



600 NE Grand Ave.
Portland, OR 97232-2736

Council work session agenda

Tuesday, April 19, 2022

10:30 AM

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10:30 Call to Order and Roll Call

Work Session Topics:

10:35 2022-23 UPWP- Review of UPWP [22-5692](#)

Presenter(s): John Mermin (he/him), Metro

Attachments: [Res 22-5244](#)

[Exhibit A](#)

[Exhibit B](#)

[Staff Report](#)

[Attachment 1](#)

11:20 Expert Panel on Local Government Experiences - Planning
and Development of Industrial Lands within the Region [22-5702](#)

Presenter(s): Andy Shaw (he/him) Metro

Dan Dias, Hillsboro

Lloyd Purdy, Tigard

Hope Pollard, Tigard

Michael Walter, Happy Valley

Attachments: [Staff Report](#)

12:35 Chief Operating Officer Communication

12:45 Councilor Communication

12:55 Adjourn

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2022-23 UPWP- Review of UPWP

Work Session Topics

Metro Council Work Session
Tuesday, April 19th, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)	RESOLUTION NO. 22-5244
FISCAL YEAR 2022-23 UNIFIED PLANNING)	Introduced by Chief Operating Officer
WORK PROGRAM AND CERTIFYING THAT)	Marissa Madrigal with the concurrence
THE PORTLAND METROPOLITAN AREA IS IN)	of Council President Lynn Peterson
COMPLIANCE WITH FEDERAL)	
TRANSPORTATION PLANNING REQUIREMENTS)	

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in Fiscal Year (FY) 2022-23; and

WHEREAS, the UPWP is developed in consultation with federal and state agencies, local governments, and transit operators; and

WHEREAS, the FY 2022-23 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2022-23 UPWP is required to receive federal transportation planning funds; and

WHEREAS, The FY 2022-23 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and has been reviewed through formal consultation with state and federal partners; and

WHEREAS, the FY 2022-23 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, TPAC recommended approval on April 1, 2022 of the FY 2022-23 UPWP and forwarded their recommended action to JPACT;

WHEREAS, the federal self-certification findings in Exhibit B demonstrate Metro's compliance with federal planning regulations as required to receive federal transportation planning funds; now therefore

BE IT RESOLVED that:

1. The Metro Council adopts JPACT's May 19, 2022 recommendation to adopt the FY 2022-23 UPWP, attached hereto as Exhibit A.
2. The FY 2022-23 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. Metro's Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.

4. Staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. Staff shall submit the final UPWP and self-certification findings to the Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

ADOPTED by the Metro Council this 19th day of May 2022.

Lynn Peterson, Council President

Shirley Craddick, Chair of JPACT

Approved as to Form:

Carrie MacLaren, Metro Attorney



Metro

DISCUSSION DRAFT

2022-2023 Unified Planning Work Program

Transportation planning in the Portland/Vancouver
metropolitan area

April 2022

oregonmetro.gov

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

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. For the purposes of the UPWP, JPACT approves the work program and periodic amendments and submits these to the Metro Council for adoption. The Metro Council adopts the recommended action or refers it back to JPACT with a recommendation for amendment.

Unified Planning Work Program website: [**oregonmetro.gov/unified-planning-work-program**](http://oregonmetro.gov/unified-planning-work-program)

The preparation of this strategy was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this strategy are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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PORTLAND METROPOLITAN AREA UNIFIED PLANNING WORK PROGRAM (UPWP) OVERVIEW

Introduction

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

This UPWP documents the metropolitan planning requirements, planning priorities facing the Portland metropolitan area and transportation planning activities and related tasks to be accomplished during Fiscal Year 2022-2023 (from July 1, 2022 to June 30, 2023).

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

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

Transportation planning and project development activities

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

Following is a description and guidance of what activities will be defined as transportation planning activities to be included in the UPWP and activities that will be defined as

transportation project development activities and included in the MTIP.¹ The descriptions are consistent with the Oregon planning process and definitions.

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

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

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

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

UPWP Definitions

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

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

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

"Transportation Needs" means estimates of the movement of people and goods consistent with acknowledged comprehensive plan and the requirements of the state transportation planning rule. Needs are typically based on projections of future travel demand resulting from a

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

continuation of current trends as modified by policy objectives, including those expressed in Oregon Planning Goal 12 and the State Transportation Planning rule, especially those for avoiding principal reliance on any one mode of transportation.

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

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

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

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

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

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

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

Transportation project development work occurs on a specific project or a small bundle of aligned and/or similar projects. Transportation project development activities implement a project to emerge from a local transportation system plan (TSP), corridor plan, or facility plan by determining the precise location, alignment, and preliminary design of improvements based on site-specific engineering and environmental studies. Project development addresses how a transportation facility or improvement authorized in a TSP, corridor plan, or facility plan is designed and constructed. This may or may not require land use decision-making. *See Table 1 for a description of how Metro's various Federal, State, Regional and local planning documents interrelate.*

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

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

Table 1. Role of Metro’s Federal, State and Planning Documents

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

Organization of UPWP

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

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

- Metro led region wide planning activities,
- Corridor/area plans
- Administrative and support programs;

- State led transportation planning of regional significance, and
- Locally led planning of regional significance

Development of UPWP

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

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

This UPWP includes the transportation planning activities of Metro and other area governments using Federal funds for transportation planning activities for the fiscal year of July 1, 2022 through June 30, 2023. During the consultation, public review and adoption process for the 2022-2023 UPWP, draft versions of the document were made available to the public through Metro's website, and distributed to Metro's advisory committees and the Metro Council.

Amending the UPWP

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

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

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

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

Administrative amendments to the UPWP can occur for the following:

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

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

Federal Requirements for Transportation Planning

The recently approved \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA) includes \$550 billion for new programs and \$650 billion for the continuation of core programs, which have been previously authorized under the [Fixing America's Surface Transportation \(FAST\) Act](#) and other authorizations. This approval represents a significant amount of new funding and programs and largely protects the priorities of the Biden administration through and beyond his initial term of office (the transportation funding incorporated in this bill extends through federal FY 2026). While the bill covers a 10-year period, much of the funding is spread over five years.

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

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

IIJA greatly expands the amount of federal funding that will be allocated to states and metropolitan areas, and this increase in funding is accompanied by new federal guidance on outcomes that will eventually be promulgated in federal regulations. These new regulations are expected to address climate change, resiliency, safety and other concerns broadly identified in the legislation. The new regulations are expected in the next 2-3 years and will be incorporated into Metro's planning processes as part of future updates to the RTP and MTIP.

A. Planning Emphasis Areas (PEAs)

The metropolitan transportation planning process is encouraged to incorporate Federal Highway Administration/Federal Transit Administration planning emphasis areas (PEAs).

<https://www.transit.dot.gov/regulations-and-programs/transportation-planning/2021-planning-emphasis-areas>. The following is an excerpt from the new PEAs:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future: *Ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change.*

Equity and Justice in Transportation Planning: *Advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. Encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.*

[Executive Order 13985](#) (Advancing Racial Equity and Support for Underserved Communities) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities.

Complete Streets: *Review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to*

destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists.

The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement: *Early, effective, and continuous public involvement brings diverse viewpoints into the decision making process. Increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.*

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination:

Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots.

The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities.

Federal Land Management Agency (FLMA) Coordination: Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Focus on integration of transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands 5 Highway's developed transportation plans and programs. Explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).

Planning and Environment Linkages (PEL): Implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

Data in Transportation Planning: *To address the emerging topic areas of data sharing, needs, and analytics, incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making.”*

B. Public Involvement

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

C. Regional Transportation Plan

The long-range transportation plan must include the following:

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

D. Metropolitan Transportation Improvement Program (MTIP)

The short-range metropolitan TIP must include the following:

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

E. Transportation Management Area (TMA)

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

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

F. Air Quality Conformity Process

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

Table 2. Status of Metro's federally required planning documents

Plan Name	Last Update	Next Update
Unified Planning Work Program (UPWP)	Adopted in May 2022	Scheduled for adoption in May 2023
Regional Transportation Plan (RTP)	Adopted in December 2018	Scheduled for adoption in November 2023
Metropolitan Transportation Improvement Program (MTIP)	Adopted in July 2020	Scheduled for adoption in July, 2023

Annual Listing of Obligated Projects Report	Completed at the end of each calendar year	Scheduled for December 31, 2022
Title VI/ Environmental Justice Plan	Updated in April 2022	Scheduled for April 2027 (tentatively)
Public Participation Plan	Updated in January 2019	July 2022
ADA Self-Evaluation & Facilities Update Plan	Facilities Update Plan completed in July 2019	ADA Self-Evaluation of Programs underway, scheduled for December 2022.

Metro Overview

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

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

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

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

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

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

twenty years and areas within the Air Quality Maintenance Area Boundary (AQMA) – a fifth boundary.

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

Regional Policy Framework

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

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

While these broad outcomes establish a long-term direction for the plan, the near-term investment strategy contained in the 2018 Regional Transportation Plan focuses on key priorities within this broader vision for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities described in this UPWP were prioritized and guided by these focus areas as a way to make progress toward the desired outcomes, and each project narrative includes a discussion of one or more of these planning priorities. Regional planning projects included in the UPWP are also described in detail within the 2018 RTP, itself, in terms of their connection

to the broader outcomes envisioned in the plan. These descriptions are included in Chapter 8 of the 2018 RTP, which serves as the starting point for Metro's annual work plan for transportation planning.

Metro Governance and Committees

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

Joint Policy Advisory Committee on Transportation (JPACT)

JPACT is a 17-member policy committee that serves as the MPO Board for the region. JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation, (WSDOT). All MPO transportation-related actions are approved by JPACT and recommended to the Metro Council. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment

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

Metro Policy Advisory Committee (MPAC)

MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

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

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

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

Transportation Policy Alternatives Committee (TPAC)

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

Metro Technical Advisory Committee (MTAC)

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

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

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

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

On November 6, 2018, voters in greater Portland approved the nation's first regional housing bond. The bond will create affordable homes for 12,000 people across our region, including

seniors, veterans, people with disabilities, and working families. Housing affordability is a key component of Metro's 2040 growth concept.

The regional affordable housing bond framework included these core values:

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

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

Planning Priorities in the Greater Portland Region

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

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

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

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

- Equity – The benefits and burdens of growth and change are distributed equally
- Vibrant communities – People live, work and play in vibrant communities where their everyday needs are easily accessible

- Economic prosperity – Current and future residents benefit from the region’s sustained economic competitiveness and prosperity
- Safe and reliable transportation – People have safe and reliable transportation choices that enhance the quality of their life
- Clean air and water – Current and future generations enjoy clean air, clean water and healthy ecosystems
- Climate leadership – The region is a leader in minimizing contributions to global warming

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

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

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

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

Quadrennial certification review took place in December 2020 and is covered under this work program.

Glossary of Resource Funding Types

PL – Federal FHWA transportation planning funds allocated to Metropolitan Planning Organizations (MPOs)

STBG– Federal Surface Transportation Program transportation funds allocated to urban areas with populations larger than 200,000. Part of Metro’s regional flexible fund allocation (RFFA) to Metro Planning, or to specific projects as noted

5303 – Federal FTA transportation planning funds allocated to MPOs and transit agencies

FTA / FHWA / ODOT – Regional Travel Option grants from FTA, FHWA and ODOT

Metro Direct Contribution – Direct Metro support from Metro general fund or other sources.

