decision issued for SW Corridor LRT project
- Convene Business and Workforce Stabilization Committee for next phase of SWEDS work

MID-YEAR REPORT

GRANT: FY 2021 STBG

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	Columbia Connects	BUDGET:	\$294,900
		STBG	\$264,614
		Metro	\$30,286

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$13,971

BALANCE: \$280,929

NARRATIVE:

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

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

FY 2019-20 the Columbia Connects project:

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

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

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

Key Projects and Deliverables/Milestones

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

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

Milestones/deliverables for this reporting period (July 2020 – December 2020):

- Inventory of bi-state plans and studies supported by consultant
- Adjusted scope to align with economic recovery plan and Comprehensive Economic Development Strategy
- Defined a shared set of desired economic outcomes, values, goals for the area as part of federal grant request

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Conditions assessment specific to Columbia Connects subarea that is supported by Economic Value Atlas
- Define specific infrastructure and service needs,
- Strategy and action plan to implement policy commitments, projects, and programs.

MID-YEAR REPORT

GRANT: Metro

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	MAX Tunnel Study	BUDGET: Metro	\$65,558 \$65,558
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PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$13,668

BALANCE: \$51,890

NARRATIVE:

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

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

This initial study will conclude this fiscal year, but currently continues to provide information to support decision-makers regarding the potential future phases of the project. Information can be found on the project's website: <https://www.oregonmetro.gov/public-projects/max-tunnel-study>

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

Milestones/deliverables for this reporting period (July 2020 – December 2020):

There were no deliverables during this reporting period.

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Evaluate enhanced transit service and designs that serve Central City transit capacity and outlying areas

- Plan and design transit priority and access treatments in collaboration with the Enhance Transit Concepts program

MID-YEAR REPORT

GRANT: FTA

FISCAL YEAR: FY 2021 AGENCY: Metro

TASK DESCRIPTION:	City of Portland Transit and Equitable Development Assessment	BUDGET:	\$589,120
		FTA	\$528,618
		Metro	\$60,503

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$224,515

BALANCE: \$364,605

NARRATIVE:

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

The study will assess affordable housing, economic development and business stabilization opportunities associated with potential transit investments. The study will evaluate existing or future transit service and a potential 6.1-mile transit extension. An initial Phase 1 transit expansion would extend the streetcar, or other high-quality transit service to Montgomery Park, linking Portland's Central Eastside to an underserved area of Northwest Portland. Phase 2 will explore alignment options and development potential to extend this line to the Hollywood District. Project partners will examine how transit alternatives can better support inclusive development, affordable housing and access. Major transit investments are seen as a land use tool to shape the future growth of the Central City and surrounding areas.

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

Milestones/deliverables for this reporting period (July 2020 – December 2020):

- Urban Design Virtual Open Houses held
- CBO sub grant awards begin implementation
- Continue with Public Outreach component of the work. Held multiple outreach meetings during this reporting period.
- Modeled alternate scenarios for housing, jobs, and value created by potential land use changes. In doing so, preliminary zoning approaches have been developed by staff and shared with the consultant.

- Conducted preliminary modeling of the transportation system for the four preliminary alternate land use scenarios.
- Estimated the total households, jobs, and potential value created for each of three urban design land use alternative scenarios.

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Equitable Development Report
- Land Use Recommendations
- Urban Design Report
- Transportation Plan Recommendations

MID-YEAR REPORT

GRANT: FY 2021 STBG

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	MPO Management & Services	BUDGET:	\$507,428
		STBG	\$455,315
		Metro	\$52,113

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$149,362

BALANCE: \$358,066

NARRATIVE:

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

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

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

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

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

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

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

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

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

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

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

Milestones/deliverables for this reporting period (July 2020 – December 2020):

- Convened monthly TPAC and JPACT meetings
- Initiated development of the 2021-22 UPWP
- Completed required Fall 2020 federal performance measure reporting
- Participated in on-site certification review with ODOT and USDOT
- Initiated pilot grant administration project as part of ODOT grant certification

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Convene monthly TPAC and JPACT meetings
- Consultation and adoption of 2021-22 UPWP
- Review and respond to federal certification notice
- Continue work on ODOT grant administration certification

MID-YEAR REPORT

GRANT: FY 2021 Section 5303
FY 2021 STBG

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	Civil Rights and Environmental Justice	BUDGET:	\$105,988
		PL	\$54,208
		STBG	\$40,894
		Metro	\$10,885

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$6,616

BALANCE: \$99,372

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.

