



2020-2021 Unified Planning Work Program

Semi-annual Report

July 1, 2021 - December 31, 2021

MID-YEAR REPORT

GRANT: FY 2022 PL
FY 2022 Section 5303

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Transportation Planning	BUDGET:	\$1,109,920
		PL	\$890,692
		5303	\$105,239
		PL Match (ODOT)	\$101,944
		5303 Match (Metro)	\$12,045

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$605,213

BALANCE: \$504,707

NARRATIVE:

As the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region, Metro is responsible for meeting all federal planning requirements 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 complement federal requirements and support other transportation planning in the region. Core transportation planning activities include:

- Periodic amendments to the RTP
- Periodic updates to the regional growth forecast
- Periodic updates to the regional revenue forecasts
- Policy direction and support for regional corridor and investment area planning
- Ongoing transportation model updates and enhancements
- Policy support for regional mobility and Congestion Management Process (CMP) programs
- Compliance with federal performance measures

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

- Policy and technical planning support for the Metro Council
- Administration of Metro's regional framework and functional plans
- Ongoing compliance with Oregon's planning goals and greenhouse gas emission targets
- Policy and technical support for periodic Urban Growth Report updates
- Coordination with local government Transportation System Plan updates
- Engaging in the development of statewide transportation policy, planning and rulemaking
- Collaboration with Oregon's MPOs through the Oregon MPO Consortium (OMPOC)

In 2021-22, other major efforts within this program include representing the Metro region in statewide planning efforts such as Oregon Department of Land Conservation and Development's statewide rulemaking for the Oregon Transportation Planning Rule (TPR) and engaging in several ODOT planning and projects that are of both statewide and regional significance, such as I-5 Rose Quarter, I- 5 Bridge Replacement study and I-5 Boone Bridge widening project.

In 2021-22 a periodic update to the Regional Transportation Plan is also scheduled to begin, and is described in a separate narrative in the UPWP.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- Drafted staff report and initiated review of the proposed I-2015 Amendment to the 2018 RTP
- Posted required notices and public comment periods for the proposed 2018 RTP Amendment
- Scoping for the 2023 RTP Update
- Preliminary work on an updated regional revenue forecast for the 2023 RTP
- Participation in the fall 2021 Oregon MPO Consortium meeting
- Continued participation in state GHG/TPR Rulemaking

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Final action on the proposed I-205 amendment to the RTP
- Adoption of the 2023 RTP work scope
- Begin update to the regional revenue forecast
- Participation in the winter 2022 Oregon MPO Consortium meeting
- Formal comments on draft state GHG/TPR rulemaking

MID-YEAR REPORT

GRANT: FY 2022 Section 5303

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Climate Smart Implementation	BUDGET:	\$13,569
		5303	\$12,175
		5303 Match (Metro)	\$1,393

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$13,569

BALANCE: \$0

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 (GHG) emissions reduction goals.

The program related work is typically presented and discussed with the Transportation Policy Alternatives Committee (TPAC). 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.

- Refinement of the modeling tools to measure greenhouse gases; coordination with ODOT's Climate Office on GHG modeling tools
- Participation in the technical committee that supports the Department of Land Conservation and Development's (DLCD's) Transportation Rulemaking that is focused on climate and equity; providing technical support to Metro's member of the rulemaking committee
- Identifying areas of the Climate Smart Strategy that need further progress and refinement prior to the 2023 RTP
- Support local efforts and project-based efforts to measure, analyze and achieve regional GHG goals

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

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- Provided technical and policy support for Climate Smart implementation and monitoring at the local, regional and state level, including:

- 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
- provided staff-level feedback to state agencies to inform DLCD Climate-Friendly Equitable Communities (CFEC) rulemaking
- participation in CFEC RAC meetings, workshops and webinars
- started identifying areas of the Climate Smart Strategy that need updates and/or further progress to inform scope of work for 2023 RTP
- Participated in two Interstate Bridge Replacement (IBR) Climate Technical Work Group meetings
- Presented Climate Smart Strategy and other Metro work at Regional Disaster Preparedness Organization (RDPO) webinar on regional transportation resilience investments and planning
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to greenhouse gas emissions, including participation in a Tribal Summit on Climate Leadership. The summit provided an opportunity for the Metro Council and staff to learn about the challenges Tribes are facing regarding climate change and the Tribes' respective priorities for addressing these challenges. The summit also aimed to explore opportunities for partnership and collaboration with the Tribes in support of Metro's efforts to advance the region's six desired outcomes and other goals and priorities of the agency, including implementation of the [2040 Growth Plan](#), [Metro's Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#) and [Climate Smart Strategy](#).

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Scope of work for updating Climate Smart Strategy as part of the 2023 RTP update
- Convene Climate Expert Panel on regional greenhouse gas emissions analysis with national experts reflecting metropolitan planning organization (MPO), state department of transportation (DOT), academia perspectives
- 5-year progress report on Climate Smart Strategy implementation

MID-YEAR REPORT

GRANT: FY 2022 PL
FY 2022 Section 5303

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Regional Transportation Plan Update (2023)	BUDGET:	\$605,696
		PL	\$65,028
		5303	\$478,464
		PL Match (ODOT)	\$7,443
		5303 Match (Metro)	\$54,762

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$138,478

BALANCE: \$467,218

NARRATIVE:

The [Regional Transportation Plan](#) (RTP) is a blueprint to guide local and regional planning and investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The RTP is maintained and updated regularly to ensure continued compliance with state and federal requirements and to address growth and changes in land use, demographics, financial, travel, technology and economic trends. The plan identifies current and future transportation needs and investments needed to meet those needs. The plan also identifies what funds the region expects to have available during a 20-year time horizon to build priority investments as well as maintain and operate the transportation system.

In addition to meeting federal requirements, the plan serves as the regional Transportation System Plan (TSP), consistent with Statewide Planning Goals, the [Oregon Transportation Planning Rule](#) (TPR), the [Metropolitan Greenhouse Gas Reduction Targets Rule](#) and the [Oregon Transportation Plan](#) and its modal and topical plans. The plan also addresses a broad range of regional planning objectives, including implementing the [2040 Growth Concept](#) – the regions’ adopted land use plan – and the [Climate Smart Strategy](#) – the regions’ adopted strategy for reducing greenhouse gas emissions from cars and small trucks.

Federal regulations require an update to the RTP every five years. The last update to the plan was adopted in December 2018. The next update is due for completion by December 6, 2023, when the current plan expires. The 2023 RTP update will continue to use an outcomes-driven, performance-based planning approach to advance RTP policy priorities for advancing equity, improving safety, mitigating climate change and managing congestion. The update also provides an opportunity to incorporate information and recommendations from relevant local, regional and state planning efforts and policy updates completed since 2018. The 2023 RTP update will continue into FY 2022-23. More information can be found at www.oregonmetro.gov/rtp

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- **Initiated scoping phase for plan update** to identify trends, challenges and priorities to address and ways to engage local, regional and state public officials and staff, community and business leaders and members of the public in shaping the updated plan. Activities included:
 - **Briefings and presentations** to regional advisory committees and county-level coordinating committees (policymakers and staff).
 - Four **language-specific focus groups** conducted as part of updating Metro’s Limited English Proficiency Plan. Participants included historically underrepresented community members (people of color, people with low-income and people with limited English proficiency).
 - A **community leaders forum**. Metro invited more than 60 community representatives from culturally-specific, environmental justice and transportation-focused community based organizations from across the region. Thirteen community leaders participated.
 - Participation in a **Tribal Summit on Climate Leadership**. The summit provided an opportunity for the Metro Council and senior staff to learn about the challenges Tribes are facing regarding climate change and the Tribes’ respective priorities for addressing these challenges. The summit also aimed to explore opportunities for partnership and collaboration with the Tribes in support of Metro’s efforts to advance the region’s six desired outcomes and other goals and priorities of the agency, including implementation of the [2040 Growth Plan](#), [Metro’s Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#) and [Climate Smart Strategy](#).
 - **Interviews** of more than 40 local, regional and state public officials and Portland-area business and community leaders.

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Launch project web page at www.oregonmetro.gov/rtp to provide information throughout update.
- Conduct **on-line survey** on transportation trends and challenges affecting the quality of life in the region and the plan’s vision and priority outcomes for the future transportation system.
- **Briefings and presentations** to regional advisory committees, including Metro’s Committee on Racial Equity (CORE), and county-level coordinating committees (policy and staff).
- **Consultation meetings** with Federal and State Agencies and Tribes.
- JPACT and the Metro Council consider approval of the work plan and engagement plan to guide plan update.

MID-YEAR REPORT

GRANT: FY 2022 Section 5303
FY 2022 STBG

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Metropolitan Transportation Improvement Program (MTIP)	BUDGET:	\$1,100,073
		5303	\$364,130
		STBG	\$502,211
		Metro	\$233,732

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$524,998

BALANCE: \$575,075

NARRATIVE:

The MTIP represents the first four-year program of projects from the approved long range Regional Transportation Plan (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 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 (for informational and system performance analysis purposes).