Metro Required Match – Local required match support from Metro general fund or other sources.

Local Partner Support – Funding support from local agencies including ODOT and TriMet



Regional Transportation Planning

Transportation Planning

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

Description

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

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

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

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

In addition to supporting local governments on transportation planning efforts, Metro's transportation planning program involved ongoing, close coordination with the Oregon Department of Transportation (ODOT) and TriMet, our major state and regional partners in transportation.

In 2021-22, major efforts within this program include participating in DLCD's rulemaking on Climate-Friendly and Equitable Communities (CFEC) statewide rulemaking process which is updating the statewide Transportation Rulemaking currently underway (and expected to be completed in Spring 2022). This rulemaking could impact how Metro and its partners do transportation planning, as well as how Metro plans and implements Climate Smart. The program also provides ongoing transportation policy support for major planning projects at Metro and our cities and counties, in addition to coordination with Metro's land use team to integrate transportation and land use planning. Lastly, this program ensures that Metro is using an equity lens or equity criteria across all aspects of regional transportation planning.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
CFEC Rulemaking Concludes		Metro area implementation of CFEC rules	Update of Metro's Functional Plan as it relates to transportation

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 277,694	STBG	\$ 421,312
Materials & Services	\$ 25,500	STBG Match (Metro)	\$ 48,221
Indirect Costs	\$ 166,339		
TOTAL	\$ 469,533	TOTAL	\$ 469,533

Climate Smart Strategy Implementation

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

Description

The Climate Smart Strategy 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](#), the Oregon [Metropolitan Greenhouse Gas Emissions Reduction Target Rule](#) and the Oregon Transportation Planning 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 \(RTP\)](#), support regional and state greenhouse gas emissions reduction goals and implementation of climate-friendly and equitable communities rules and the [Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions from Transportation](#). This program is consistent 2018 RTP policy guidance including increasing safety for all modes, advancing transportation equity, and reducing vehicle miles traveled and greenhouse gas emissions, to address congestion and climate change. Because of its comprehensive scope, most regional transportation planning projects inform Climate Smart in some way, and therefore most projects described in this UPWP will inform Climate Smart.

Typical program activities include maintaining a public webpage; providing forums, workshops and other technical support; development of tools and methods to improve the region's climate monitoring and analysis capabilities, and working with state, regional and local partners and Metro's regional policy and technical advisory committees to monitor and report on progress and implementation through scheduled updates to the RTP. Updates to the Climate Smart Strategy are developed as needed. Metro staff is preparing to update our findings in Climate Smart as part of the update of the RTP in 2023. Assessing progress toward meeting state and regional targets related to reducing transportation GHG emissions (e.g., deployment of electric vehicles and alternative fuels) to understand whether further regional policy changes, plans or programs are needed to support additional progress on transportation electrification and other key milestones. The 2023 RTP update, update to the Climate Smart Strategy, will continue into FY 2023-24.

Key FY 21-22 deliverables and milestones included:

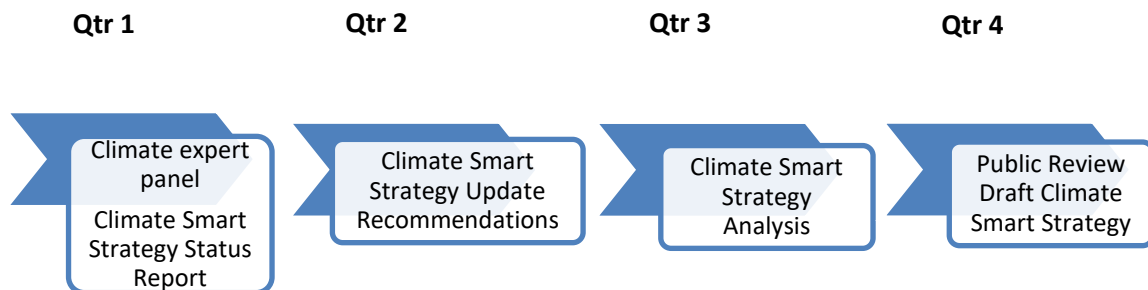
- Provided technical and policy support for Climate Smart Strategy implementation and monitoring at the local, regional and state level, including participation in [Climate-Friendly and Equitable Communities rulemaking](#) by the Land Conservation and Development Commission.
- Scoping and preparing to update Climate Smart Strategy as part of the Regional Transportation Plan process in RTP; coordinate with Metro's modeling team and state agencies on approach for GHG modeling for the next RTP
- Engaged an expert review panel on climate change modeling best practices and tools.
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to climate change and participation in a Tribal Summit on

climate resilience.

Consultant services will support climate communications, convening an expert review panel on climate change modeling best practices and tools, updating the region's climate modeling and analysis tools and updating the Climate Smart Strategy.

More information can be found at oregonmetro.gov/climatesmart and in Appendix J to the 2018 Regional Transportation Plan at oregonmetro.gov/rtp.

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Requirements:

Personnel Services	\$ 48,689
Materials & Services	\$ 401,000
Indirect Costs	\$ 29,165

Resources:

STBG	\$ 69,858
STBG Match (Metro)	\$ 7,996
Metro Direct Contribution	\$ 401,000

TOTAL \$ 478,854

TOTAL \$ 478,854

The budgeted amount for Materials & Services includes costs for consultant activities.

Regional Transportation Plan Update (2023)

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

Description

The [Regional Transportation Plan](#) (RTP) is a blueprint to guide local and regional planning and investments for all forms of travel – driving, using transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The RTP is maintained and updated at least every five years 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 the planning horizon to build priority investments as well as maintain and operate the transportation system. Because of its comprehensive scope, most region transportation planning projects inform the RTP in some way, and therefore most projects described in this UPWP will inform the 2023 RTP update.

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.

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 and apply a racial equity framework 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 2023-24.

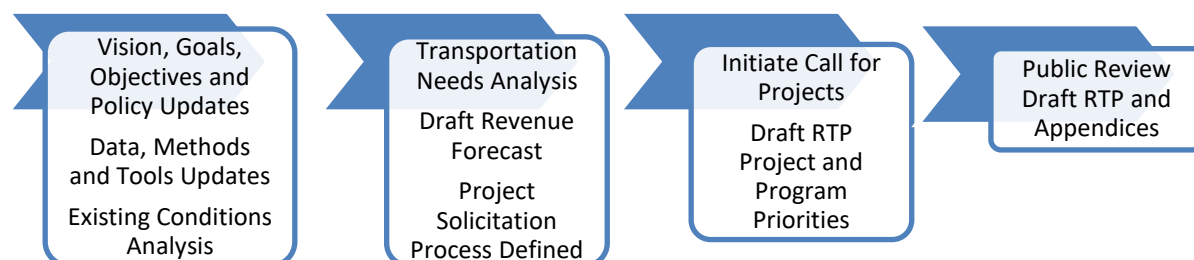
Key FY 21-22 deliverables and milestones included:

- **Project scoping:** From Oct. 2021 to May 2022, Metro worked closely with local, regional and state partners to scope the update, seeking feedback on the values, priorities and engagement approach through more than 25 briefings, a community leaders’ forum, interviews of 40 stakeholders, on-line survey, language-specific focus groups, consultation meetings with Tribes and state and federal agencies and policy and technical workshops. This extensive feedback shaped development of a set of values, outcomes and actions (VOA) and supporting work plan and engagement plan to guide the update.

- **VOA, Work plan and engagement plan approval:** JPACT and the Metro Council approved the VOA and supporting work plan and engagement plan in Spring 2022.
- **Policy briefs and revenue forecast development:** Initiated development of policy briefs related to emerging transportation trends, congestion pricing, climate justice and resilience, urban arterials, and equitable finance and began development of a draft financially constrained revenue forecast; the data and tools needed to support the existing conditions analysis, transportation equity analysis and identification of regional transportation needs.

Consultant services will support communications and engagement activities identified in the adopted engagement plan and policy and technical analysis to support updating key policies identified in the adopted work plan, conducting the transportation needs analysis, and development of the revenue forecast. More information and the adopted work plan and engagement plan can be found at www.oregonmetro.gov/rtp

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Requirements:

Personnel Services	\$ 1,307,219
Materials & Services	\$ 542,400
Indirect Costs	\$ 783,024

Resources:

PL	\$ 578,989
PL Match (ODOT)	\$ 66,268
STBG	\$ 389,255
STBG Match (Metro)	\$ 44,552
Metro Direct Contribution	\$ 1,553,579

TOTAL	\$ 2,632,643	TOTAL	\$ 2,632,643
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The budgeted amount for Materials & Services includes costs for consultant activities.

Metropolitan Transportation Improvement Program (MTIP)

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

Description

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

The following types of projects are included in the MTIP:

- Transportation projects awarded federal funding.
- Projects located in the State Highway System and 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 are not considered approved for purposes of contractually obligating funds to projects.

Through its major update, the MTIP verifies the region's compliance with federal requirements, demonstrates fiscal constraint over the MTIP's first four-year period and informs the region on progress in implementation of the RTP investment priorities and performance targets. 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 2022-23 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. In 2022-23, this will include ensuring funding allocation processes consider the needs and policy priorities of the metropolitan region as defined by the current Regional Transportation Plan, finishing the allocation of regional flexible funds, analyzing the MTIP projects for consistency with the RTP and its investment priorities and progress toward the region's performance targets. The federal agency consultation and public comment process is also scheduled to take place this fiscal year.

Selection of transportation projects and programs for regional flexible fund allocation. The transportation projects and programs to awarded regional flexible funds will be selected this fiscal year. Once selected, the projects and programs will be incorporated into the MTIP programming, analysis and adoption process along with other federally funded and regionally significant projects.

Publish the Federal Fiscal Year (FFY) 2022 Obligation report. All project obligations for federal fiscal year 2022 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.

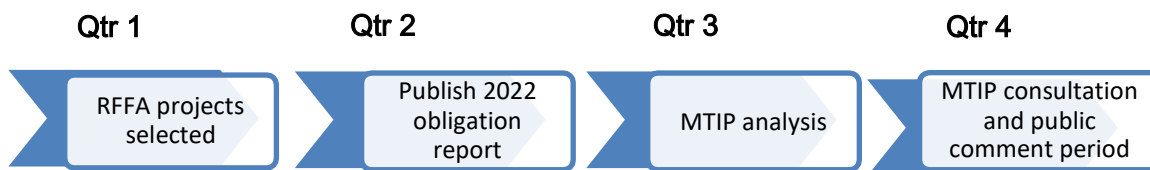
Report on FFY 2022 Funding Obligation Targets, Adjust Programming. Metro is monitoring and actively managing an obligation target for MPO allocated funds (STBG/TAP and CMAQ) each fiscal year. This is a cooperative effort with the Oregon DOT and the other Oregon TMA MPOs. If the region meets its obligation targets for the year, it will be eligible for additional funding from the Oregon portion of federal redistribution of transportation funds. If the region does not meet obligation targets for the year, it is subject to funds being re-allocated to other projects. MTIP staff will report on the region's performance in obligating funds in FFY 2022 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 are 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. Metro expects to be finishing an initial design of the new database, populating it with project and programming data and utilizing its reporting 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 of MTIP projects.