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

Milestones/deliverables for this reporting period (July 2020 – December 2020):

- No complaints received during this period

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Southwest Corridor FEIS publication
- Complete ADA Self-evaluation for Metro Programs
- Expand translated information about testifying before Metro Council

MID-YEAR REPORT

GRANT: FY 2021 PL

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	Data Management and Visualization	BUDGET:	\$1,829,830
		PL	\$875,721
		Metro	\$954,110

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$628,284

BALANCE: \$1,201,546

NARRATIVE:

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

The Research Center's work in first half of FY 2020-21 spanned many of these disciplines. In the fields of data management and analytics, the Research Center provided technical expertise and data visualization products to transportation planning, including work on the Regional Transportation Plan and Metropolitan Transportation Improvement Program. The Research Center continued to modernize the Regional Land Information System (RLIS), providing essential data to both Metro programs and partner jurisdictions throughout the region.

The Research Center has continued to advance its geospatial technology platform, in addition to continuing the development of the do-it-yourself mapping and interactive web applications the department upgraded the desktop implementation for the agency.

The Research Center's data program is ongoing. For additional information about the Research Center's Data Management and Visualization projects, email steve.erickson@oregonmetro.gov or call (503) 797-1595.

Major accomplishments/milestones for this reporting period (July 2020 – December 2020):

- Upgrade of the geospatial desktop software version to keep the Metro's programs and business units current with modern technology.
- Ongoing maintenance of the RLIS Enterprise data. Including the quarterly RLIS Live update as well as ongoing daily, weekly, monthly and periodic updates.
- RLIS sidewalk data modernization. Moving sidewalks from a project/periodic update cycle to a continuous update cycle. Includes review how to leverage OSM sidewalk data.
- RLIS Enterprise data to ArcGIS Online – completed workflows to maintain RLIS enterprise data for our internal users.
- ArcGIS Online (AGOL) Governance – Establishing governance policies to better manage content in AGOL for all business units across Metro.

- Provided analytic and cartographic products for the RTP, MTP, RTO, and other efforts
- Initial project kick-off of the Land Development Monitoring System (LDMS) modernization was completed.
- Maintained jurisdictional boundaries and annexations
- Provided ad hoc data, analysis, and visualization services to members of the public and private entities through Research Center public information support

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Before there was open data and big data, there was RLIS Data. #RLIS25 The 100th quarterly release of RLIS Live will be released in February 2021. This commemorates 30 years since the first RLIS data layers went live and 25 years of the RLIS Live (originally RLIS Lite) data products being published.
- We are very excited about the 100th quarterly release of the RLIS Live data in February 2021. This marks the 30th year of the RLIS program's first data going into production and 25 years of publishing the RLIS Live data. The program has grown from a dozen data layers to several hundred. From megabytes to terrabytes.
- LDMS, continued modernization of the land development and modeling system. Institutionalizing the data and processes to create a more sustainable process for analyzing changes in land use for support of Metro's business units.
- Continue to provide analytic and cartographic products for the RTP, MTP, RTO, and other efforts
- Maintain jurisdictional boundaries and annexations
- Provide ad hoc data, analysis, and visualization services to members of the public and private entities through Research Center public information support

MID-YEAR REPORT

GRANT: FY 2021 PL

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	Economic, Demographic and Land Use Forecasting, Development and Application Program	BUDGET:	\$265,775
		PL	\$99,773
		Metro	\$132,253
		Local Support	\$33,749

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$114,291

BALANCE: \$151,484

NARRATIVE:

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

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

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

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

Work Completed (July 2019 – June 2020):

- Land Development Monitoring System (Maintenance)
- Census 2020 (PSAP Support)

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

In FY 2020-21, the focus will be on finalizing distributed forecast, finalizing the scope for the land use model design plan, completing an RFP and initiating Phase 1 of the the land use model redesign. For more information about the Travel Demand Modeling and Forecasting Program, contact Chris Johnson at chris.johnson@oregonmetro.gov.