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 includes a fifth and sixth programming year, though the fifth and sixth years are informational only and programming in those years is not considered approved for purposes of contractually obligating funds to projects.

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

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

In the 2021-22 State Fiscal Year, the MTIP is expected to implement the following work program elements:

Cooperative development of the 2024-27 MTIP. Metro is actively working with federal transportation funding administrative agencies (ODOT, TriMet and SMART) and the region's transportation stakeholders on the cooperative development of the next TIP. This includes required TIP activities such as developing a funding forecast as well as ensuring funding allocation processes consider the needs and policy priorities of the metropolitan region as defined by the current Regional Transportation Plan.

Adopt program objectives for regional flexible fund allocation, initiate call for projects. The process for identifying objectives for the allocation of regional flexible funds is scheduled to be adopted this fiscal year. Upon adoption, Metro staff will initiate a call for candidate project applications. Those applications will be evaluated relative to their performance in implementing the program objectives in preparation for a funding allocation decision.

Publish the Federal Fiscal Year (FFY) 2021 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 is monitoring and actively managing an obligation target for MPO allocated funds (STBG/TAP and CMAQ) each fiscal year. This is a cooperative effort with ODOT 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.

Implement a new data management system. As a part of a broad transportation project tracking system, MTIP staff will be working in cooperation with other MPOs in the state, ODOT and transit agencies to develop and implement a new data management system to improve MTIP administrative capabilities.

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

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

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- Reported on performance in meeting the FFY 2021 Transportation Funding Obligation Target and established target for FFY 2022
- Drafted annual Obligation Report for FFY 2021
- Adopted Program Direction for Regional Flexible Fund Allocation (RFFA) process for FFYs 2025-27
- Published RFFA Solicitation packet, opened project solicitation process and held kick-off meeting
 - Incorporated many project delivery and risk assessment improvements into solicitation procedures
- Adopted allocation direction for CRRSAA funding and submitted to ODOT and FHWA
- Incorporated statewide project naming and description convention into MTIP procedures
- Processed dozens of MTIP amendments and administrative adjustments

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Accept 2025-27 RFFA project applications and complete candidate project evaluation
- Update 2024-27 MTIP financial forecast to incorporate changes from federal infrastructure and reauthorization legislation
- Process 2021-24 MTIP amendments and administrative adjustments

MID-YEAR REPORT

GRANT: FY 2022 Section 5303

FISCAL YEAR: FY 2022

AGENCY: Metro

TASK DESCRIPTION:	Air Quality Program	BUDGET:	\$25,848
		5303	\$23,193
		Metro	\$2,655

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$498

BALANCE: \$25,350

NARRATIVE:

Metro's Air Quality Monitoring program ensures activities undertaken as part of the Metropolitan Planning Organization (MPO), such as the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP), carry out the commitments and rules set forth as part of the Portland Area State Implementation Plan (SIP) and state and federal regulations pertaining to air quality and air pollution. The implementation of the SIP is overseen by the Oregon Department of Environmental Quality (DEQ) and the Environmental Quality Commission (EQC). In addition, the program coordinates with other air quality initiatives in the Portland metropolitan area.

This is an ongoing program. Typical program activities include:

- In collaboration with DEQ, monitor and track regulated criteria and pollutants, particularly ozone, because of the region's history with ozone
- Stay up-to-date on regulations pertaining to the Clean Air Act and on technical tools and resources to assess emissions of air pollutants
- Monitor vehicle miles traveled (VMT) per capita and if key thresholds are triggered (as outlined in the SIP) then undertake the contingency provisions outlined in the SIP
- Facilitate interagency consultation with federal, state, regional, and local partners
- Implement the Transportation Control Measures as outlined, unless a specific date or completion point has been identified in the SIP
- Collaborate with DEQ as issues emerge related to federal air quality standards, mobile source pollution, and transportation
- Collaborate and coordinate with regional partners on other air quality, air pollution reduction related efforts, including the implementation of legislative mandates or voluntary initiatives
- Collaborate in ongoing DEQ and Metro efforts to refine air quality modeling tools and best practices for application to planning and projects

As part of Metro's on-going responsibilities to the State Implementation Plan (SIP), Metro continues to work closely with DEQ on monitoring the 2020 ozone national ambient air quality standard (NAAQS) update, the region's ozone pollution levels, and report on vehicle miles traveled. Additionally, Metro will participate in DEQ's Ozone Advance process starting towards the end of FY2020-2021 and

throughout FY2021-2022 to develop and begin implementation of a number of regional strategies to proactively address increasing ozone pollution trends and work to keep the region in attainment status. Air quality monitoring and implementation activities are consistent 2018 RTP policy direction pertaining to reducing vehicle miles traveled to address congestion and climate change.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

Participated in regular air quality conformity quarterly meetings hosted by U.S. EPA. Participated in the Oregon statewide air quality conformity meeting. Informally advised DEQ on CMAQ specific funding programs. Completed the annual vehicle miles traveled analysis to monitor for state implementation plan compliance. The result of the vehicle miles traveled analysis was for 2020, which was an interesting year for travel patterns.

Major accomplishments/milestones for *next* reporting period (January – June 2022):

Continue to participate in regular air quality conformity quarterly meetings hosted by U.S. EPA as well as participate in the Oregon statewide air quality conformity meeting. Coordinate the annual air quality update presentation with DEQ. Participate on other air quality related items as relevant.

MID-YEAR REPORT

GRANT: FY 2022 Section 5303

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Regional Transit Program	BUDGET:	\$54,274
		5303	\$48,700
		Metro	\$5,574

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$0

BALANCE: \$54,274

NARRATIVE:

Providing high quality transit service across the region is a defining element of the 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 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 rising 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 in collaboration with our transit providers and local government partners in the region. An integral part of implementing the Regional Transit Strategy is to support the pursuit of transit funding for the region.

This work includes ongoing coordination with transit providers, cities and counties to ensure implementation of the Regional Transit Strategy through plans and capital projects, periodic support for major transit planning activities in the region and coordination with state transit planning officials. In FY 2021-22, highlights will supporting several transit service planning efforts, consistent with Chapter 8 of the Regional Transit Strategy.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- Ongoing coordination with regional transit providers

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Scoping the Regional Transportation Plan (RTP) transit strategy update as part of the 2023 RTP Update work plan
- Updating RTP transit policies as needed

- Developing a scope of work for a new Access to High Capacity Transit study
- Ongoing coordination with regional transit providers

MID-YEAR REPORT

GRANT: FY 2022 Section 5303

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Regional Mobility Policy Update	BUDGET:	\$306,778
		5303	\$275,272
		Metro	\$31,506

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$59,545

BALANCE: \$247,233

NARRATIVE:

Metro and the Oregon Department of Transportation (ODOT) are working together to update the Regional Mobility Policy which defines and measures mobility for people and goods traveling in and through the Portland area. The update is focused on how mobility is defined and measured in the [Oregon Highway Plan](#) (OHP), Regional Transportation Plan (RTP), local transportation system plans (TSPs) and during the local comprehensive plan amendment process. The region's current mobility policy relies on a vehicle-based measure and thresholds adopted in the [2018 Regional Transportation Plan](#) and Policy 1F (Highway Mobility Policy) of the OHP. The update aims to better align the policy with the comprehensive set of shared regional values, goals and priorities identified in the RTP and [2040 Growth Concept](#), as well as with state and local goals and priorities. The revised mobility policy and measures for the Portland region will support adopted regional and local land use plans and regional and state priorities for equity, safety, climate and congestion.

The process to update the Regional Mobility Policy began in 2019 and will continue through fall 2021. The process will result in policy recommendations to the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Oregon Transportation Commission (OTC). Pending approval by JPACT and the Metro Council, and concurrence from the OTC, the updated policy for the Portland region will be applied and incorporated in the next update to the RTP. The RTP update is planned to occur from Jan. 2022 to Dec. 2023. The OTC will be asked to consider adoption of the updated mobility policy for the Portland region, including amending Table 7 in Policy 1F in the OHP.

The recommended policy may be refined as it is applied and incorporated in the 2023 RTP and as the policy is considered by the OTC in the context of concurrent statewide updates to the Oregon Transportation Plan (OTP) and the OHP. The OTC will conduct its own statewide stakeholder engagement process to inform those plan updates. This project provides an opportunity for coordination and for the region to help inform those efforts.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- Processed amendment to extend timeline and consultant contract to June 30, 2022.

- Project communications: Maintained a web page to share project information, including fact sheets, at oregonmetro.gov/mobility.
- Bi-monthly project management team meetings and periodic project executive team meetings.
- Presentations to regional technical and policy advisory committees and county-level coordinating committee transportation advisory committees.
- Tested potential mobility policy elements and related mobility performance measures through transportation system plan and plan amendment case studies.

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Report findings from the case study analysis and engage policymakers, practitioners and other stakeholders in discussions that will result in a draft urban mobility policy (and associated measures) for the Portland region and action plan to implement the policy at the local, regional and state levels, including through the 2023 RTP.