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 853,984	PL	\$ 1,243,227
Materials & Services	\$ 250,000	PL Match (ODOT)	\$ 142,293
Indirect Costs	\$ 511,536	Metro Direct Contribution	\$ 230,000
TOTAL	\$ 1,615,520	TOTAL	\$ 1,615,520

The budgeted amount for Materials & Services includes costs for consultant activities.

Air Quality Program

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

Description

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:

- Regularly review and track the region's air pollution levels, with an emphasis on regulated criteria pollutants, particularly ozone, because of the region's history
- Stay up-to-date on regulations pertaining to the Clean Air Act and inform partners on its applicability to the Portland region
- Stay up-to-date 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
- Continue to implement the Transportation Control Measures as outlined, unless a specific date or completion point has been identified in the SIP
- Collaborate on programs, policy and projects 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 state legislative mandates

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. Air quality monitoring and implementation activities are consistent 2018 RTP policy direction pertaining to reducing vehicle miles traveled to address congestion and climate change.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
On-going coordination	Annual VMT reporting	Annual air quality reporting	On-going

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 16,834	STBG	\$ 24,153
Indirect Costs	\$ 10,084	STBG Match (Metro)	\$ 2,764
TOTAL	\$ 26,918	TOTAL	\$ 26,918

Regional Transit Program

Staff Contact: Ally Holmqvist, ally.holmqvist@oregonmetro.gov

Description

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 in our region, significant investment is needed to maintain the current level of transit service. Increasing the level of transit service and access will require dedicated funding and multi-jurisdictional coordination. 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.

This Program 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. During FY 2021-22, the program supported several different transit service planning efforts, including the Clackamas County Transit Plan, the TriMet Express/Limited- Stop Study, and Gorge Regional Transit Strategy. During FY 2022-23, the program will continue to support similar efforts such as the Washington County transit study and TriMet's bus electrification planning efforts.

Work will also begin to update aspects of the Regional Transit Strategy, including high capacity transit, as part of the 2023 Regional Transportation Plan update.

Metro will also begin scoping another transit plan in 2022, which will identify transit services and service coordination gaps, especially in suburban and rural areas of the region, and explore and consider innovative strategies to improve transit access and reduce service fragmentation. The future study will be completed in close coordination with public transit service providers in the region, and will utilize help from a consultant.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Transit Planning Support; Update Transit Data	Update Transit Analysis	Scope Transit Access Study	Update RTP Plans, and Policies

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 84,418	STBG	\$ 121,121
Materials & Services	\$ 35,000	STBG Match (Metro)	\$ 13,863
Indirect Costs	\$ 50,566	Metro Direct Contribution	\$ 35,000
TOTAL	\$ 169,984	TOTAL	\$ 169,984

The budgeted amount for Materials & Services includes costs for consultant activities.

Regional Freight Program

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

General Freight Program Description

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

Metro's freight planning program also coordinates with the updates for the Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are competitively considered within federal, state, and regional funding programs. The program is closely coordinated with other region-wide planning activities. The Regional Freight Strategy has policies and action items that are related to regional safety, clean air and climate change, and congestion; which address the policy guidance in the 2018 RTP and will be updated as part of the 2023 RTP.

Work completed in FY 2021-22:

- Developed a draft work plan that outlines which near-term action items within the regional freight action plan (chapter 8 - Regional Freight Strategy) will be addressed in FY 2022-23.
- 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.
- Worked with the consultant team to complete Tasks 2, 3 and 4 of the Regional Freight Delay and Commodities Movement Study.

Key Project Deliverables / Milestones

Throughout the 2022-23 FY, near-term action items within the regional freight action plan will be addressed. The following project deliverables and milestone are either ongoing or will be addressed as time becomes available:

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Report on growth in e-commerce and delivery services' impacts on trip making and vehicle emissions, and COVID 19's impacts.	Address freight policy questions and complete analysis that identifies freight projects that enhance the ability for moving commodities	Address near-term action items in regional freight strategy in 2023	Finalize Commodities Movement Study

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 134,670	STBG	\$ 193,222
Indirect Costs	\$ 80,667	STBG Match (Metro)	\$ 22,115
TOTAL	\$ 215,337	TOTAL	\$ 215,337

Complete Streets Program

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

Description

Metro's Complete Streets program includes activities related to transportation safety, street design, 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. Metro updated its urban design guide, called the Designing Livable Streets and Trails Guide in 2018 and continues to work with partnering agencies to implement the design guidelines on transportation projects, especially those projects that receive federal funds (available at <https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails>).

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 federal 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 federal safety plans and targets.

Metro will continue to coordinate and engage with local, community, state and federal partners to implement the following program activities and deliverables in FY 2022-2023:

Street design related activities: provide internal and external street and trail design technical assistance on transportation projects and plans with a focus on projects that receive federal funds administered by Metro; develop a Healthy Urban Arterials policy brief to inform decisions in the 2023 RTP update; draft new complete streets and green infrastructure policies for the update of the RTP in 2023; assemble and analyze best available natural resource data for the 2023 RTP environmental assessment.

Transportation safety related activities: implement the annual work program (available at [www. https://www.oregonmetro.gov/regional-transportation-safety-plan](https://www.oregonmetro.gov/regional-transportation-safety-plan)), including: develop annual safety fact sheet using most recent crash data (2020); develop and submit annual federal safety performance report with 2020 data; update safety data, the crash map tool, and safety dashboard; update High Injury Corridors and Intersections; convene a regional safety forum on transportation equity and safety; provide safety updates to TPAC and JPACT; access and analyze FARS fatal crash and race/ethnicity data; participate in an MPO safety peer exchange; develop a media training with Multnomah Public Health; host an

FHWA safe system approach webinar review and update (if needed) safety policies in the 2023 RTP.

Active transportation related activities: incorporate Return on Investment (ROI) findings into the 2023 RTP as appropriate; and review and update (if needed) data and policies related to walking, bicycling and accessing transit in the 2023 RTP update.

Please contact Lake McTighe, lake.mctighe@oregonmetro.gov, for more details.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Update safety data	Update safety analysis & tools	Report on safety performance measures	Develop complete streets policies
Incorporate ROI findings into RTP	Complete streets elements scoped for RTP update	Complete streets/ policies	Update RTP safety and AT
Healthy urban arterials policy development	safety workshop		

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 77,633	STBG	\$ 113,630
Materials & Services	\$ 2,500	STBG Match (Metro)	\$ 13,005
Indirect Costs	\$ 46,502		
TOTAL	\$ 126,635	TOTAL	\$ 126,635

Regional Travel Options (RTO) and Safe Routes to School Program

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

Description

The Regional Travel Options Program implements RTP policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces greenhouse gas emissions and air pollution by carrying out the travel demand management components of the RTP. The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand, particularly during peak commute hours. Specific RTO strategies include promoting transit, shared trips, bicycling, walking, telecommuting and the Regional Safe Routes to School (SRTS) Program. These strategies are primarily carried out through efforts by local government and non-government organizations who have the commitment, experience, and capacity to conduct RTO work. Typical RTO projects feature planning and development, community engagement, and evaluation of programmed that provides people with information, encouragement and resources they need to travel by non-SOV modes. Grantees and Metro staff work with a variety of community and culturally-specific organization and consulting firms to fulfill these tasks.

Metro's role is to provide strategic policy and program direction, to administer grants to these organizations, to coordinate activities between partners, and to provide shared program support and resources for grantees. In the current grant cycle (2019-2023), Metro is administering 58 grants. Approximately two-thirds of the RTO funding is awarded through grants to these partners working to reduce auto trips. These grant expenditures are reflected in the Materials and Services portion of the RTO budget below.

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

Work by RTO staff and partners was significantly impacted by COVID in 2020-2021, as travel behavior changed dramatically and in-person programming was almost completely halted. The Regional Travel Options team also began developing racial equity outcomes for the program that will inform our next grant cycle and Metro-led work; including a plan for focus groups with partners and community in 2022. In addition, we extended our existing Core Partner & Safe Routes to School grants an additional year (through FY 22), to ensure our new grant solicitation reflects our racial equity goals and to allow for partners to achieve their program outcomes after COVID-19 closures and shutdowns.

During 2022-2023, staff will continue to manage existing grants which will expire by the end of FY 2022 as well as develop and implement a selection process and new application for the 2023-26 grant program. The new grant application will launch in January 2023.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Finalize '23-26 grant outcomes	Training for partners on grant application	RTO grant solicitation process	All grant agreements signed

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 646,827	Safe Routes to Schools (FTA Grant)	\$ 489,600
Materials & Services	\$ 2,770,400	Safe Routes to Schools (FTA Grant) Match (Metro)	\$ 38,869 ¹
Indirect Costs	\$ 387,449	Regional Travel Options (FTA Grant)	\$ 2,951,736
		Regional Travel Options (FTA Grant) Match (Metro)	\$ 114,653 ²
		Regional Travel Options (ODOT/FHWA Grant)	\$ 201,602
		Regional Travel Options (ODOT/FHWA Grant) Match (Metro)	\$ 8,216 ³
TOTAL	\$ 3,804,676	TOTAL	\$ 3,804,676

The budgeted amount for Materials & Services includes costs for consultant activities.

¹ In addition to the above Metro provided match, an additional \$ 17,168 of match is provided by Metro's grantees.

² In addition to the above Metro provided match, an additional \$ 223,186 of match is provided by Metro's grantees.

³ Only a portion of this grant has a match requirement.

Transportation System Management and Operations (TSMO) – Regional Mobility Program

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

Description

The Regional Transportation System Management and Operations Regional Mobility Program (TSMO Program) provides a demand and system management response to issues of congestion, reliability, safety and more. The program works to optimize infrastructure investments, promote travel options in real-time, reduce greenhouse gas emissions and increase safety, all through a racial equity focus integrated into the 2021 TSMO Strategy. 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, Subcommittee of the Transportation Policy Alternatives Committee (TPAC) and a broad range of stakeholders through planning and partnerships, particularly. The 2021 TSMO Strategy sets a ten-year horizon with 21 actions to implement. These actions range from deploying Intelligent Transportation Systems (ITS) to Mobility on Demand. The TSMO Program shares some cross-over with the Regional Travel Options Strategy and Emerging Technology Strategy.

The program includes key components of Metro’s system monitoring, performance measurement and Congestion Management Process (CMP). The 2021 TSMO Strategy incorporates performance measures that both relate to the CMP and potential new measures from the Regional Mobility Policy Update (RMPU).