Major accomplishments/milestones for this reporting period (July 2020 – December 2020):

- Distributed Forecast – Jurisdiction Review
- Map Back Tool Refinements for MAZ-Level Testing
- Land Use Model Scoping Completion

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Distributed Forecast – Metro Council Adoption
- Map Back Tool Refinements for MAZ-Level Application
- Population Synthesizer Application

MID-YEAR REPORT

GRANT: FY 2021 PL
Local Partner Support

FISCAL YEAR: FY 2021 AGENCY: Metro

TASK DESCRIPTION:	Travel Forecast Maintenance, Development and Application	BUDGET:	\$1,540,077
		PL	\$822,763
		Local Support	\$401,696
		Metro	\$315,618

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$623,141

BALANCE: \$916,936

NARRATIVE:

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

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

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

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

Work Completed (July 2019 – June 2020):

- ODOT I-5/I-205 Congestion Pricing Phase II (Model Development and Prep)
- Metro Regional Congestion Pricing (Model Development and Prep)
- Regional Freight Delay and Commodities Movement Study (Model Development and Prep)
- Replica Data Product Pilot Project

- Transportation Data Program Launch
- Oregon Household Travel Behavior Survey RFP Development and Scoping
- CT-RAMP Activity-based Travel Demand Model (Model Development)
- Quick Launch Regional Dynamic Traffic Assignment Prototype
- Housing and Transportation Cost Calculator (Application for Regional Congestion Pricing Study)
- VisionEval Scoping and Evaluation

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

Milestones/deliverables for this reporting period (July 2020 – December 2020):

- ODOT I-205 Tolling Study Support
- Metro Regional Congestion Pricing Study Support
- Freight Model Testing/Calibration Support
- Replica Data Product Pilot Project Completion
- Transportation Data Program Implementation
- Multi-Criterion Evaluation Tool Enhancement/Application
- Oregon Household Travel Behavior Survey RFP Development
- CT-RAMP Activity-based Travel Demand Model Prototype
- Regional Dynamic Traffic Assignment Model
- I-205 Corridor Dynamic Traffic Assignment Model Testing/Application
- VisionEval Prototype Development

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- ODOT I-205 Tolling Study Support
- ODOT I-5 Tolling Study Support
- ODOT Interstate Bridge Replacement Study Support
- Metro Regional Congestion Pricing Study Support
- Regional Freight Delay and Commodities Movement Study Support
- Transportation Data Program Implementation
- Oregon Household Travel Behavior Survey Scoping
- CT-RAMP Activity-based Travel Demand Model Testing
- VisionEval Testing/Application

MID-YEAR REPORT

GRANT: FY 2021 PL

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	Oregon Household Travel Survey	BUDGET:	\$155,278
		PL	\$155,278

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$0

BALANCE: \$155,278

NARRATIVE:

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

The project will be structured around three major phases:

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

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

The anticipated agency partners for this project include:

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

Work Completed (July 2019 – June 2020):

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

Major accomplishments/milestones for this reporting period (July 2020 – December 2020):

- Coordination Committee Meetings
- Development of Consultant RFP

Major accomplishments and milestones for next reporting period (January 2021 – June 2021):

- Coordination Committee Meetings
- Release of Consultant RFP, Consultant Evaluation and Selection
- Initiation of Project Scoping

MID-YEAR REPORT

GRANT: FY 2021 STBG

FISCAL YEAR: FY 2021 AGENCY: Metro

TASK DESCRIPTION:	Technical Assistance Program	BUDGET:	\$91,278
		STBG	\$82,777
		Metro	\$8,501

PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$20,678

BALANCE: \$70,600

NARRATIVE:

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

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

Major accomplishments/milestones for this reporting period (July 2020 – December 2020):

- ODOT I-205 Tolling Study Support
- VisionEval Prototype Development
- ODOT Arch Bridge Bicycle Project Support
- PTV Modeling Software Support
- Washington County TSP Support

Major accomplishments and milestones for next reporting period (January 2021 – June 2021):

- ODOT I-205 Tolling Study Support
- ODOT I-5 Tolling Study Support
- ODOT Interstate Bridge Replacement Study Support
- VisionEval Application

MID-YEAR REPORT

GRANT: Local Funds

FISCAL YEAR: FY 2021

AGENCY: Metro

TASK DESCRIPTION:	Fund Swap Management & Monitoring	BUDGET: Metro	\$75,587 \$75,587
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PERIOD COVERED: July 1, 2020 – December 31, 2020

EXPENDED TO DATE: \$13,951

BALANCE: \$61,636

NARRATIVE:

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

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

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

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

- Monitor project delivery for fund exchange projects through project progress reports
- Review and approve or conditionally approve project deliverables
- Review and approve or decline invoices
- Problem-solve, review, and make decisions on change management requests
- Participate in technical advisory committees for select fund swapped projects

- Keep other Metro staff and departments aware of projects, project progress, and comment opportunities
- Develop and execute intergovernmental agreements with local jurisdictions delivering fund exchange projects
 - Negotiate terms and deliverables
 - Outline reimbursement process and limitations, change management process
- Oversee the fund balances of the local funds
 - Ensure scheduled fund swaps
- Ensures MTIP or UPWP amendments are undertaken to facilitate fund exchanges and the delivery of those projects identified for funding exchange
- Document the process of administering the funds for those projects that underwent fund exchanges

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

Milestones/deliverables for this reporting period (July 2020 – December 2020):

Continued to monitor the project delivery of the fund swapped projects. In total, 6 of the 22 jurisdiction-led fund swapped projects have been completed. The first four of the eight capital projects have entered into construction. During this same reporting period, further has taken a more active participatory role in a select number of fund swapped projects to help ensure the project is delivered in a manner that is consistent with the original regional flexible fund application and with regional policies.

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

Continue to monitor the project delivery of fund swapped projects. Several active transportation project development projects are scheduled to be completed by the end of June 2021. Lastly, one new fund swapped project is expected to be added before the end of the fiscal year.

Mid-Year Report
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 21371

METRO IGA: N/A

FISCAL YEAR: FY 2020-21

AGENCIES: ODOT

PROJECT: ODOT: I-5 and I-205 Portland Metropolitan Value Pricing Program	Federal: \$18,027,064
	Local: \$1,520,825
	Total: \$19,547,890

PERIOD COVERED: July 1, 2020 to December 31, 2020

EXPENDED TO DATE: \$6,580,000

BALANCE: \$12,970,000

PROJECT IMPLEMENTATION AND
COMPLETION STATUS ESTIMATE: 30%
(0 to 100%)

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

Description

Program/Project Summary:

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

The period of July 2020 to Jun 2021 has been focused on coordination with the FHWA partners, work planning for back office system, and coordination with the planned I-205 bridge reconstruction, seismic improvements, and widening on I-205. The planning/environmental analysis phase is expected to continue into 2023. I-5 tolling analysis has been focused on early alternatives identification.

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

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

Mid-Year Report
(PROJECTDEVELOPMENTPLANNING)

SummaryStatus

Milestones/deliverables for this reporting period (July 1 – December 31, 2020):

- Completion of public comment period for I-205 NEPA
- Equity and mobility coordination meetings with project Equity and Mobility Advisory Committee
- Project engagement activities including presentations to regional committees, stakeholder groups, county and city governments
- Online project open houses

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2021):

- Equity and mobility analysis and engagement through the project's Equity and Mobility Advisory Committee
- Public engagement activities
- NEPA analysis for selected alternatives
- Traffic modeling related to NEPA for alternatives
- Procurement for back office systems and roadside technology contractors
- Procurement for marketing and advertising consultants

Mid-Year Report
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 20784

METRO IGA: N/A

FISCAL YEAR: FY 2020-21

AGENCIES: ODOT

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

PERIOD COVERED: July 1, 2020 to December 31, 2020

EXPENDED TO DATE: \$30,008

BALANCE: \$89,992

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE: 35%

ESTIMATED COMPLETION DATE: June 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, and a longer-term vision guiding services.

Summary Status

Milestones/deliverables for this reporting period (July 1 – December 31, 2020):

- Existing conditions & regional transit profile (September 2020)
- Stakeholder survey (September 2020)
- Stakeholder Workshop 1: visioning (October 2020)
- Stakeholder Workshop 2: visioning affirmation by assessing alignment (December 2020)

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2021):

- Stakeholder Workshop 3: Framework for Action, Priorities, Projects (February 2021)
- Stakeholder Workshop 4: Unveiling the Vision (April 2021)
- Final Report (June 2021)

Mid-Year Report
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 21315

METRO IGA: N/A

FISCAL YEAR: FY 2020-21

AGENCIES: ODOT

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

PERIOD COVERED: July 1, 2020 to December 31, 2020

EXPENDED TO DATE: \$315,055

BALANCE: \$1,684,945

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)

Mid-Year Report
(PROJECTDEVELOPMENTPLANNING)

SummaryStatus

Milestones/deliverables for this reporting period (July 1 – December 31, 2020):

- Project was effectively complete as of 12/30/2019 with no additional milestones or deliverables during this reporting period.