MID-YEAR REPORT

GRANT: FY 2022 STBG

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Regional Freight Program	BUDGET:	\$159,346
		STBG	\$142,980
		Metro	\$16,366

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$77,632

BALANCE: \$81,714

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.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- Completed reviews and ongoing work to adjust the Regional Freight Model to be better calibrated and reflect new information on the movement of commodities.
- Completed Local Certification Program with ODOT, and signed a contract with Cambridge Systematics for work on the Regional Freight Delay and Commodities Movement Study.

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Finish ongoing work to update the Regional Freight Model to a 2020 base year and a 2045 future year for use in the Regional Freight Delay and Commodities Movement Study.

MID-YEAR REPORT

GRANT: FY 2022 STBG

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Regional Freight Delay and Commodities Movement Description	BUDGET: STBG Metro	\$222,891 \$200,000 \$22,891
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PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$0

BALANCE: \$222,891

NARRATIVE:

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

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

The study will evaluate how the COVID-19 economic impacts have affected freight truck travel within the Portland region compared to the overall vehicle travel in the region, and the rapid growth in e-commerce and other delivery services during the pandemic, which has greatly accelerated a trend that was already reshaping the freight industry.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- Signed the contract for the Regional Freight Delay and Commodities Movement.
- Selected a Project Management Team with members from partner agencies to provide oversight, help develop the freight policy framework, and review study deliverables on the Regional Freight Delay and Commodities Study.
- Selected the members of the Stakeholder Advisory Committee (SAC) to help develop the freight policy framework and review study deliverables.
- Developed content for the freight policy framework to inform the PMT, SAC and TPAC.

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Produce a Regional Freight Policy Framework and policy questions (Task 3) for the study based on the input from the PMT, SAC and TPAC.
- Complete Tasks 3 and 4 of the Regional Freight Delay and Commodities Movement Study. Including a technical memo summarizing the general impacts that COVID-19 has had on e-commerce and delivery services; and determining which freight facilities are carrying the highest volume, and the highest value for commodities on the regional freight network.

MID-YEAR REPORT

GRANT: FY 2022 5303

FISCAL YEAR: FY 2022

AGENCY: Metro

TASK DESCRIPTION:	Complete Streets Program	BUDGET:	\$96,081
		5303	\$86,213
		Metro	\$9,867

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$26,588

BALANCE: \$69,493

NARRATIVE:

Metro's Complete Streets program includes activities related to street design, safety and active transportation. Program activities include sharing best practices and resources, providing technical assistance, developing policies and plans, and monitoring progress towards goals and targets.

Program activities support implementation of regional goals included in the 2040 Growth Concept, the Climate Smart Strategy, the 2018 Regional Transportation Plan (RTP), the 2014 Regional Active Transportation Plan (ATP), and the 2018 Regional Transportation Safety Strategy (RTSS). Program activities are also related to local, regional, state and national programs, plans and policies, including the Regional Safe Routes to School Program, Metro's Planning and Development Departmental Strategy for Achieving Racial Equity, ODOT's Blueprint for Urban Design, transit, city and county design guidelines, and local, state and national safety plans and targets.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- Developed 2-year Safety Progress Report and provided updates to Metro advisory committees
- Provided monthly fatal crash updates and periodic safety emails
- Participated in local and state safety initiatives, including update of Oregon TSAP
- Finalized Active Transportation Return on Investment study
- Scoped outline for Healthy Urban Arterials Policy Brief
- Participated in MPO safety peer exchange
- Integrated street design guidance into RFFA project application materials

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Acquire and analyze 2020 safety data from ODOT; update online crash information
- Produce 2020 federal safety performance measures report and annual safety fact sheet
- Finalize update of Regional High Injury Corridors
- Finalize draft Healthy Urban Arterials Policy Brief
- Provide monthly fatal crash updates and periodic safety emails

- Plan and host FHWA Safe System Approach workshop
- Participate in technical committees and provide design assistance on Metro funded projects

MID-YEAR REPORT

GRANT: FTA Grant
FHWA Grant (ODOT)

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Regional Travel Options (RTO) and Safe Routes to School Program	BUDGET:	\$3,852,228
		FTA	\$3,458,394
		FHWA (ODOT)	\$198,475
		Metro	\$195,358

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$781,218

BALANCE: \$3,071,010

NARRATIVE:

The Regional Travel Options (RTO) Program implements Regional Transportation Plan (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 (CMP) and the Transportation System Management and Operations (TSMO) 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 SRTS 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).

During FY 2021-22, staff will continue to manage existing grants which will expire by the end of FY 2022. Work will also be done to develop and implement a selection process for the 2022-25 grant program. The

2022-25 grant program will be updated to ensure the grants are advancing regional goals for equity, climate, congestion and safety. This will be done using data and lessons learned from the program evaluation as well as other sources of data and community input.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- Staff began a series of activities to recenter the program grant making, communications and evaluation around equity. This work involves a series of internal discussions and workshops with external partners to develop a better understanding of what adjustments and changes to the program structure are needed to achieve better racial equity outcomes.
- Anticipating changes to the grant program resulting from the racial equity work, the decision was made to hold off on beginning a new cycle of grants until this work has been completed. Staff worked with grantees to amend existing grants for one additional fiscal year, adding funding needed to maintain grant-funded projects and programs in instances where needed.

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Work will continue to identify and implement changes to the overall RTO program, including changes in grant making.
- An updated grant structure will be developed in preparation for a new round of grantmaking to begin in January 2023. Grants made under this updated structure will commence on July 1, 2023
- An analysis of regional employer commute program efforts will be completed by June 30, 2021.

MID-YEAR REPORT

GRANT: FY 2022 STBG

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Transportation System Mgmt and Operations – Regional Mobility Program	BUDGET:	\$246,642
		STBG	\$221,312
		Metro	\$25,330

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$107,373

BALANCE: \$139,269

NARRATIVE:

The Regional Transportation System Management and Operations Regional Mobility (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 incorporates racial equity policy throughout its work. 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 2021 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 in coordination with the Regional Travel Options 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 2021-22, the program will continue convening TransPort and will begin implementing the 2021 TSMO Strategy, soliciting projects and increasing levels of planning support, research partnerships and communications. The TSMO Program is ongoing and more information can be found at www.oregonmetro.gov/tsmo.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

The solicitation for new projects in the TSMO program is delayed 6-9 months while updating the 2021 TSMO Strategy (separate UPWP entry). As of Dec. 2021, adoption of the 2021 TSMO Strategy is on track for January 2022. TSMO staff supported existing projects throughout July to

December including: Clackamas Connections Integrated Corridor Management (separate UPWP entry), PORTAL data archive at Portland State University, upgrades of traffic signal control technology (ODOT, Washington County, Clackamas County and City of Portland projects), fiber optics on SW Barbur Blvd. and more. These projects received project management support including oversight of progress reports, invoices and addressing issues solved through MTIP or other amendments coordinated with ODOT. TSMO staff participated in the ODOT-led Data Sharing Policy for Integrated Corridor Management (ICM). Staff convened TransPort each month to highlight partner projects and coordinate regional efforts.

Major accomplishments/milestones for *next* reporting period (January – June 2022):

The solicitation of new projects will flow from the 2021 TSMO Strategy. TSMO staff will engage TransPort and additional stakeholders to develop criteria and develop project scoping on near-term Actions of the 2021 TSMO Strategy. TSMO staff will assist partners in convening additional groups connecting TSMO with transit operators, a group to advance Mobility on Demand and a task force to draft a data sharing agreement in support of Integrated Corridor Management efforts.

MID-YEAR REPORT

GRANT: FY 2022 STBG

FISCAL YEAR: FY 2022

AGENCY: Metro

TASK DESCRIPTION: **Transportation System Mgmt and Operations – 2021 TSMO Strategy Update**

PERIOD COVERED: July 1, 2021 – December 31, 2021

BUDGET: *Included in Regional Mobility Program*

NARRATIVE:

The 2021 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 FY2020-21 and is primarily focused on 2018 RTP Goal 4, Reliability and Efficiency, utilizing demand and system management strategies consistent with safety, racial equity and climate policies. Previous work on this Strategy includes a racial 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 2021 TSMO Strategy (for example, I-84 Multimodal ICM and Clackamas Connections ICM).

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.

The 2021 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 2021 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 – December 2021):

Stakeholder engagement continued throughout this period to finalize Performance Measures, Targets and distil the Actions that make up the 2021 TSMO Strategy. Project managers promoted a 30-day public comment period Sept. 24-Oct. 25, utilized comments in the final draft strategy and reported these to TPAC in detail at their November meeting. After presentations Nov. 5 to TPAC and Nov. 18 to JPACT, the region

recommended that Metro Council adopt the 2021 TSMO Strategy. During fall TransPort meetings, staff and consultants asked for input on a three-year work plan to begin implementation of the 2021 TSMO Strategy, to be finalized in 2022.

Major accomplishments/milestones for *next* reporting period (January – June 2022):

Metro Council will consider the 2021 TSMO Strategy at their Jan. 6, 2022 hearing. The Project Management Team will close out the consultant contract for this project and update web pages related to this project. Staff will finalize the three-year TransPort work plan.