In FY 2022-23, the program will continue convening TransPort and will continue implementation of 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.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Recommend Projects, Develop Research Partnership	Develop TSMO Communications; Implement Projects	Implement Projects	Implement Evaluate Progress

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 191,956	STBG	\$ 278,556
Materials & Services	\$ 3,500	STBG Match (Metro)	\$ 31,882
Indirect Costs	\$ 114,982		
TOTAL	\$ 310,438	TOTAL	\$ 310,438

High Capacity Transit Strategy Update

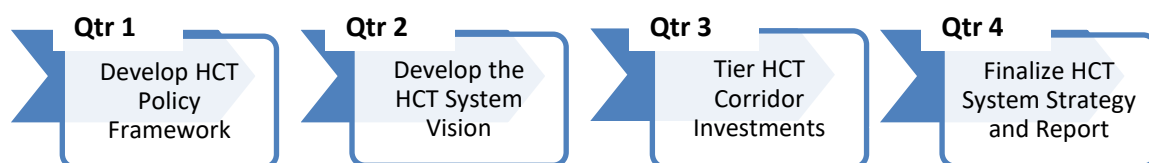
Staff Contact: Ally Holmqvist, ally.holmqvist@oregonmetro.gov

Description

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. 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. The Transit Strategy includes our vision for high capacity transit in the region, including light rail and bus rapid transit.

Work will begin in 2022 to update the Regional High Capacity Transit component of the Regional Transportation Plan (RTP) in collaboration with regional transit providers as part of the 2023 RTP update. It will include updating the vision and supporting policies for high capacity transit, building off of the work done as part of the 2018 Regional Transit Strategy to focus on developing a vision for a regional bus rapid transit system that advances RTP goals and supports the regional transportation system. This work will include reevaluating the broader high capacity transit vision to address new policy considerations around the future of high capacity transit in our region; consider potential new corridors; capacity, reliability and speed improvements to existing service; extensions to existing lines; and potential new system connections. It will also assess readiness—building off of the work done for the Regional Investment Measure to develop tiers of corridor investments (considering competitiveness for federal funding among other factors), which will provide guidance for decisions regarding high capacity transit projects for the 2023 RTP update. This work will be completed with consultant services.

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Materials & Services	\$ 215,000	Metro Direct Contribution	\$ 215,000
TOTAL \$ 215,000		TOTAL \$ 215,000	

Enhanced Transit Concepts Program

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

Description

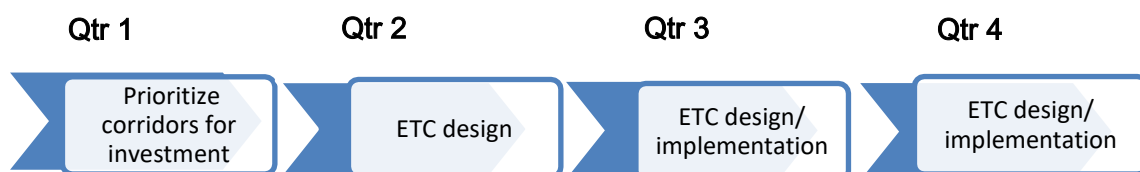
The Enhanced Transit Concepts (ETC) program is a joint Metro and TriMet endeavor that identifies transit priority and access treatments to improve the speed, reliability, and capacity of TriMet frequent service bus lines or streetcar lines. ETC treatments are relatively low-cost to construct, context-sensitive, 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.

During the previous fiscal year, planning work focused on East Burnside Street and on SW Alder Street. On Burnside, designs include a bus-and-turn lane eastbound between Martin Luther King Boulevard and 12th Avenue, benefitting TriMet lines 12, 19, and 20. SW Alder Street designs accommodate a rerouting of eastbound TriMet lines 15 and 51, and include bus stops and platforms between SW 18th Avenue and SW 2nd Avenue, along with bus and bike lanes between SW 4th Avenue and SW 2nd Avenue. These projects will be constructed as part of the City of Portland's Rose Lane Project.

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 projects such as those planned on SW Alder Street and East Burnside Street improve rider safety and transit travel times, supporting Metro's Equity and Congestion goals.

This is an ongoing program that will undergo a refresh, including an update to criteria to identify and prioritize transit corridors to ensure equitable outcomes, and a revised "Pipeline of Projects." The program will assess currently planned transportation projects in the region for their capacity to include ETC treatments in order to leverage already-planned work, reduce construction costs, and to distribute projects across a larger geography. The program will also investigate opportunities to implement ETC projects benefiting areas where TriMet-identified equity transit lines and Metro-identified Equity Focus Areas overlap.

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Requirements:

Personnel Services	\$ 133,366
Materials & Services	\$ 2,300,000
Indirect Costs	\$ 79,886

TOTAL	\$ 2,513,252
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Resources:

Metro Direct Contribution	\$ 2,513,252
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TOTAL	\$ 2,513,252
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The budgeted amount for Materials & Services includes costs for consultant activities.

Regional Freight Delay and Commodities Movement Study

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

Description

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

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

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

Work completed in Fiscal Year 2021-2022

- Completed reviews and ongoing work to adjust the Regional Freight Model to be better calibrated and reflect new information on the movement of commodities.
- Identified changes needed to the Regional Freight Model by reviewing modeling results of sensitivity tests and using the Commodities Visualizer.
- Completed Local Certification Program with ODOT, and signed a contract with Cambridge Systematics for work on the Regional Freight Delay and Commodities Movement Study.
- Worked with the consultant team to complete Tasks 2, 3 and 4 of the Regional Freight Delay and Commodities Movement Study. Final scope of work for the Regional Freight Delay and Commodities Movement Study.
- Selected the participants in the Stakeholder Advisory Committee (SAC).
- Developed a policy framework that provides an understanding of existing RTP policy and Regional Freight Strategy policy.

Relationship to the 2018 RTP Policy Guidance

The Regional Freight Delay and Commodities Movement Study developed a freight policy framework that is linked to, and provides an understanding of RTP policy guidance and freight policies in the Regional Freight Strategy.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Report on e-commerce and delivery services	Present study findings to PMT and SAC	Write draft of final report and the executive summary	Present summary of final study report to PMT, SAC and policy committees

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Materials & Services	\$ 130,000	STBG	\$ 116,649
		STBG Match (Metro)	\$ 13,351
TOTAL	\$ 130,000	TOTAL	\$ 130,000

The budgeted amount for Materials & Services includes costs for consultant activities.

Economic Value Atlas (EVA) Implementation

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

Description

Metro's Economic Value Atlas (EVA) establishes tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy. The EVA entered an implementation phase in FY 2019-2020 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 2019-2020, 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 2020-2021, 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 2020-2021, Metro participated 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 was integrated into the Comprehensive Recovery Data dashboard under development by the Research Center.

In FY 2022-23, staff will continue to share best practices with peer group and the EVA will be updated with new data and added functionality, support data benchmarking in the Comprehensive Economic Development Strategy, and inform the Emerging Growth Trends, Regional Transportation Plan, and Urban Growth Report. The tool supports policy decisions on an ongoing basis.

Key Project Deliverables / Milestones

Qtr 1

CEDS, Recovery Plan,
+ Columbia Connects
Applications

Qtr 2

Data Updates +
Development Sprints

Qtr 3

Sharing Best
Practices with Peer
Group

Qtr 4

Applications to RTP,
Emerging Growth
Trends, and UGR

FY 2022-23 Cost and Funding Sources

Requirements:

Personnel Services \$ 41,583

Indirect Costs \$ 24,908

TOTAL **\$ 66,491**

Resources:

STBG \$ 59,663

STBG Match (Metro) \$ 6,829

TOTAL **\$ 66,491**

Regional Emergency Transportation Routes

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

Description

Identified in Chapter 8 of the [2018 Regional Transportation Plan](#), this project is a collaborative effort between public, private and non-profit stakeholders, co-led by the five-county, bi-state [Regional Disaster Preparedness Organization \(RDPO\)](#) and Metro to improve the safety and resiliency of the region's transportation system to natural disasters, extreme weather events and climate change.

From 2019 - 2021 the RDPO and Metro partnered to complete phase 1 of the project - updating the designated Regional Emergency Transportation Routes (ETRs) for the five-county Portland-Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington. The routes had not been updated since 2006. For more information on ETRs, please visit <https://rdpo.net/emergency-transportation-routes>.

A second phase of follow-on work is proposed for 2023 – 2025 and will utilize consultants to help prioritize/tier the updated routes and develop operational guidance for route owners/operators. While the funding for phase 2 may not be available in FY 2022-23, interim work activities will continue to help prepare for phase 2. Metro will bring the updated RETRs into 2023 RTP policies. RDPO is conducting additional technical analysis required before the launch of Phase 2, including updates to some public works facilities information, and an updated analysis of potential Cascadia earthquake impacts to RETRs. RDPO and Metro will leverage the recently developed Social Vulnerability Toolkit (SVT) to deliver a set of equity case studies looking at the Regional ETRs and how they serve specific vulnerable populations in the region. This work will help inform the wider application of SVT data in the Phase 2 process of tiering/prioritization and operational guidelines.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
ETR PH.1 findings incorporated into RTP			RDPO's Ph.2 prep

FY 2022-23 Cost and Funding Sources

Requirements:

Personnel Services \$ 36,408

Materials & Services \$ 80,000

Indirect Costs \$ 21,808

TOTAL **\$ 138,216**

Resources:

Local Support \$ 138,216

TOTAL **\$ 138,216**

The budgeted amount for Materials & Services includes costs for consultant activities.



Regional Corridor/Area Planning

Investment Areas (Corridor Refinement and Project Development)

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

Description

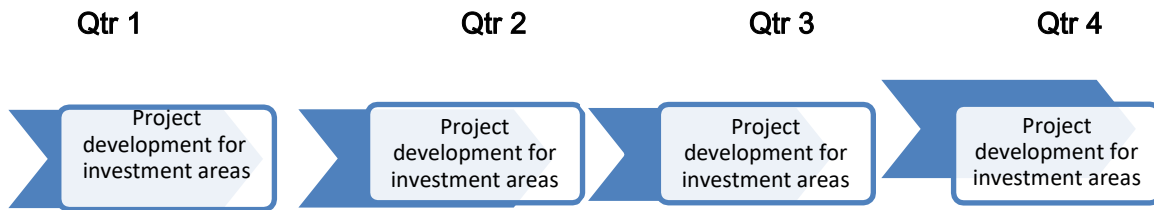
Metro's Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit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

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

In FY 2021-2022, Investment Areas staff have supported partner work on TV Highway, Enhanced Transit Concepts, Columbia Connects, 82nd Ave, the Interstate Bridge Replacement Program, additional support for the Southwest Equitable Development Strategy, MAX Red Line Enhancements, mobility and transit capacity improvements across the region.

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

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Requirements:

Personnel Services	\$ 319,617
Materials & Services	\$ 36,600
Indirect Costs	\$ 191,451
TOTAL	\$ 547,668

Resources:

Metro Direct Contribution	\$ 547,668
TOTAL	\$ 547,668

Southwest Corridor Transit Project

Staff Contact: Michaela Skiles, Michaela.Skiles@oregonmetro.gov

Description

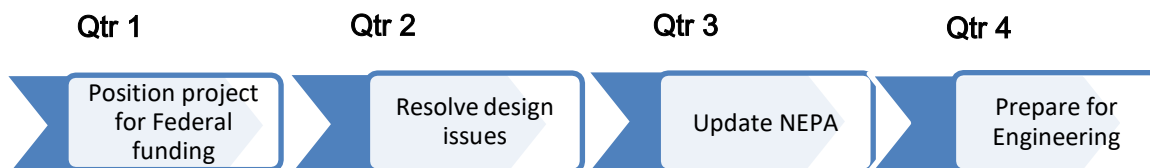
The Southwest Corridor Transit Project would extend the MAX light rail system to connect downtown Portland with southwest Portland, Tigard and Tualatin. The project is 11 miles long and includes 13 stations, new connections to regional destinations, and major enhancements to roadway, sidewalk, bike,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

The project supports local land use plans and zoning and is a key element to support the region's 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 progress on travel options and congestion, and is a model for incorporating equitable outcomes into transportation projects.