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2021):

- 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.

Mid-Year Report
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 17264

METRO IGA: N/A

FISCAL YEAR: FY 2020-21

AGENCIES: ODOT

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

PERIOD COVERED: July 1, 2020 to December 31, 2020

EXPENDED TO DATE: \$299,390

BALANCE: \$300,000

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

(0 to 100%) 99%

ESTIMATED COMPLETION DATE: January 2021

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 – December 30, 2020):

- Geotechnical analysis and conceptual bridge plans.
- Draft technical report, including description of analysis methodology and findings related to seismic retrofit compared to full bridge replacement options.
- Cost estimating related to seismic retrofit and widening option, bridge replacement option, and non-bridge elements.
- Draft summary report for legislative submittal.

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2021):

- Report submittal to Oregon State Legislature expected January 2021.

Mid-Year Report
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 17264

METRO IGA: N/A

FISCAL YEAR: FY 2020-21

AGENCIES:

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

PERIOD COVERED: July 1, 2020 to December 31, 2020

EXPENDED TO DATE: \$346,799.78

BALANCE: \$8,653,200.22

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

(0 to 100%)

0%

ESTIMATED COMPLETION DATE:

2035

Description

Program/Project Summary:

The Interstate 5 Bridge over the Columbia River is a major bottleneck for freight and the public traveling across the river. Replacing the aging Interstate Bridge across the Columbia River with a seismically resilient, multimodal structure that provides improved mobility for people, goods, and services is a high priority for Oregon and Washington. In 2019, governors and legislative leadership in both states directed the Washington Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT) to launch the bi-state Interstate Bridge Replacement (IBR) program to continue this work.

Summary Status

Milestones/deliverables for this reporting period (July 1 – December 31, 2020):

Some of the key milestones/deliverables that were completed between July and December 2020 were:

- In July 2020, Gregory C. Johnson was named IBR Program Administrator on behalf of both Oregon and Washington
- Following a competitive advertisement process, ODOT and WSDOT (with feedback and guidance from partner agencies) selected WSP as the prime consultant for the IBR program
- The IBR program established and convened an Executive Steering Group to provide recommendations on key program issues
- Presented the program community engagement plan to the Bi-State Legislative Committee for the IBR Program
- Submitted a conceptual finance plan and 2020 progress report to the Oregon and Washington Legislatures
- In coordination with our program partners, developed a plan to create a Community Advisory Group and Equity Advisory Group

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June

Mid-Year Report
(PROJECTDEVELOPMENTPLANNING)

30, 2021):

The IBR program team is actively engaging with the public, legislators, stakeholders, and partner agencies from both states to build consensus in an open and public process. Key to this process is updating the Purpose and Need Statement and establishing the community Vision and Values Statement, which are the transportation problems that need to be addressed and regional perspectives on values that should be considered in identifying a replacement alternative. The range of alternatives that meet the Purpose and Need Statement will be measured against the Vision and Values Statement to determine the best performing alternative.

The next phase of the IBR program will emphasize community engagement and technical analysis, which is some of the initial work needed to identify possible bridge replacement solutions that resolve the unaddressed needs in the current bridge. Upcoming work will focus on:

- Launching two program Advisory Groups, the Community Advisory Group and Equity Advisory Group, to support program development
- Launching a broad range of public engagement tools
- Updating the IBR program Purpose and Need
- Establishing the Community Vision and Values for the IBR program
- Begin to identify a potential range of alternatives for the IBR program
- Coordination with Federal Partners (FHWA/FTA) to begin NEPA documentation

Mid-Year Report
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 17264

METRO IGA: N/A

FISCAL YEAR: FY 2020-21

AGENCIES: ODOT

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

PERIOD COVERED: July 1, 2020 to December 31, 2020

EXPENDED TO DATE: \$39,643

BALANCE: \$990,000

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

(0 to 100%)

10%

ESTIMATED COMPLETION DATE:

2021

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 – December 31, 2020):

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

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2021):

- Procurement for traffic analysis consultant team, expected by spring 2021.
- Improvement concept traffic analysis results expected by summer 2021.
- Communications strategy and equity analysis related to improvement concept locations expected to be added to the consultant scope of work.