MID-YEAR REPORT

GRANT: Metro Direct Contribution

FISCAL YEAR: FY 2022

AGENCY: Metro

TASK DESCRIPTION: **Enhanced Transit Concepts Pilot Program** **BUDGET:** Metro **\$115,759**
\$115,759

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$13,826

BALANCE: \$101,933

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 2020-2021, the program, in partnership with TriMet and local partners, initiated designs and implementation for several ETC candidate locations. The ETC program identified locations region-wide for ETC pilots after a series of workshops and engagement of TPAC and JPACT. The City of Portland project were the first to be implemented: projects on NW Everett Street, SW Madison Street, NW Cornell Road at NW 185th Avenue, the Burnside Bridge, NE/SE Martin Luther King Boulevard, and NE/SE Grand Avenue were completed. Several of these projects 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. Several more projects are in early phases of planning and design in coordination with jurisdictional partners.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- SE Hawthorne/Madison project implemented, including bus lane, bike lane, and pedestrian crossing improvements between SE Grand and SE 12th Avenues.
- East Burnside Street project planning completed. The project will construct an eastbound bus-and-turn lane between MLK Boulevard and SE 12th Avenue to benefit TriMet lines 12, 19, and 20.

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- East Burnside Street project to be implemented.

- Design to be completed for transit improvements along SW Alder Street from SW 19th Avenue to the Morrison Bridge to accommodate the future routing of Lines 15 and 51.
- Red Paint results report to be completed based on video collection and survey.

MID-YEAR REPORT

GRANT: Metro Direct Contribution

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION: **Economic Value Atlas (EVA) Implementation** BUDGET: Metro **\$287,222**
\$287,222

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$224,662

BALANCE: \$62,560

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. The EVA entered an implementation phase in FY 2019-20 that included test applications among partner organizations and jurisdictions, refinements to the tool, and integration into agency-wide activities. This is an ongoing program. In FY 2019-20, the EVA tool provided new mapping and discoveries about our regional economic landscape, linked investments to local and regional economic conditions and outcomes and was actively 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. In FY 2020-21, there were final tool refinements and the data platform was actively used to help visualize equitable development conditions in SW Corridor and the region, aligned with agency-wide data and planning projects, including the Columbia Connects and Planning for Our Future Economy projects.

In FY 2020-21, Metro participates in a group of peer regions organized by The Brookings Institution for other regions to benefit from the EVA as a model for their applications and to share best practices. The EVA has informed the conditions assessment of the Comprehensive Economic Development Strategy, is being used similarly to support the Columbia Connects project, and is being integrated into the Comprehensive Recovery Data dashboard under development by Metro’s Data Research Center. Updates to the EVA will reflect both the recently updated Greater Portland Economic Recovery Plan and Comprehensive Economic Development Strategy. Additional data updates or development needs will be implemented and the tool will support policy decisions on an ongoing basis.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- EVA utilized in supporting CEDS and Columbia Connects Conditions Assessments, Recovery Dashboard Effort and measures for adopted CEDS and Recovery Plan.
- Added multi-tract selection, back-end application improvements, and Initiated Data Updates
- Ongoing engagement in peer region best practice sharing in collaboration with Brookings Institute

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Additional Data Updates

- Development Sprints
 - Print/download functions
 - Tract-to-tract comparison
 - Data portraits integrated into tool
 - Other prioritized development improvements based on Research Center input and peer exchange.

MID-YEAR REPORT

GRANT: FY 2022 STBG

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Corridor Refinement and Project Development (Investment Areas)	BUDGET:	\$340,988
		STBG	\$12,175
		STBG Match (Metro)	\$1,393
		Metro Direct	\$327,420

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$165,306

BALANCE: \$175,682

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 2020-21, 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, Max Redline Enhancements, the Max Tunnel Study, Highway 26/Westside Transportation Alternatives, 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.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- Supported partner work to refine and deliver Enhanced Transit Concepts
- Collaborated with partners to submit a grant for transit planning on 82nd Ave to leverage the city and state investments.
- Ongoing support for mobility and transit capacity improvements in the region, including Rose Quarter and I-5 Bridge Replacement
- Ongoing land use and equitable development strategy efforts to support regional projects

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Refine and develop partner agreements on schedule and work plan for 82nd Ave transit planning
- Support partners on Enhanced Transit Concepts across the region
- Continued 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
- Ongoing land use and equitable development strategy efforts to support regional projects

MID-YEAR REPORT

GRANT: FY 2022 FTA Grant
FY 2022 TriMet Grant

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Southwest Corridor Transit Project	BUDGET:	\$396,695
		FTA Grant	\$343,048
		FTA Match (Metro)	\$39,263
		TriMet Grant	\$14,384

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$243,163

BALANCE: \$153,532

NARRATIVE:

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

The project supports local land use plans and zoning and is a key element of fulfilling the region's goals set forth in 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 2020-21, the project released a final draft conceptual design report and completed a Final Environmental Impact Statement, and acquired a Record of Decision from the Federal Transit Administration. The project paused further engineering and funding efforts.

This is an ongoing program. In future years the project will work to continue equitable development strategy work focused on business and workforce support and stabilization.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- Finalized official partner agreements for small business assistance program
- Convened Business & Workforce Advisory Group to develop and a survey mechanism for the corridor

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Prepare and implement business survey throughout the corridor
- Compile and analyze survey results for identification of next steps and targeted business outreach
- Begin the process of implementing a sub-granting program for business stabilization and new workforce development opportunities along the corridor

MID-YEAR REPORT

GRANT: FY 2022 STBG

FISCAL YEAR: FY 2022

AGENCY: Metro

TASK DESCRIPTION: **Columbia Connects**

BUDGET:	\$258,857
STBG Grant	\$232,273
STBG Match (Metro)	\$26,585

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$64,939

BALANCE: \$193,918

NARRATIVE:

Columbia Connects is a regional collaboration between Oregon and Washington planning partners working together to unlock the potential for equitable development and programs that are 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.

In FY 2020-21 the Columbia Connects project:

- Created a multi-jurisdictional Project Management Group to identify shared values, goals, and potential partnerships. (Metro and the Regional Transportation Council of Southwest Washington are leading this effort.)
- Conducted an inventory of bi-state strategies and economic studies
- Hired a consultant
- Applied Economic Value Atlas tools

The Columbia Connects project is consistent with the Regional Transportation Plan (RTP) 2018 goals and Metro's 2040 Vision which supports 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. The Columbia Connects work will identify projects and programs that will strengthen bi-state connections and institutional partnerships with or without a bridge and high capacity transit project.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- Completed Conditions Assessment
- Completed Draft Shared Investment Strategy

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Complete Final Shared Investment Strategy
- Identify and Advance more Formalized Adoption/Affirmation of Responsibilities Among Partner Organizations
- Consult with Recommended Action Leads to Pursue Implementation Efforts

MID-YEAR REPORT

GRANT: FY 2022 FTA Grant

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	City of Portland Transit and Equitable Development Assessment	BUDGET:	\$203,696
		FTA Grant	\$182,776
		FTA Match (Metro)	\$20,920

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$66,154

BALANCE: \$137,542

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 now consider how such opportunities could support the City's racial equity, climate justice, employment and housing goals, and the 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.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- Land Use Recommendation Report
- Urban Design Report
- Transportation Plan Recommendations

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Equitable Development Report
- Adoption process of proposed policy changes will begin

MID-YEAR REPORT

GRANT: FY 2022 FTA Grant
FY 2022 STBG Grant

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Tualatin Valley Highway Transit and Development Project	BUDGET:	\$848,489
		FTA Grant	\$434,727
		STBG Grant	\$326,622
		FTA/STBG Match (Metro)	\$87,139

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$163,773

BALANCE: \$684,716

NARRATIVE:

The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to prioritize transportation projects, building on recent work undertaken by Washington County.

This is a new program commencing in the second half of fiscal year 2020-21. The project's first major task in fiscal year 2020-21 was to establish a steering committee that includes elected officials and community-based organizations (CBOs) that represent communities of color and other marginalized communities within the study area. This group is responsible for developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project. The committee's work is informed by input gathered through public engagement efforts that include targeted outreach to communities of concern.

The EDS identifies actions for minimizing and mitigating displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. This effort includes identification of existing conditions, businesses owned by marginalized community members and opportunities for workforce development. The EDS strategy may identify additional housing needs, workforce development gaps and opportunities for residents, regulatory issues to be addressed particularly around land use and development, additional public investments, community-led development initiatives, and leadership training and education for residents.

For the transit LPA, the project will advance conceptual designs enough to apply for entry to federal project development, which may include analysis of alternatives for roadway design, transit priority treatments, transit station design and station placement. This effort will be informed by a travel time and reliability analysis which would utilize traffic modeling software as appropriate, as well as an evaluation of the feasibility of using articulated electric buses in the corridor.

This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. Typical project activities include coordinating and facilitating the project

steering committee, jurisdictional partner staff meetings, and the community engagement program; developing the equitable development strategy; and undertaking design work and analysis related to the locally preferred transit project.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

During this period Metro partnered with TriMet and local jurisdictions to create working groups to guide the transit design project. There are two working groups that began meeting regularly during this period—a Technical Working Group and a Policy Group. Both are comprised of staff from local jurisdictions along the alignment.