TriMet will design, build, operate and maintain the light rail. The project is guided by a steering committee composed of representatives from TriMet, ODOT, Metro, Washington County, Portland, Tigard, Tualatin and Durham, whose staff collaborate on project planning and design. Project planning and design (including the steering committee) were put on pause in late 2020 after the regional transportation funding measure did not pass. Environmental review activities are ongoing.

In FY 2021-22 the project continued to work with the Federal Transit Administration on developing and publishing the Final Environmental Impact Statement, receiving associated federal approvals, and issuing a Record of Decision. This is an ongoing program. Please contact staff for more detail.

Key Project Deliverables / Milestones*



**Unclear if funding for this project will be identified. These deliverables are dependent on funding.*

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 77,214	SW Corridor Equitable Dev. Strategy (FTA Grant)	\$ 413,750
Materials & Services	\$ 413,750	SW Corridor Equitable Dev. Strategy (FTA Grant) Match (Metro)	\$ 97,218
Indirect Costs	\$ 46,251	Local Support	\$ 26,248
TOTAL	\$ 537,215	TOTAL	\$ 537,215

The budgeted amount for Materials & Services includes costs for consultant activities.

Columbia Connects

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

Description

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

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

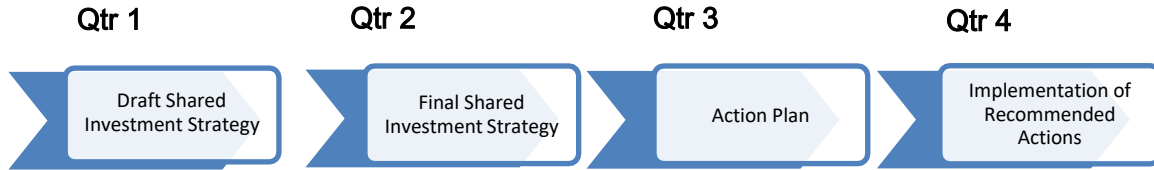
FY 2021-22 the Columbia Connects project:

- Completed a Conditions Assessment for the Columbia Connects subarea
- Established a Draft Share Investment Strategy

The Columbia Connects project is consistent with the Regional Transportation Plan (RTP) 2018 goals and 2040 Vision supporting a healthy economy that generates jobs and business opportunities, safe and stable neighborhoods, improved transportation connections for equity, efficient use of land and resources for smart growth and development, and opportunities for disadvantaged groups. The project is separate and complementary to the I-5 Bridge Replacement Project. Columbia Connects will identify projects and programs that will strengthen bi-state connections and institutional partnerships with or without a bridge and high capacity transit project.

Key Project Deliverables / Milestones

The project has resulted in a Columbia Connects Shared Investment Strategy that outlines specific opportunities for investment based on feasibility, effectiveness, equity, and project champions input. Projects and programs include test approaches and pilot projects aligned with the region's Comprehensive Economic Development Strategy. Based on the Strategy and coordination with partners, the partners will finalize and implement actions included in a Shared Investment Strategy, continuing to partner across state boundaries to establish agreements and commitments for implementation and ongoing coordination on resource acquisition.



FY 2022-23 Cost and Funding Sources

Requirements:

Personnel Services \$ 83,262
 Indirect Costs \$ 49,874

TOTAL \$ 133,136

Resources:

STBG \$ 119,463
 STBG Match (Metro) \$ 13,673

TOTAL \$ 133,136

City of Portland Transit and Equitable Development Assessment

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

Description

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

In FY 2021/22 the project completed the following elements of the work:

- NE Study Area Urban Design Report
- Analysis of NE Study Area Transit extension options
- NE Study Area Opportunity Site analysis

Final elements to be delivered in FY 2022/23 include:

- Equitable Development Report
- Land Use Analysis and Recommendations
- Transportation Analysis and Recommendations.

This program is ongoing.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Land Use Report	Transportation Report	Equitable Development Report	Adopt Final

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Materials & Services	\$ 50,000	Montgomery Park / Hollywood Transit (FTA Grant)	\$ 50,000
TOTAL	\$ 50,000	TOTAL	\$ 50,000

The budgeted amount for Materials & Services includes costs for consultant activities.

TV Highway Transit and Development Project

Staff Contact: Eryn Deeming Kehe, eryn.kehe@oregonmetro.gov

Description

The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to design high-capacity transit, specifically enhanced transit or Bus Rapid Transit (BRT) in the corridor, building on recent work undertaken by Washington County. It also brings together community to strategize future equitable development to disrupt inequitable historic patterns and counteract forces of gentrification when future transportation investments occur. It is a partnership between Metro and TriMet, ODOT, Washington County, Beaverton, Hillsboro, Cornelius and Forest Grove.

The program began in the fiscal year 2021-22. In that year, the project convened a group to create an equitable development strategy (EDS). This coalition of community-based organizations (CBOs) that represent communities of color and other marginalized communities within the study area is responsible for developing a strategy with the community. In addition, the project created a steering committee that includes elected officials and members of this coalition. The Steering Committee is charged with identifying a locally preferred alternative (LPA) for a Bus Rapid Transit (BRT) 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 goal is to 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 electric buses in the corridor.

This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. It is coordinated with the implementation of the OTC Strategic Action Plan's Equity and Modern Transportation System goals. 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.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Concept design and analysis	Community engagement	Finalize EDS	Select LPA

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 493,695	STBG	\$ 224,043
Materials & Services	\$ 300,000	STBG Match (Metro)	\$ 25,643
Indirect Costs	\$ 295,723	HOPE - TV Highway (FTA Grant)	\$ 425,000
		HOPE - TV Highway (FTA Grant) Match (Metro)	\$ 47,222
		Metro Direct Contribution	\$ 367,511
TOTAL \$ 1,089,418		TOTAL \$ 1,089,41	

The budgeted amount for Materials & Services includes costs for consultant activities.

TriMet Red Line MAX Extension TOD & Station Area Planning

Staff Contact: Guy Benn, benng@trimet.org

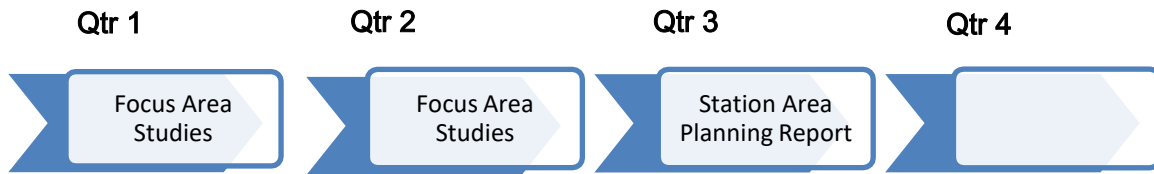
Description

Through a Federal Transit Administration (FTA) PILOT grant, this planning work will activate under-developed station areas along the east and west segments of the MAX Red Line being improved by the FTA Small Starts Better Red Improvement Project. The Station Area Planning work will complement and leverage the infrastructure and systems investment occurring through the Better Red Improvement project by clarifying the appropriate types, densities, and forms of development at each station area, and by highlighting ways for all stakeholders to participate in this development. By clarifying the conditions and needs at each station area, the planning work will highlight what development is possible and desired, and create certainty that is catalytic to additional investment.

Since the project's initiation in 3Q-FY21, TriMet, its project partners, and consultant team has performed an equity analysis and detailed scoping assessment to identify and refine the station study areas and focus parcels to highest priority and highest impact locations. On the east side, the focus is at Parkrose/Sumner Transit Center and at Gateway/NE 99th Transit Center, and on the west side at Willow Creek/SW 185th Transit Center, and Millikan Way, Beaverton Creek, and Elmonica/SW 170th Stations. Each focus area will be analyzed using specific economic and development studies tailored to its identified opportunity and potential. To deliver results that are relevant and contextual, the each study will account for past, current, and planned planning work relevant to the region and each focus area. Examples of tailored studies include; Community Assets and Gaps Analyses; Local Policy Analyses; Site Access, Massing and Feasibility Assessments; and Strategic Plans. Examples of related planning work being considered includes the Parkrose Community Plan, Metro's 2040 Growth and TOD plans, the Gateway Action Plan, Washington County's Economic Development Plan, etc.

Key Project Deliverables / Milestones

This station area planning work will provide actionable plans that will increase ridership, catalyze TOD development, and prime select TriMet-owned parcels for an RFP/RFQ process. The work will also increase transparency in TriMet's TOD program, promote community action and deliver equitable community benefit. Further information on all the above is available from the project manager.



FY 2022-23 Cost and Funding Sources

Requirements:

Personal Services	\$225,393
Materials & Services	\$495,781
TOTAL	\$721,180

Resources:

Federal grant	\$ 480,787
Local Match	\$ 240, 393
TOTAL	\$ 721,180

Westside Multimodal Improvements Study

Staff Contact: Vanessa Vissar, Vanessa.vissar@odot.oregon.gov

Description

ODOT and Metro are co-managing the Westside Multimodal Improvements Study and working in collaboration with local agency partners and the community to identify transportation needs, challenges, and opportunities in the Westside Corridor. The Westside 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 includes this project as 8.2.4.6 Hillsboro to Portland (Mobility Corridors 13, 14 and 16).

The project will consider potential multimodal projects, strategies, and technologies to develop a preferred set of investments and programs to address the identified needs. Options will be evaluated for their potential to address existing deficiencies and support future development and growth in freight, commuters, and commercial traffic in job centers and other regional destinations, including between Hillsboro's Silicon Forest, Northern Washington County's agricultural areas, and the Portland Central City, I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport. The project includes financial contributions from Washington County and the City of Hillsboro.

The Study began in Fall 2021 and is estimated to be completed in Spring 2023.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Existing Conditions	Scenario Development	Evaluation of Alternatives	Final Report

FY 2022-23 Cost and Funding Sources			
Requirements:		Resources:	
Personnel Services	\$ 400,000	ODOT/FHWA Grant	\$ 538,380
Materials & Services	\$ 400,000	Local Match	\$ 261,620*
TOTAL	\$ 800,000	TOTAL	\$ 800,000

*Local match includes \$100,000 contributions from City of Hillsboro and Washington County

82nd Avenue

Staff Contact: Elizabeth Mros-O'Hara, elizabeth.mros-ohara@oregonmetro.gov

Description

Metro Regional Government, in partnership with the City of Portland, TriMet, Clackamas County and ODOT will complete an Alternatives Analysis, Conceptual Design, Travel Reliability Analysis, and Electric Bus Feasibility Analysis and to advance Transit Project Development on the 82nd Avenue Corridor. This work will be coordinated with community partners, and will leverage TriMet's Division Transit Project and the City of Portland's Civic Corridor Program to improve safety and livability on the corridor.