Also during this period, staff produced informational materials to explain the work supported by the HOPE grant and began holding presentations for staff and local elected officials.

Thanks for the work during this period, a Steering Committee will be created by the Metro Council early in January 2022.

Major accomplishments/milestones for *next* reporting period (January – June 2022):

The Steering Committee will be officially formed and will start meeting during the next reporting period. Also, an Equity Coalition will be formed during this period to begin creating the EDS strategy.

MID-YEAR REPORT

GRANT: FTA Grant

FISCAL YEAR: FY 2022

AGENCY: Metro

TASK DESCRIPTION:	TriMet Red Line MAX Extension Transit-Oriented Development (TOD) & Station Area Planning	BUDGET:	\$328,820
		FTA Grant	\$219,213
		Local Match	\$109,607

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$0

BALANCE: \$0

NARRATIVE:

Through the award of a Federal Transit Administration (FTA) grant, this project will seek to activate under-developed station areas along the west extension of the MAX Red Line and the east portion of the Red Line corridor where increased reliability of MAX service resulting from the proposed Small Starts capital investments provides additional incentive for private and public investments. While the entire extended Red Line corridor includes the alignment between Portland International Airport and the Fair Complex/Hillsboro Airport Transit Center, TriMet is choosing to focus these project activities on two specific segments of the corridor.

The project area is defined as all areas within $\frac{3}{4}$ of a mile of the MAX alignment east of NE 47th Avenue in Multnomah County and west of SW Murray and east of NE 28th Avenue in Washington County. Focus areas will also be established at the following stations: Parkrose / Sumner Transit Center; Gateway/ NE 99th Transit Center; NE 82nd; NE 60th; Millikan Way; Beaverton Creek; Elmonica/SW 170th; Willow Creek/SW 185th Transit Center; Fair Complex/ Hillsboro Airport. Station areas within the project area that are not focus areas will be included in broader economic and market analysis. Stabilization and economic opportunity development strategies will also be applied to these station areas.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

Major accomplishments/milestones for *next* reporting period (January – June 2022):

MID-YEAR REPORT

GRANT: FY 2022 Federal Grant

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Westside Corridor Multimodal Improvements Study	BUDGET:	\$1,000,000
		Federal Grant	\$863,636
		Local Match	\$136,364

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$15,374

BALANCE: \$984,626

NARRATIVE:

This corridor is generally defined by US 26 (Sunset Highway), which extends from the Oregon Coast through the Vista Ridge Tunnel where it intersects with the I-405 loop accessing I-5, and I-84. The 2018 Regional Transportation Plan (RTP) includes this project as 8.2.4.6 Hillsboro to Portland (Mobility Corridors 13, 14 and 16).

The study will identify the multimodal (aviation, transit, freight, auto, etc.) needs, challenges and opportunities in the corridor. Options will be evaluated for their potential to address existing deficiencies and support future growth in freight, commuters, and commercial traffic between Hillsboro’s Silicon Forest, Northern Washington County’s agricultural freight, and the Portland Central City, the international freight distribution hub of I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport. Commute trip reduction opportunities and assumptions about remote workforce will be included. The West Side Corridor Study will evaluate multimodal improvements in support of regional and statewide goals, specifically including climate. Study will begin in the first quarter of FY 2021 and conclude in the second quarter of FY 2022.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- Completed IGAs between contributing project partners
- Completed contracts with consultants
- Defined scope
- Developed draft charter
- Identified partner representation on Project Management Group

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Identify Steering Committee representation
- Complete project charter

- Complete Conditions and Needs Assessment for corridor, including model calibration and existing conditions modeling
- Develop Regional Economic Profile
- Identify objectives, evaluation criteria, and metrics
- Develop of alternatives and begin evaluation

MID-YEAR REPORT

GRANT: FY 2022 Section 5303

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	MPO Management and Services	BUDGET:	\$470,145
		5303	\$421,861
		5303 Match (Metro)	\$48,284

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$177,270

BALANCE: \$292,875

NARRATIVE:

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

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

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. The MPO Management team also ensures consistency between the federal regulations, state plans, the RTP and local plans.

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. TPAC's membership includes six members of the public with diverse backgrounds and perspectives.

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 discussed in Chapter 2 of the 2018 RTP.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- Call for narratives and development of the initial draft 2022-23 UPWP
- Development of MPO response to federal certification findings
- Completion of state contract certification process

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Adopt 2022-21 UPWP
- Complete MPO response to federal certification findings
- Complete MAP-21 reporting for 2021

MID-YEAR REPORT

GRANT: FY 2022 Section 5303

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Civil Rights and Environmental Justice	BUDGET:	\$98,235
		5303	\$88,146
		5303 Match (Metro)	\$10,089

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$4,211

BALANCE: \$94,024

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; conducting benefits and burdens analysis of investments and decisions to ensure that the burdens do not fall disproportionately on the Region's underserved populations; conducting focused engagement with communities of color, persons with limited English proficiency and people with low income for transportation plans and programs, providing language resources, including translation of 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 2020-21, Metro conducted a Title VI/transportation equity assessment on the investments of the Metropolitan Transportation Improvement Program and Title VI and an equity assessment will be incorporated into the Regional Transportation Plan (RTP) update scheduled to begin in FY 2021-22.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

Community leaders' forum, focused on community based organizations serving communities of color and other marginalized communities, as part of the 2021 Regional Transportation Plan Scoping to inform the project plan and public engagement plan

Spanish-, Mandarin-, Vietnamese- and Russian-language discussion groups to inform the Limited English Proficiency Plan and as part of the 2021 Regional Transportation Plan Scoping to inform the project plan and public engagement plan

Major accomplishments/milestones for *next* reporting period (January – June 2022):

Finalize and submit Limited English Proficiency Plan and Implementation Plan (FTA)

Finalize and submit Title VI Program (FTA)

Spanish translated online engagement as part of the 2021 Regional Transportation Plan Scoping to inform the project plan and public engagement plan and inform refinement of the vision and goals

Community leaders' forum, focused on community based organizations serving communities of color and other marginalized communities, to inform the refinement of the vision, goals and objectives for the 2021 Regional Transportation Plan and the Regional Flexible Funds public comment and projects selection

Spanish translated online engagement to inform 2021 Regional Transportation Plan priority policies development

Spanish-, Chinese-, Vietnamese-, Russian- and Korean-translated online engagement on the Regional Flexible Funds projects selection

MID-YEAR REPORT

FISCAL YEAR: FY 2022

AGENCY: Metro

TASK DESCRIPTION: **Public Engagement**

PERIOD COVERED: July 1, 2021 – December 31, 2021

NARRATIVE:

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

Metro is committed to bringing a diversity of voices to the decision making table to inspire inclusive and innovative solutions to the challenges of a changing region. Metro performs focused engagement to hear the perspectives of historically marginalized communities to inform decisions and meet the objectives of its Civil Rights and Environmental Justice program. Metro's public engagement program builds capacity to create more inclusive, transparent and relationship-based public engagement practices. The office serves as a resource for current best practices for public involvement, supports the Diversity Action Plan and the Diversity, Equity and Inclusion work which develops strategies to engage youth and underrepresented communities in regional decision making. This is an ongoing program. Typical activities include strategies for focused and broad engagement in Metro's planning and policy processes. Metro also develops surveys and reports on public engagement to inform decisions before Metro Council and other decision makers. FY 2020- 21 activities included engagement on the Metropolitan Transportation Improvement Program and continuing to build our tribal engagement program with new staffing that Metro has recently added. Metro will also conduct public engagement around specific planning activities, such as the Regional Congestion Pricing study. An update to Regional Transportation Plan is expected to begin late in 2021.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

Community leaders' forum as part of the 2021 Regional Transportation Plan Scoping to inform the project plan and public engagement plan

Spanish-, Mandarin-, Vietnamese- and Russian-language discussion groups to inform the Limited English Proficiency Plan and as part of the 2021 Regional Transportation Plan Scoping to inform the project plan and public engagement plan

Notice and comment activities for MTIP amendments

Major accomplishments/milestones for *next* reporting period (January – June 2022):

Online engagement as part of the 2021 Regional Transportation Plan Scoping to inform the project plan and public engagement plan and inform refinement of the vision and goals

Community leaders' forum to inform the refinement of the vision, goals and objectives for the 2021 Regional Transportation Plan and the Regional Flexible Funds public comment and projects selection

Online engagement to inform 2021 Regional Transportation Plan priority policies development

Online engagement on the Regional Flexible Funds project selection; formal notice and comment opportunity with email, letter and testimony comments solicited

Notice and comment activities for MTIP amendments

MID-YEAR REPORT

GRANT: FY 2022 PL

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Data Management and Visualization	BUDGET:	\$1,346,982
		PL	\$720,939
		PL Match (ODOT)	\$82,515
		Metro Direct	\$543,528

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$674,773

BALANCE: \$672,209

NARRATIVE:

Metro's Data Research Center provides Metro, regional partners and the public with technical services including data management, visualization, analysis, application development, and systems administration. The Research Center collaborates with Metro programs to support planning, modeling, forecasting, policy-making, resiliency, and performance measurement activities.

The Research Center's work in FY 2021-22 will span all of these disciplines. In the fields of data management and analytics, the Research Center will provide technical expertise and data visualization products for Regional Transportation Planning, including work on the Mobility Policy Update, Metropolitan Transportation Improvement Program, Performance Measures and the Transportation Data Program. The Demographics and Equity Team will move forward with implementing the department's Equity Analytics Strategy.

The Research Center will develop applications and provide systems administration for a variety of tools. Recent examples are: the Regional Barometer, an open-data and performance-measures website that makes key metrics and their associated data available to the public, the Economic Value Atlas, an economic development planning tool, and the Crash Map, a tool for the analysis of transportation safety data. In addition, the program will support its geospatial technology platform, providing a toolset for do-it-yourself mapping and interactive web applications. The program will continue to expand and enhance these products and services.

The Research Center will continue adding value to the Regional Land Information System (RLIS) by modernizing its technologies and publishing data on a continual basis. This provides essential data and technical resources to both Metro programs and partner jurisdictions throughout the region. RLIS, Metro's geospatial intelligence program, is an on-going program with a 30+ year history of being a regional leader in GIS and providing quality data and analysis in support of Metro's MPO responsibilities.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- Updated vehicle crash data for use in Metro’s Crash Map application. (September 2021)
- Completed second phase of the RLIS Discovery modernization project to support data sharing with our regional partners. Key milestones:
 - Expanded capacity for Esri’s Partnered Collaboration system for data sharing. (October 2021)
 - Added the Metadata Viewer application to RLIS Discovery website to provide easy access to RLIS metadata. (November 2021)
 - Added subscription data to the site and set up user accounts for partners to enable access to the new data. (December 2021)
- Began the process of compiling and analyzing 2020 decennial census data for use in the RTP and other projects. Identified broader trends and impacts within the data released to date and initiated discussions conceptualizing the next RTP equity analysis. (October 2021)
- Provided data and visualizations to assist applicants applying for RFFA funds during current cycle. (November 2021)
- Completed data analysis and mapping for 2021 Title VI LEP Plan. (November 2021)
- Published 2021 regional aerial photos to support land use analysis and digitization of transportation assets not captured by existing GIS datasets. (November 2021)
- Attended meetings, provided input and feedback, as well as data for consultant working with the Planning team on the Regional Mobility Policy Update. (November 2021)
- Completed 2021 Vacant Land Inventory from aerial photographs (December 2021)
- Ensured continuity of services and access to data by performing urgent security upgrades to GIS servers. (December 2021)
- Began prep work for the next RTP through meeting to identify priorities and upcoming tasks. (ongoing)
- Maintained jurisdictional boundaries and annexations. (ongoing)
- Provided ad hoc data, analysis, and visualization services to members of the public and private entities through DRC public information support. (ongoing)

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- RLIS Discovery
 - Continue maintenance of the new RLIS Discovery site and additional improvements such as establishing more Partnered Collaborations for data sharing.
 - Publish 2021 Vacant Land Inventory.
- Ongoing maintenance of transportation and demographic datasets.
 - Process revisions for generating RLIS bike route data in order to support Safe Routes to School data needs, trails planning, and transportation modeling. This represents a significant effort to

update data inputs and restart a process that was not maintained for several years due to limited staffing.

- Phase II of updates to Emergency Transportation Routes including connectivity improvements and prioritization of routes with respect to critical infrastructure and vulnerable populations.
- Improvements to trails data and implementation of a new prioritization tool for trail investments.
- Publication of regional 2020 Census geography with Detailed Demographic and Housing Characteristics for use in planning. (Depending on date of publication from U.S. Census Bureau)
- Continue to provide analytic and cartographic products for the RTP, MTIP, RTO, and other efforts.
 - Updates to demographic and RTP-related data in the Economic Value Atlas application, and continued refinement of the application to facilitate project-specific customization of features. Additional functionality for evaluating economic indicators across transportation corridors of interest will be implemented.
 - Update High Injury Corridors and Intersections with updated crash data.
- Maintain jurisdictional boundaries and annexations. (ongoing)
- Provide ad hoc data, analysis, and visualization services to members of the public and private entities through DRC public information support. (ongoing)

MID-YEAR REPORT

GRANT: FY 2022 PL

FISCAL YEAR: FY 2022

AGENCY: Metro

TASK DESCRIPTION:	Economic, Demographic, and Land Use Forecasting, Development & Application Program	BUDGET:	\$377,616
		PL	\$163,434
		PL Match (ODOT)	\$18,706
		ODOT Support	\$76,885
		Metro Direct	\$118,591

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$92,158

BALANCE: \$285,458

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 abovementioned 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.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- Completion of TAZ-level Household Size/Income/Age of Head of Household (HIA) Distribution for 2020, 2030, and 2045 Forecast Years

- Completion of TAZ-level Employment by Sector for 2020, 2030, and 2045 Forecast Years
- Regional Economic Forecast Updates/Refinements
- Analysis of Census 2020 Data

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Regional Economic Forecast Updates/Refinements
- Analysis of Census 2020 Data
- Assess Pro-Forma-based Approach to Forecasting Redevelopment Supply
- Refinement of Regression-based Approach to Forecasting Redevelopment Supply
- Ongoing Maintenance of Land Development Monitoring System
- Update of Vacant Lands Inventory

MID-YEAR REPORT

GRANT: FY 2022 PL

FISCAL YEAR: FY 2022

AGENCY: Metro

TASK DESCRIPTION:	Travel Forecast Maintenance, Development & Application	BUDGET:	\$1,476,176
		PL	\$786,277
		PL Match (ODOT)	\$89,993
		ODOT Support	\$148,115
		TriMet Support	\$245,000
		Metro Direct	\$206,791

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$50,570

BALANCE: \$54909

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 Scenario Planning Tool

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.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- ODOT I-205 Tolling Study Model Improvements
- ODOT Interstate Bridge Replacement Study Model Improvements
- Regional Freight Delay and Commodities Movement Study Modeling Improvements

- ActivitySim Activity-based Travel Demand Model Scoping
- VisionEval Validation
- Multi-Criterion Evaluation Tool Enhancements
- Freight Model Testing/Calibration
- Regional Dynamic Traffic Assignment Model Improvements
- Mobility Policy Update Metric Research and Testing
- Research/Testing in Support of Active Transportation Return of Investment Study
- Research/Testing in Support of Emerging Trends Study

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- ODOT I-205 Tolling Study Model Improvements
- ODOT Regional Mobility Pricing (RMPP) Model Improvements
- ODOT Interstate Bridge Replacement Study Model Improvements
- Regional Freight Delay and Commodities Movement Study Modeling Improvements
- ActivitySim Activity-based Travel Demand Model Scoping
- VisionEval Improvements
- Multi-Criterion Evaluation Tool Enhancements
- Regional Dynamic Traffic Assignment Model Improvements
- Trip-based Travel Model Calibration/Validation for 2020 Base Year
- Research/Testing in Support of Active Transportation Return of Investment Study
- Research/Testing in Support of Emerging Trends Study

MID-YEAR REPORT

GRANT: FY 2022 PL

FISCAL YEAR: FY 2022

AGENCY: Metro

TASK DESCRIPTION:	Oregon Household Travel Survey	BUDGET:	\$92,072
		PL	\$82,616
		PL Match (ODOT)	\$9,456

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$39,362

BALANCE: \$52,710

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. Because of changing population, demographic and travel trends, updated household surveys are completed periodically to ensure a recent and reliable snapshot of travel behavior.

Metro partners with ODOT, the members of the Oregon MPO Consortium and the Southwest Washington Regional Council to conduct a statewide survey, both to share costs and to provide a statewide data set with broader applications and more consistency than would be possible if each of these partners were to complete surveys independently.

The current household survey project will be structured around three major phases:

- Phase I – Scoping
- Phase II – Survey Design
- Phase III – Survey Implementation (Planned for Fall of 2022, FY 2022-2023)

The survey data will be critical for policy and decision-makers across the state. It will be used in 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. It will also support the development of integrated land use economic transportation models being developed by ODOT.