Metro is requesting a \$850,000 Areas of Persistent Poverty grant from the FTA to develop a coordination strategy to work across jurisdictions; develop transit goals and objectives; coordinate and facilitate engagement with a focus on historically disadvantaged communities in the corridor; conduct a travel time and reliability analysis to inform transit project design; develop a conceptual design; and a get agreement on a transit concept, and estimate the feasibility of using articulated electric buses in the corridor. The alternatives analysis will identify the preferred transit alternative and set the project up to integrate with an Equitable Development Strategy and qualify for federal funding. The preferred transit concept will be adopted into partner agency plans and the 2023 RTP in summer to fall 2023. The project will then pursue NEPA and Federal Transit Administration funding.

TriMet's Line 72 is the highest ridership bus line in the TriMet system providing a crucial crosstown trunk with frequent service and connections to major transfer points like the Clackamas Town Center park and ride, SE 82nd and Division Street, and the 82nd Avenue MAX station serving many low income areas. This project would reduce the significant bus delays and coordinate the transformation of bus service on 82nd Avenue with the Jurisdictional Transfer process to ensure that improvements result in the best outcome for safety and high-quality and reliable transit service (potentially a BRT). Relatedly, the partners are working on Equitable Development Strategy to build opportunity in the area in partnership with the community.

Milestones and deliverables include:

- Interagency and community coordination strategy
- Transit Steering Committee
- Transit goals and objectives
- Communications and outreach plan
- Technical analysis of transit concepts and summaries of performance
- A locally preferred transit alternative with Steering Committee and input from community and stakeholders

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Develop Coordination Strategy	Develop Transit goals & objectives	Develop transit concepts	Identify locally preferred transit alternative

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 229,769	STBG	\$ 244,697
Materials & Services	\$ 450,000	STBG Match (Metro)	\$ 28,007
Indirect Costs	\$ 137,632	Metro Direct Contribution	\$ 544,697
TOTAL	\$ 817,401	TOTAL	\$ 817,401

The budgeted amount for Materials & Services includes costs for consultant activities.



Regional Administration and Support

MPO Management and Services

Staff Contact: Tom Kloster (tom.kloster@oregonmetro.gov)

Description

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

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

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

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

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

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

- ODOT/Metro Local Agency Master Certification IGA and Quality Program Plan *(effective through June 30, 2022)*
- 4-Way Planning IGA with ODOT, TriMet and SMART *(effective through June 31, 2024)*
- SW Regional Transportation Council (RTC) MOU *(effective through June 30, 2024)*
- Oregon Department of Environmental Quality MOU *(effective through March 7, 2023)*

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

Key Project Deliverables / Milestones

The primary deliverable include annual updates to MOUs and IGAs, as needed, development and adoption of the UPWP and self-certification with federal planning requirements. Ongoing administrative deliverables include administration of contracts, coordinating, leading and documenting TPAC and JPACT meetings and required federal reporting.

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Updates to MOUs and IGAs		Draft 2023-24 UPWP	Adopt 2023-24 UPWP Self-Certification

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 278,644	PL	\$ 349,842
Materials & Services	\$ 28,000	PL Match (ODOT)	\$ 40,041
Indirect Costs	\$ 166,908	Metro Direct Contribution	\$ 83,669
TOTAL	\$ 473,552	TOTAL	\$ 473,552

Civil Rights and Environmental Justice

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

Description

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

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

This is an ongoing program. Typical activities include receiving, investigating and reporting civil rights complaints against Metro and its sub-recipients; 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 Q3-Q4 FY2021-22, Metro updated its Limited English Proficiency Plan and Implementation Plan, its Title VI Program, and Title VI Plan.

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Note: Civil Rights and Environmental Justice costs are part of Metro's central communications department, and are allocated through Metro's cost allocation plan.

Public Engagement

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

Description

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

Metro's public engagement practices bring 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. It serves as a resource for current best practices for public involvement and supports the Strategic Plan to Advance Racial Equity, Diversity and Inclusion and its Goal B to meaningfully engage communities of color.

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. FY2021-22 activities included engagement on the 2023 Regional Transportation Plan scoping and the Regional Flexible Funds Allocation process

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

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

Data Management and Visualization

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

Description

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

The Data Resource Center's work in FY 2022-23 will span all of these disciplines. In the fields of data management and analytics, the DRC will provide technical expertise and data visualization products for Regional Transportation Planning, including work on the Regional Transportation Plan Update, the Metropolitan Transportation Improvement Program, Performance Measures and the Transportation Data Program. The Demographics and Equity Team will continue implementing the department's Equity Analytics Strategy.

The Data Resource Center will develop applications and provide systems administration for a variety of tools. Recent examples are: the Economic Value Atlas, an economic development planning tool that has become a platform used to provide geographic analysis layers for other programs such as the Regional Flexible Funds Allocation, 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 Data Resource Center will continue adding value relevant to Metro's MPO functions via the Regional Land Information System (RLIS) by maintaining its current technology stack and publishing data on a continual basis (quarterly RLIS Live updates). RLIS Live includes quarterly updates to transportation datasets such as street centerlines, sidewalks, trails, public transit routes, and annual updates to crash data and vehicle miles traveled. Demographic and land use data included in RLIS, such as the American Community Survey and zoning plans, also inform transportation planning. This provides essential data and technical resources to both Metro programs and partner jurisdictions throughout the region.

RLIS, Metro's Geographic Information System (GIS), 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.

For additional information about the Data Resource Center's data management and visualization projects, email cindy.pederson@oregonmetro.gov.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
RLIS Live Update Application Updates	RLIS Live Update Crash Map Updates	RLIS Live Update 2022 Aerial Photos	RLIS Live Update RTP Performance Measures

FY 2022-23 Cost and Funding Sources

Requirements:

Personnel Services	\$ 1,153,328
Materials & Services	\$ 71,900
Indirect Costs	\$ 690,843

TOTAL	\$ 1,916,071
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Resources:

5303	\$ 394,886
5303 Match (Metro)	\$ 45,196
STBG	\$ 201,893
STBG Match (ODOT)	\$ 23,108
Metro Direct Contribution	\$1,250,989

TOTAL	\$ 1,916,071
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Land Use and Socio-Economic Modeling Program

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

Description

The Land Use and Socio-Economic Modeling Program assembles historical data and develops future forecasts of population, land use, and economic activity that support Metro's regional transportation planning and transportation 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 Land Use and Socio-Economic Modeling Program also includes activities related to the continued development of the analytical tools and models 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 to study transportation corridor needs, formulate regional transportation plans, analyze the economic impacts of potential climate change scenarios, and to develop land use planning alternatives. This work creates the key inputs (i.e., population, housing, jobs) for the analytical tools (e.g., travel demand model) that are used to carry out federal transportation planning requirements and support regional transportation planning process and project needs.

The resources devoted to the development and maintenance of the Metro's core forecast toolkits are critical to Metro's jurisdictional and agency partners to do transportation planning and transportation project development. 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. This is an ongoing program.

Work completed (July 2021 – June 2022):

- Regional Economic Forecast Updates/Refinements
- 2020-2045 Distributed Forecast Refinements:
 - TAZ-level Employment by Sector Estimates
 - TAZ-level Household Estimates by Income-Age-Head of Household Cross-Classification
- Analysis of Census 2020 Data
- Ongoing Maintenance of Land Development Monitoring System

-
- Update of Vacant Lands Inventory

Work to be initiated/continued/completed (July 2022 – June 2023):

- Land Use Model Improvements
 - Assess Pro-Forma-based Approach to Forecasting Redevelopment Supply
 - Refinement of Regression-based Approach to Forecasting Redevelopment Supply
 - Development of a New Land Use Model Platform to Replace MetroScope
- Development New Regional Economic Forecast (2024 -2044) to Replace Existing 2018 – 2038 Forecast
- Analysis/Application of Census 2020 Data

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
LU Model Redevelopment Improvements	LU Model Redevelopment Improvements	Regional Economic Forecast	Regional Economic Forecast

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 152,302	5303	\$ 300,137
Materials & Services	\$ 132,300	5303 Match (Metro)	\$ 34,352
Indirect Costs	\$ 91,229	Metro Direct Contribution	\$ 41,341
TOTAL	\$ 375,831	TOTAL	\$ 375,831

The budgeted amount for Materials & Services includes costs for consultant activities.

Travel Model Program

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

Description

The Travel Model Program is a coordinated portfolio of projects and tasks devoted to the continued development 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:

- Trip-based Travel Demand Model
- Activity-based Travel Demand Model (CT-RAMP, ActivitySim)
- Freight Travel Demand Model
- Bicycle Route Choice Assignment Model
- Multi-Criterion Evaluation Tool (Benefit/Cost Calculator)
- Housing and Transportation Cost Calculator
- FTA Simplified Trips On Project Software (STOPS)
- 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. This is an ongoing program.

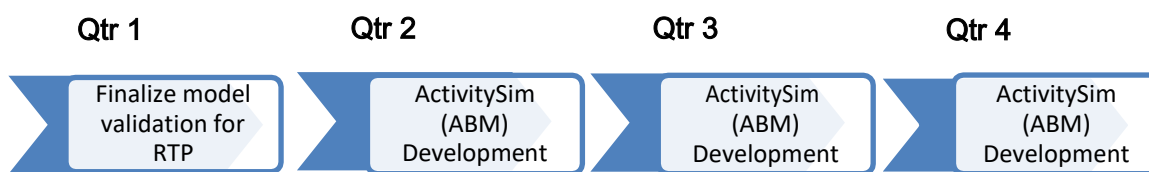
Work completed (July 2021 – June 2022):

- Trip-based Model Improvements and DTA Model Development in Support of Regional Pricing Studies:
- Multi-Criterion Evaluation (MCE) Tool Refinement in Support of Regional Pricing Studies
- Freight Model Dashboard Development and Validation
- VisionEval Reference Scenario Development and Sensitivity Testing
- 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

Work to be initiated/continued/completed (July 2022 – June 2023):

- Travel Demand Calibration/Validation to 2020 Base Year Conditions for RTP Application
 - Release New Model Version and Finalize Validation Report
- Activity-based Travel Demand Model (i.e., ActivitySim Development)
 - Update Population Synthesizer (i.e., PopSim)
 - Refine MAZs/TAZs, Networks
 - Existing (Survey) Year Implementation
 - Initial Calibration, Reasonableness Checking, and Region-Specific Customization

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 341,972		
Materials & Services	\$ 180,250		
Indirect Costs	\$ 204,841	5303	\$ 356,543
		5303 Match (Metro)	\$ 40,808
		Metro Direct Contribution	\$ 79,712
		Local Support	\$ 250,000
TOTAL	\$ 727,063	TOTAL	\$ 727,063

The budgeted amount for Materials & Services includes costs for consultant activities.

Oregon Household Travel and Activity Survey Program

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

Description

Transportation analysts, planners, and decision-makers depend on periodic travel surveys to provide a reliable “snapshot” of current household travel behavior reflected through changing population, demographic, and travel trends. Surveys provide a comprehensive picture of personal travel behavior that is lacking in other data sources, such as the Census. Data collected through surveys are also critical for updating and improving travel demand models, the foundational analytical tool used to support regional transportation planning activities.

Through the Oregon Statewide Modeling Collaborative (OMSC), 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 conduct survey efforts independently.

The current household survey project is structured around three major phases:

- Phase I – Scoping (October 2021 – December 2021)
- Phase II – Survey Design (January 2022 – May 2022)
- Phase III – Survey Implementation (Data Collection to begin Fall 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.

Work completed (July 2021 – June 2022):

- Contractor evaluation and selection
- Procurement and contracting
- Scoping/design/testing

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Complete	Data Collection	Data Processing	Data Collection

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 148,539	STBG	\$ 511,063
Materials & Services	\$ 350,000	STBG Match (Metro)	\$ 58,493
Indirect Costs	\$ 88,975	Metro Direct Contribution	\$ 17,957
TOTAL	\$ 587,514	TOTAL	\$ 587,514

The budgeted amount for Materials & Services includes costs for consultant activities.

Technical Assistance Program

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

Description

US Department of Transportation protocols and procedures 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. An annual 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.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Software maintenance fees paid	Assistance provided upon request	Assistance provide upon request	Assistance provided upon request

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 50,506	STBG	\$ 100,281
Materials & Services	\$ 31,000	STBG Match (Metro)	\$ 11,478
Indirect Costs	\$ 30,253		
TOTAL	\$ 111,759	TOTAL	\$ 111,759

Intergovernmental Agreement Fund Management

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

Description

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

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

Metro administers the terms of the intergovernmental agreements for the funding swaps and monitors the delivery of the projects receiving swapped funds. Each project identified for swapping federal funds with local funds emerge from a specific selection process based on a set of factors including, but not limited to: federal fund type being swapped, project complexity, and available local funds. The selection process is described in further detail of the program business process document. Intergovernmental agreements (IGAs) outline the agreed upon scope of work, the deliverables, and schedule for the project. A grant management database supports the administration and monitoring for work completed on the project. As necessary, Metro conducts MTIP amendments or UPWP amendments to facilitate the fund swap.

In federal fiscal year 2022-2023, the Intergovernmental Agreement Fund Management program will see all the active transportation project development projects completed. These 11 projects were for planning activities and early project development for design phases for local agency projects. These projects are further prepared with scoped cost estimates to pursue funding for future phases of work. At this time, two of the eleven projects have secured funding for the remaining project development, design, and construction phases.

Five projects will remain active and will continue to be monitored for progress and project delivery of projects receiving swapped funds in federal fiscal year 2022-2023. These five projects include three which will enter into construction during federal fiscal year 2022-2023 and two projects which will continue the development of preliminary engineering and design.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Project 1 in construction; Project 2 enters construction	Project 1 completion	Project 3 enters ROW	Project 2 completion; Project 3 enters construction; Project 4 completes design

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 45,355	Metro Direct Contribution	\$ 2,406,523
Materials & Services	\$ 2,334,000		
Indirect Costs	\$ 27,168		
TOTAL	\$ 2,406,523	TOTAL	\$ 2,406,523

The budgeted amount for Materials & Services includes costs for consultant activities.



State Transportation Planning of Regional Significance

ODOT Development Review

Staff Contact: Glen Bolen, Glen.a.Bolen@ODOT.oregon.gov

Description

ODOT reviews local land use actions and participates in development review cases when those actions may have safety or operational impacts (for all modes of travel) on the state highway system, or if they involve access (driveways) to state roadways. ODOT staff work with jurisdictional partners and applicants/developers. Products may include written responses and/or mitigation agreements. This work also includes review of quasi-judicial plan amendments, code and ordinance text amendments, transportation system plan amendments, site plans, conditional uses, variances, land divisions, master plans/planned unit developments, annexations, urban growth boundary expansions and recommendations for industrial land site certifications. ODOT also works to ensure that long-range planning projects integrate development review considerations into the plan or implementing ordinances, so that long-range plans can be implemented incrementally over time. In a typical fiscal year, Region 1 staff review of over 2,000 land use actions, with approximately 200 written responses and 100 mitigation agreements.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Ongoing response letters, mitigation agreements	Ongoing response letters, mitigation agreements	Ongoing response letters, mitigation agreements	Ongoing response letters, mitigation agreements

FY 2022-23 Cost and Funding Sources

Requirements:

Personal Services \$ 425,000

Materials & Services \$ 0

TOTAL **\$ 425,000**

Resources:

Federal grant \$ 357,894

Local Match \$ 67,106

TOTAL **\$ 425,000**

ODOT – Transportation and Growth Management

Staff Contact: Glen Bolen AICP, Glen.a.Bolen@ODOT.oregon.gov

Description

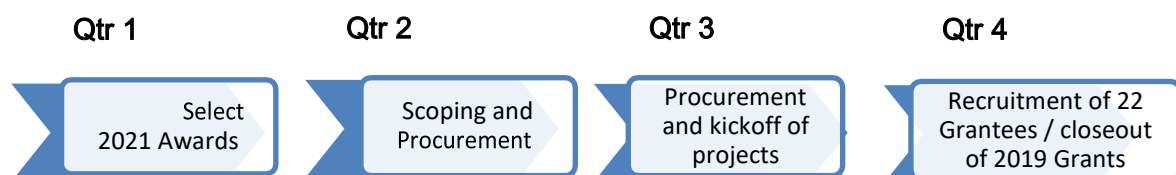
The Transportation and Growth Management (TGM) program is a partnership between the Oregon Department of Land Conservation and Development and Oregon Department of Transportation. The program helps governments across Oregon with skills and resources to plan for long-term, sustainable growth in their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

The Goals of the program are:

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

TGM is primarily funded by federal transportation funds, with additional staff support and funding provided by the State of Oregon. ODOT Region 1 distributes approximately \$650 - \$900 thousand dollars annually to cities, counties and special districts within Clackamas, Hood River, Multnomah and Washington Counties. Grants typically range from \$75,000 to \$250,000 and can be used for any combination of staff and consulting services. ODOT staff administer the grants alongside a local agency project manager.

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Requirements: (Est.)

Personal Services \$ 100,000

Materials & Services \$ 850,000

TOTAL **\$ 950,000**

Resources:

Federal grant \$ 760,000

Local Match \$ 190,000

TOTAL **\$ 950,000**

ODOT Region 1 Active Transportation Strategy

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

Description

ODOT's Active Transportation Needs Inventory (ATNI) implementation will enable ODOT Region 1 to identify gaps and deficiencies among sidewalks and bike facilities in the system and support conceptual planning of projects that increase biking, walking and access to transit including ADA conformance. This data can be referenced across all disciplines and ODOT teams to elevate biking and walking facilities in scoping and program development activities. Primary activities include project identification, scoping for identified needs and gaps, and pairing improvements projects with relevant funding sources to maximize the inclusion of active transportation needs and costs in planning and project development as a proactive rather than reactive effort. ATNI also complements the implementation of ODOT's Blueprint for Urban Design guidance on best practices for enhancing livability on the arterial highway network.

Education and outreach efforts in coordination with ODOT R1 Planning & Development, ODOT Office of Civil Rights, ODOT's Ped Bike Program, ODOT Traffic Safety and Safe Routes to School, will engage partner agencies and community members in identifying needs and solutions sooner in the planning and project delivery timeline.

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

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Project I.D. and scoping	Project development and outreach	Project development and outreach	Coordination and continued development

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 200,000	Federal grant	\$ 224,325
Materials & Services	\$ 50,000	Local Match	\$ 25,675
TOTAL	\$ 250,000	TOTAL	\$ \$250,000

ODOT Region 1 System Analysis and Technical Assistance

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

Description

In recent years, ODOT has produced several atlas-style documents to support the planning, programming and development of transportation investments around the region. These include the Interchange Atlas, Corridor/Traffic Performance Report, COVID Traffic Reports and Active Traffic Management Study. Every year, the data underlying these studies requires management and upkeep. The purpose of these projects is to ensure that ODOT and its partners always have up to date and useful data available. These efforts provide technical assistance, updates and refinements to important reference data sets and documents. System Analysis and Technical Assistance efforts also support early-stage performance-based planning through the use of modeling tools, data evaluation, model calibration, forecasting analysis, and scenario-based alternative analysis. System Analysis and Technical Assistance efforts also include ODOT's coordination with Portland State University to sustain and manage PORTAL – the official Archived Data User Service for the Portland Metropolitan region.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Data Collection/ Management	Data and Report Updates	Continuation	Continuation

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 187,500	Federal grant	\$ 336,488
Materials & Services	\$ 187,500	Local Match	\$ 38,513
TOTAL	\$ 375,000	TOTAL	\$ 375,000

ODOT Region 1 Planning for Operations

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

Description

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

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

Identification of safety and efficiency improvements through planning for operations includes identifying investment opportunities that are focused on improving safety for all users of the transportation system, as well as improving efficiency and reliability, which can lead to improvements in congested conditions and climate impacts, which is consistent with 2018 RTP policy guidance related to safety, congestion and climate change. In FY 2022-23 work will focus on refining traffic analysis, planning level design and cost estimates for improvement concepts, as well as coordination efforts with regional partners on initial implementation actions identified in the 2021 TSMO Strategy. Please contact ODOT staff listed above to learn more detail.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Refine traffic analysis, planning level design and cost estimates for improvement concepts	Outreach and Coordination	Continuation	Continuation

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 65,000	Federal grant	\$ 210,866
Materials & Services	\$ 170,000	Local Match	\$ 24,134
TOTAL	\$ 435,180	TOTAL	\$ 435,180

ODOT Regional Mobility Pricing Project

Staff Contact: Mike Mason, Michael.W.Mason@odot.state.or.us

Description

The Regional Mobility Pricing Project is evaluating congestion pricing using all-electronic variable rate tolling on all lanes of Interstate 5 and Interstate 205 within the Portland metro area. The project will coordinate with two other congestion pricing projects, the Interstate Bridge Replacement Program and I-205 Toll Project.

In 2021, ODOT began a planning phase, called a federal Planning and Environment Linkages (PEL) process. This phase is planned to be completed in mid-2022 and transition into the environmental study phase under the federal National Environmental Policy Act (NEPA).

As the Project transitions from PEL to NEPA, ODOT – in coordination with agency partners and the public – will submit to FHWA PEL materials that include the draft Purpose and Need Statement, an environmental classification recommendation, evaluation criteria, and project alternatives for evaluation and analysis.

The Regional Mobility Pricing Project is consistent with Regional Transportation Plan policies relating to reliability, pricing and Transportation System Management & Operations (TSMO).

The Oregon Transportation Commission is the tolling authority for Oregon's highway system. The Project is managed by ODOT, in coordination with FHWA. Equity is centered in the process and products of this Project through an Equity Framework, and is supported by a robust advisory structure to engage technical and political regional partners, transit and transportation option providers, and historically marginalized or excluded communities. Regional partners include local, county, and regional agencies, as well as transit service providers including TriMet, C-Tran, SMART, and others. ODOT is coordinating with Metro and the City of Portland on their efforts related to congestion pricing.