Major accomplishments/milestones for *this* reporting period (July – December 2021):

- Coordination Committee Meetings
- Consultant Selection/Award
- Contract Statement of Work Refinement and Negotiation

- Initiation of Scoping (Project Phase I)
- Final Work Plan/Schedule
- State of Practice Tech Memo

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- Coordination Committee Meetings
- Initiation of Design (Project Phase II)
- Sampling Approach & Recruitment Strategies Tech Memo
- Weighting Scheme Tech Memo
- Geographic Stratification Strategies Tech Memo
- Survey Implementation Methodology & Sample Sizes Tech Memo
- Survey Instrument Tech Memo
- Survey Instrument Pretest
- Outreach Tech Memo
- Lessons Learned and Recommendations Tech Memo

MID-YEAR REPORT

GRANT: FY 2022 STBG

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Technical Assistance Program	BUDGET:	\$105,479
		STBG	\$94,646
		STBG Match (Metro)	\$10,833

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$633,892

BALANCE: \$842,284

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 partner 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 also 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 – December 2021):

- ODOT I-205 Tolling Study Modeling Support
- ODOT Regional Mobility Pricing (RMPP) Tolling Study Modeling Support
- ODOT Interstate Bridge Replacement Study Modeling Support
- City of Portland VisionEval Application
- City of Portland Freight Plan Technical Support
- City of Portland VMT/Capita and Development Impact Metrics Technical Support
- PTV Modeling Software Support

Major accomplishments/milestones for *next* reporting period (January – June 2022):

- ODOT I-205 Tolling Study Modeling Support
- ODOT Regional Mobility Pricing (RMPP) Tolling Study Modeling Support
- ODOT Interstate Bridge Replacement Study Modeling Support
- City of Portland VisionEval Application
- City of Portland Freight Plan Technical Support

- City of Portland VMT/Capita and Development Impact Metrics Technical Support
- Westside Multimodal Improvements Study Modeling Support

MID-YEAR REPORT

GRANT: Metro Direct Contribution

FISCAL YEAR: FY 2022

AGENCY: Metro

TASK DESCRIPTION: **Intergovernmental Agreement
Fund Management** **BUDGET:** **\$51,696**
Metro Direct \$51,696

PERIOD COVERED: July 1, 2021 – December 31, 2021

EXPENDED TO DATE: \$36,787

BALANCE: \$14,909

NARRATIVE:

Metro manages the processes and funds that are part of Intergovernmental Agreements with our partners. 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 2020, JPACT and the Metro Council approved and directed Metro staff to pursue a number of contracts with our partners to meet the specific funding needs of our partners and the region. The intent of the IGAs 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 priorities. .

Metro administers the funding and monitors the delivery of the projects associated with the IGAs. The IGAs also outline the scope of work, 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 any changes.

This is an ongoing program until the final project IGA is completed. Typical program activities include:

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

- Outline grantee and grant manager expectations
- Oversee the fund balances of the local funds
 - Ensure scheduled changes line up with anticipated expenditure of funds
- Ensures MTIP or UPWP amendments are undertaken to facilitate funds between the IGA parties and the delivery of those projects identified in the IGAs
- Document the process of administering the funds

Major accomplishments/milestones for *this* reporting period (July – December 2021):

The first capital project was completed prior to the end of December 2021. Of the twenty (20) of fund exchanges for local project delivery, a total of five (5) are for capital transportation projects. The first capital project – the Wall Street-Tech Center drive extension project by the City of Tigard – was substantially completed in December 2021.

Additionally during this period, three (3) active transportation project development projects were completed. These projects benefited from a fund exchange by having local funds to initiate the project development process to develop better project cost estimates and further define the scope details of the project. However, a number of projects also needed IGA amendments to extend out the terms of the agreement due to pandemic related delays in the project work schedules. Lastly, one project being managed by the fund exchange completed an IGA amendment to extend the work to be completed with the exchanged funds. The project – Herman Road walking and biking improvements project – by the City of Tualatin had anticipated only being able to complete project development, but through the benefit from the fund exchange and found an additional local source of funds to carry out the project fully to construction.

Major accomplishments/milestones for *next* reporting period (January – June 2022):

Another capital transportation project is expected to be completed prior to June 30, 2022. Additionally four more active transportation project development projects are anticipated to wrap up as well.

YEAR END REPORTING
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 18004

METRO IGA: N/A

FISCAL YEAR: FY 2020-2021

AGENCIES: Metro & City of Hillsboro

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

PERIOD COVERED: July 1, 2021 to December 31, 2021

EXPENDED TO DATE: \$278,653

BALANCE: \$278,574

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE: %

ESTIMATED COMPLETION DATE: 2022

Description

Program/Project Summary:

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

Summary Status

Milestones/deliverables for this reporting period (July 1 – December 31, 2021):

The consultant team completed three technical memorandums consisting of Land Use & Urban Design Assessment; Transportation Existing Conditions and Future No-Build; and Criteria and Evaluation Memorandum. A corridor vision statement was created with input from the PAC and TAC. An online open house occurred from Oct. 25th through Dec. 10th, 2021 to introduce the public to the project and provide input. The City also placed drop boxes for surveys in city-owned facilities to gather feedback from the community.

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2022):

The consultant team is currently working on developing up to three design concepts for public input. The design concepts will then be evaluated, and a final concept chosen to move into developing the concept plan for the corridor. A virtual open house will be held sometime in the spring of 2022. A preferred Alternative will be chosen after public outreach is concluded.

YEAR END REPORTING
(PROJECT DEVELOPMENT PLANNING)

ODOT AGREEMENT #: 21371

METRO IGA: N/A

FISCAL YEAR: FY 2020-21

AGENCIES: ODOT

PROJECT: Regional Mobility Pricing Project (*project name and description are being revised and adjusted through the update to RMPP.*)

Federal: \$19,550,640

Local: \$1,649,360

Total: \$21,200,000

PERIOD COVERED: July 1, 2021 to December 31, 2021

EXPENDED TO DATE: \$13,622,672

BALANCE: \$7,577,328

PROJECT IMPLEMENTATION AND
COMPLETION STATUS ESTIMATE:

25%

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 the Regional Mobility Pricing Project – congestion pricing on I-5 and I-205 in the Portland Metro area – for further refined planning analysis and review prior to federal environmental and tolling requirements.

The period of July 2020 to December 2021 has been focused on coordination with the FHWA partners, work planning, development of the project purpose and need, and 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.

YEAR END REPORTING
(PROJECTDEVELOPMENTPLANNING)

SummaryStatus

Milestones/deliverables for this reporting period (July 1 – December 31, 2021):

- Extensive outreach, including a fall forum, with project partners, jurisdictions and public stakeholders
- Developed initial toll rate schedule for analysis only
- Initial screening modeling analysis of concepts
- Developed draft purpose and need statement
- Developed environmental baseline report
- Initiated Tribal consultation

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2022):

- Extensive outreach with project partners, jurisdictions, public stakeholders
- Traffic model refinement and sensitivity testing
- Refine toll rates for model
- Refine range of revenues and costs
- Develop NEPA classification in partnership with FHWA
- Draft environmental resource methodologies

YEAR END REPORTING
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 22411

METRO IGA: NA

FISCAL YEAR: FY 2021 - 2022

AGENCIES: ODOT

PROJECT: ODOT - Westside Corridor Multimodal Study Overview

Federal: \$863,636

Local: \$98,847

Total: \$1,000,000

PERIOD COVERED: July 1, 2021 to December 31, 2021

EXPENDED TO DATE: \$0

BALANCE: \$1,000,000

PROJECT IMPLEMENTATION AND
COMPLETION STATUS ESTIMATE:

0%

ESTIMATED COMPLETION DATE:

2022

Project development and final federal approvals will take approximately 3 to 4 years and will require additional funds.

Description

Program/Project Summary:

The study will identify the needs, challenges and opportunities in the corridor. Options will be evaluated for their potential to address existing deficiencies and support future growth in freight, commuter, and commercial traffic between Hillsboro's Silicon Forest, Northern Washington County's agricultural freight, and the Portland Central City. The international freight distribution hub of I-5 and I-84, the Port of Portland marine terminals, rail facilities and the Portland International Airport. Commute trip reduction opportunities and assumptions about remote workforce will be included. The study will evaluate multimodal improvements in support of regional and statewide goals, including climate.

Summary Status

Milestones/deliverables for this reporting period (July 1 – December 31, 2021):

ODOT and Metro selected the consultant during this period.

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2022):

A project kickoff is scheduled for January 12 and the first Project Management Group meeting is scheduled for January 18. During the third and fourth quarter the project team expects to develop a Methods and Assumption Report, Issues, Needs, and Problem Statement, Evaluation Criteria, Communications Plan, and Community Based Organization Strategy.

YEAR END REPORTING
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 22128

METRO IGA: N/A

FISCAL YEAR: FY 2021 – 2022

AGENCIES: WASHINGTON COUNTY

PROJECT:	Washington County - Aloha Access Improvements Overview	Federal: \$3,827,559
		Local: \$438,081
		Other: \$1,522,485
		Total: \$5,788,125
PERIOD COVERED:	July 1, 2021 to December 31, 2021	
EXPENDED TO DATE:	\$0	
BALANCE:	\$5,788,125	

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE: 0%

ESTIMATED COMPLETION DATE: 2028
Construction phase is currently programmed for FFY 2026.

Description

Program/Project Summary:

Complete required pre-scoping/pre-NEPA activities in support to move forward into PE and later implementation phases for the Aloha Access Improvements project which is located in Washington County in the Aloha area around OR8/SW Tualatin Valley Hwy from SE Cornelius Pass Rd to SW 160th Ave and SW Johnson St in the north south to SW Farmington Rd. The implementation project will construct sidewalk infills at SW 192nd Ave, SW 187th Ave, SW 182nd Ave and SW 174th Ave, plus add enhanced pedestrian crossing on SW 185th Ave, and complete design realignment of SW Blanton St/SW 185th Ave intersection with a new traffic signal.

This project would design and implement pedestrian, bicycle and enhanced crossing improvements in Aloha Town Center based on recommendations developed through a series of planning and design efforts in the Aloha-Reedville area over the past decade. The proposed improvements are integral to increasing safety and access to transit in an area of the metro region with significant transportation disadvantaged populations.

Summary Status

Milestones/deliverables for this reporting period (July 1 – December 31, 2021):

The project kick-off meeting occurred during November 2020. During this meeting, the project scope was reviewed, delivery timing goals were evaluated, required actions to development the IGA were identified, and initial task steps identified. Since that meeting, subsequent discussion have occurred to evaluate the scope of work for the Preliminary Engineering (PE) phase and if the IGA can be developed and executed in support of the PE phase. The results of these meetings indicate additional project development work is required to be completed before the project can begin the PE phase. ODOT and Washington County began coordinating

project development scope elements, the costs, impacts to the PE phase, and required programming adjustments that will be required.

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2022):

- Update and submit a revised project development/planning phase scope of work
- Determine required funding to complete the project development tasks.
- Review and receive approval to move forward with the revised project development/planning phase scope and if funding remains how the project can proceed into PE.
- Initiate IGA development
- Complete required programming adjustments to the MTIP and STIP.

This first report was completed by Metro staff on behalf of Washing County and the ODOT LAL.

- Ken Lobeck, Funding Programs Lead

Semi-annual Report
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 17264

METRO IGA: N/A

FISCAL YEAR: FY 2021-22

AGENCIES: ODOT

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

PERIOD COVERED: July 1, 2021 to December 31, 2021

EXPENDED TO DATE: \$77,345

BALANCE: \$912,835

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE:

(0 to 100%) 20%

ESTIMATED COMPLETION DATE: 2022

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, 2021 – December 31, 2021):

- Refined concept design layouts and cost estimates 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, 2022):

- Procurement for traffic analysis consultant team.
- Refine concept design layouts for improvements on I-5 and I-405.
- Refine communications strategy and equity analysis related to improvement concept locations expected to be added to the consultant scope of work.

YEAR END REPORTING
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 22136

METRO IGA: NA

FISCAL YEAR: FY 2021 - 2022

AGENCIES: CITY OF TIGARD

PROJECT: Tigard - Red Rock Creek Trail Alignment, Fanno Creek Trail - SW 64th	Federal: \$314,055
	Local: \$35,945
	Total: \$350,000

PERIOD COVERED: July 1, 2021 to December 31, 2021

EXPENDED TO DATE: \$0

BALANCE: \$350,000

PROJECT IMPLEMENTATION AND
COMPLETION STATUS ESTIMATE:

%

ESTIMATED COMPLETION DATE:

2024

The project study is anticipated to last about 2 years.

Description

Program/Project Summary:

Project Management and Public Engagement Plan includes project start-up, regular check-ins with City project management team, monthly status reports, consultant team management, and development of an equitable public engagement plan.

Project Research and Data Collection will be unique to the alignment, such as potential elevated SWC LRT CWS/Tigard instream modeling for RRC stormwater facility integration, and assessment of existing trails size and condition. Collection of relevant data is needed to complete the alignment analysis and cost estimating.

Public involvement efforts will be led by the City. The consultant team will need to help prepare figures, graphics, and written material for use at public open houses, stakeholder meetings, and the City website. Consultant staff will also need to be present at public involvement activities to help answer questions and hear input first hand. Additionally, they will research and develop a stewardship model that property owners and stakeholders can use for long-term development and management of the Red Rock Creek trail and greenway in partnership with the City.

Further, we will develop draft alignment alternatives for the trail between Pacific Hwy at I-5 and the Fanno Creek Trail. With the help of stakeholders, develop evaluation criteria to be used to rank/prioritize draft alternatives and establish a preferred alternative.

Clean Water Services, TriMet, and ODOT will Coordinate with CWS on findings from Red Rock Sub-basin Strategy Report and veg corridor considering water quantity and quality facility needs as it relates to the preferred trail alignment and design and integration.

Develop 10 - 20% engineer's cost estimates for draft alignment alternatives and the preferred final alignment. The cost estimate for the preferred final alignment will be used to seek funding for future final design and

construction. To help establish unit costs, it is recommended that we include a review of recently bid trail projects in the area and include easement acquisition, design/permitting, construction, project administration.

The Final Report Project Scoping draft and final alignment reports will be created to assist City staff in: preparing project scoping documents for the final design, identify required permits and easements to realize the preferred alternative alignment and prepare a draft easement template for the RRCT to facilitate easement acquisition within the project period.

Summary Status

Milestones/deliverables for this reporting period (July 1 – December 31, 2021):

Post project kick-off, ODOT and Tigard determined the final scope elements for the project study. The final revised scope of work was approved. The revised scope breakdown and updated costs are summarized below.

PRELIMINARY COST ESTIMATE

A.	Project Management and Public Engagement Plan	\$40,000
B.	Project Research and Data Collection	\$35,000
C.	Public Involvement, Property Owner/Stakeholder Stewardship Modeling	\$55,000
D.	Develop Final Alignment	\$80,000
E.	Clean Water Services and ODOT Coordination	\$20,000
F.	Cost Estimates	\$25,000
G.	Final Report Project Scoping Docs, Permit and Easement Acquisition Plan	<u>\$35,000</u>
Sub Total		\$290,000
+20% for COT project management and coordination with ODOT Project Delivery		<u>\$58,000</u>
Total		\$348,000
RFFA Grant Request		\$350,000

Development of the IGA occurred and was executed. The funds were obligated during November 2021 and the project received its NTP

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2022):

Obtain project consultant and implement study elements as noted above.

Note: This first report was completed by Metro Staff on behalf of Tigard and the ODOT LAL.

YEAR END REPORTING
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 22140

METRO IGA: NA

FISCAL YEAR: FY 2021 – 2022

AGENCIES: WASHINGTON COUNTY

PROJECT: Washington County – US26 Pedestrian Crossing Summary Federal: \$628,110

Local: \$71,890

Total: \$700,000

PERIOD COVERED: July 1, 2021 to December 31, 2021

EXPENDED TO DATE: \$0

BALANCE: \$700,000

PROJECT IMPLEMENTATION AND
COMPLETION STATUS ESTIMATE: 0%
(0 to 100%) (Activities currently pre-NTP currently)

ESTIMATED COMPLETION DATE: 2024
From receipt of NTP to completion of the approved is anticipated to take up to 2 years

Description

Program/Project Summary:

In the Hillsboro area on US 26 just east of the Cornelius Pass Rd IC (approximately MP 61.80), complete pre-NEPA project development feasibility study actions to evaluate construction of a future bicycle & pedestrian grade separation across US26.

Highway 26 is one of the major barriers to walking and bicycling in Washington County. The existing interchange at Cornelius Pass Road has high traffic volumes, many ramp conflicts, and is not easily navigable by bicycles and walkers of all ages and abilities. A grade-separated crossing to the east of the interchange, along the alignment of the Oregon Electric Railway Trail (“OERT”), would provide a safe and comfortable experience. The bridge fills an important gap between the Rock Creek Trail and Cornelius Pass two-way cycle-track and sidewalk, offering nearly 5 miles of off street facilities attractive to users of all ages and abilities. Components of the study will include project management, survey and mapping, public involvement, design alternatives and evaluation, completion of various design studies, and preliminary design.

Summary Status

Project study scope refinement Milestones/deliverables for this reporting period (July 1 – December 31, 2021):

Initial project kick-off to discuss project scope, goals, IGA development, and delivery schedule during November 2020. Since then, the project has been assigned to an ODOT Local agency Liaison and efforts to refine the project scope are in progress. IGA development is in progress as well. As a non-certified agency, ODOT will coordinate obtaining the project consultant and completion of scope elements under ODOT’s contract process. The LAL was reassigned and is now Matthew Novak. Last project update indicated the project is on track to complete the IGA and obligate the planning STBG funds before the end of FFY 2022.

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2022):

- Draft IGA development should be completed before June 2022.
- The IGA should be approved and executed by June 2022 as well.
- STBG fund obligation should be completed through FHWA
- The project should receive its Notice to Proceed (NTP) to obtain the project consultant.
- Project implementation will commence

Note: This is the initial report for the project and was completed by Metro staff on behalf of Washington County and the assigned ODOT LAL.

- Ken Lobeck, Metro, Funding Programs Lead

Semi-annual Report
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 17264

METRO IGA: N/A

FISCAL YEAR: FY 2021-2022

AGENCIES: ODOT

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

PERIOD COVERED: July 1, 2021 to December 31, 2021

EXPENDED TO DATE: \$300,000

BALANCE: \$300,000

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE: 100%

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 31, 2021):

Past milestones/deliverables completed:

- 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.
- Report submitted to Oregon State Legislature in January 2021.

Recent efforts during this reporting period include engaging in regional processes to add budget to this project for project planning work necessary to develop a refined cost estimate range and advancing towards 10 percent design.

Planned major accomplishments, milestones or deliverables for the next reporting period (January 1 – June 30, 2022):

Finalize scope of work and initiate procurement of consultant team to support the agency in pre-NEPA project planning.

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

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