Funding for FY 2022-2023 is needed to continue this robust planning and environmental review of the project towards best designing a congestion pricing system of I-5 and I-205 to meet climate, equity, congestion management, and safety goals.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Decision on PEL, transition to NEPA	Begin NEPA analysis	Conducting NEPA analysis	Conducting NEPA analysis

FY 2022-23 Cost and Funding Sources

As noted above, the planning work for FY22/23 is limited to a few tasks within Q1. The costs listed below cover both planning and NEPA work that will occur during the first quarter.

Requirements:

Personal Services	\$ \$2,223,521
Materials & Services	\$ \$76,479
TOTAL	\$ \$2,300,000

Resources:

Federal grant	\$ \$2,121,060
Local Match	\$ \$178,940
TOTAL	\$ \$2,300,000

ODOT I-5 Boone Bridge and Seismic Enhancement and Interchange Improvement Study

Staff Contact: Vanessa Vissar, Vanessa.vissar@odot.oregon.gov

Description

In 2017-2018, ODOT and the City of Wilsonville partnered on a Southbound I-5 Boone Bridge Congestion Study. The study led to the adoption of the I-5 Wilsonville Facility Plan, which documented a southbound auxiliary lane concept consistent with implementation recommendations for this corridor (see Project 11990 and 11304 on the 2018 RTP Financially Constrained List).

As directed by the 2019 Legislature, ODOT evaluated the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway. The I-5 Boone Bridge and Seismic Improvement Project Technical Report was completed and submitted to the Oregon Legislature in January 2021. Along with the engineering analysis of the bridge, ODOT worked with Metro to analyze the effects of bridge widening on travel patterns in the region.

In March 2021, the Oregon Transportation Commission allocated \$3.7M for the Planning Phase. While much of this funding allocation will be dedicated to bridge engineering, a portion of the funding is available for the planning work needed to ensure that the impacts of this project on land use and transportation are understood, noting that full NEPA analysis would occur in the Preliminary Engineering phase. ODOT will consider recommendations from the I-5 Boone Bridge and Seismic Improvement Project Technical Report and analysis of the effects of bridge widening on travel patterns to complete the Planning Phase. ODOT will further refine a cost estimate range, update the prior analysis (i.e. travel patterns, demand, and land use impacts) with tolling assumptions, and the current project scope that reflects current auxiliary lane proposal, advance project design, determine bicycle, pedestrian access, and public transportation access, conduct stakeholder engagement, develop and integrate an equity framework, evaluate land use impacts, and complete other pre-NEPA activities. ODOT staff will consult with regional partners throughout the Scoping and Planning Phase on travel demand and land use. The Planning Phase was initiated in an amendment to the FY 2021-2022 UPWP (\$200,000), will continue through FY 2022-23 (\$2.5 million), and is estimated to be completed in 2023 (with remaining work and associated costs to be outlined in the FY 2023-2024 UPWP).

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Planning Phase Activities	Planning Phase Activities	Planning Phase Activities	Planning Phase Activities

FY 2022-23 Cost and Funding Sources

Requirements:

Personal Services \$ 500,000

Materials & Services \$ 2,000,000

TOTAL **\$ 2,500,000****Resources:**

Federal grant \$ 2,243,250

Local Match \$ 256,750

TOTAL **\$ 2,500,000**

ODOT Region 1 Bus on Shoulder Pilot Assessment and Evaluation

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

Description

Demonstrating its commitment to testing innovative multi-modal tools, the Oregon Department of Transportation (ODOT) will conduct performance monitoring and evaluation for two Portland-area freeway Bus-on-Shoulder (BOS) pilots to determine long-term operations feasibility. Activities will include: quarterly reviews of operations, annual before and after pilot evaluations, surveying, updates to the Traffic Control Devices Manual, and preparations for Oregon Administrative Rule (OAR) amendment for BOS implementation in future corridors.

ODOT will also update its freeway system feasibility assessment to identify potential future candidate BOS corridors.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Assessment and Analysis	Assessment and Analysis, Survey	Assessment and Analysis	Assessment & Traffic Manual revision, Survey

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 50,000	Federal grant	\$ 134,595
Materials & Services	\$ 100,000	Local Match	\$ 15,405
TOTAL	\$ 150,000	TOTAL	\$ 150,000

ODOT Region 1 Truck Network Barriers Analysis

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

Description

The ODOT Region 1 Truck Network Barrier Analysis will provide a prioritized list of future strategic long-term and short-term investments to address network barriers on ODOT facilities within Region 1. Building on past work, the Network Analysis will define projects which will preserve and enhance freight function on State facilities. It will include a GIS map and a list of solutions to address the network barriers. The proposed solutions and/or projects will be classified by scale, cost, benefit, constructability, and modal priority to better inform needs across entire corridors. Using a similar building block approach as the Regional Freight Plan, the Network Barrier Analysis will address straightforward solutions and build to more complex solutions to maximize the operation of the existing system (similar to the Congestion Bottleneck Operations Study). This analysis will be used to inform Region 1's transportation funding plans to strategically invest in projects that leverage future investments such as preservation, bridge maintenance, and highway operational improvements while reducing barriers on the freight network.

The Network Barrier Analysis will further evolve the strategies in the 2018 RTP Regional Freight Strategy. Presently, the RTP generally identifies projects that address bottlenecks and improve safety along Region 1's freeways. The Network Barrier Analysis will provide further refinement of the identified projects and strategies in the RTP to assure consistency with the RTP and to define the projects for future scoping in an effort to ready the projects for funding and implementation.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Selection criteria and	Outreach and coordination	Development of	Final Report

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 100,000	Federal grant	\$ 280,000
Materials & Services	\$ 250,000	Local Match	\$ 70,000
TOTAL	\$ 350,000	TOTAL	\$ 350,000

ODOT Region 1 Urban Arterials Assessment Strategy

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

Description

ODOT seeks to leverage its recent work program investments to improve on corridor projects identified for the 2020 Regional Investment Measure with a focus on addressing safety, transit and multi-modal needs along the region's urban arterials (state, Regional and district highways). This effort will coordinate with local planning and implementation strategies and apply ODOT's Blueprint for Urban Design. This work supports ODOT and the local jurisdictions' approach to prioritize equitable and impactful investments for vulnerable users who depending on walking, biking and taking transit along corridors. The initial corridor to undergo this planning approach will be OR99E, McLoughlin Boulevard between Milwaukie and Oregon City.

This effort also follows Clackamas County's Metro funded Park Avenue Community Project (Development and Design Standards) and the earlier McLoughlin Area Plan work.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Existing conditions	Outreach and coordination	Assessment and Analysis	Report development

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 100,000	Federal grant	\$ 320,000
Materials & Services	\$ 300,000	Local Match	\$ 80,000
TOTAL	\$ 400,000	TOTAL	\$ 400,000

ODOT Interstate 5 Columbia River (Interstate) Bridge Replacement

Staff Contact Raymond Mabey, Raymond.MABEY@odot.state.or.us

Description

The Interstate Bridge Replacement (IBR) program is charged with identifying a seismically resilient, multimodal replacement solution for the aging Interstate Bridge across the Columbia River that improves mobility for people, goods, and services. Program activities are related to development and implementation of ODOT's Statewide Transportation Improvement Program and Regional Mobility Pricing Project.

In FY 2020-2021, the IBR program launched comprehensive public engagement efforts to re-engage stakeholders and initiated new technical analysis to identify necessary design updates and begin the environmental review process. Direct input from over 10,000 people, and confirmation with partner agencies and program advisory groups, has determined that the transportation needs identified during previous planning remain valid. The community also shared priorities relating specifically to equity and climate. Equity and climate frameworks have been developed to help inform program work and outcomes.

A preliminary list of design options has been developed that address physical and contextual changes within the program area and embed equity and climate considerations. The program is currently working to finalize desired outcomes and screening criteria to evaluate design options while also engaging with the community around preferences and priorities related to design options. All design options will include the addition of High Capacity Transit to the replacement bridge. This is an ongoing program that will require continued collaboration with partners, stakeholders, and the community to reach consensus on the draft revised LPA, begin the NEPA environmental review process, finalize design, and begin construction by 2025. Learn more on the [program website](#) or contact info@interstatebridge.org.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Develop Draft Revised LPA	Refine Draft Revised LPA for	Begin NEPA process	Continue NEPA

Note: The budget is included in the PE phase costs per 2021-2024 STIP

FY 2022-23 Cost and Funding Sources

Requirements:

Personal Services \$ TBD

Materials & Services \$ TBD

TOTAL \$ Total Amount

Resources:

Federal grant \$ TBD

Local Match \$ TBD

TOTAL \$ Total Amount

ODOT Clackamas Connections Integrated Corridor Management

Staff Contact: Scott Turnoy, Scott.TURNOY@odot.oregon.gov

Description

The Clackamas Connections Integrated Corridor Management (ICM) project will develop a Concept of Operations based on Transportation System Management and Operations (TSMO) strategies around better traveler information, smarter traffic signals and efficient incident response to increase reliability. ICM results in a shared Concept of Operations that integrates agencies operationally, institutionally and technologically. This project is funded through Metro's regional TSMO program and relates to the 2021 TSMO Strategy which stems from 2018 RTP Goal 4, Reliability and Efficiency utilizing demand and system management strategies. This project generates recommended action for several corridors, predominantly in Clackamas County, consistent with safety, equity and climate policies.

Corridors subject to the initial phase of needs analysis are expected to include, but are not limited to, sections of Interstate 5 and along Interstate 205, Wilsonville Road, Elligsen Road, Stafford Road, 65th Avenue, Borland Road, Willamette Falls Drive, 82nd Drive/Avenue, McLoughlin Boulevard (OR 99E) and OR 224 in Clackamas County. The project will be beneficial for freight drivers as they make route decisions to reach destinations in the region and beyond. It will also make use of the region's transit investments, improving operations by integrating Intelligent Transportation Systems (ITS).

This project began during the second quarter of FY 2021-22 and extends to the fourth quarter of FY 2022-23. The project will engage a broad group of stakeholders starting with operator agencies such as TriMet, ODOT, and cities and counties within the study area.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Consultant procurement	Project kick-off and stakeholder	Needs assessed	Concept of

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 70,000	Federal grant	\$ 176,713
Materials & Services	\$ 150,891	Local Match	\$ 44,178
TOTAL	\$ 220,891	TOTAL	\$ 220,891



Local Planning of Regional Significance

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

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

Description

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

This project seeks to establish a clear vision on how best to improve walkability and provide safer access across the Oak/Baseline couplet, particularly at currently un-signalized intersections, which would allow the City to pursue other funding opportunities proactively, or in conjunction with private development, to address these access safety deficiencies.

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

In FY 2021-2022, Hillsboro and ODOT entered into a contract with Kittelson & Associates. To date the consultant team has 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 was held to introduce the public to the project and provide input. 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.

Key Project Deliverables / Milestones

Qtr 1

Consultant
completes 100%
of project

Qtr 2

Qtr 3

Qtr 4

FY 2022-23 Cost and Funding Sources

Requirements:

Consultant Services	\$ 389,777
Personal Services	\$
TOTAL	\$ 389,777

Resources:

Federal grant	\$ 332,550
Local Match	\$ 57,227
TOTAL	\$ 389,777

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

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

Description

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

In 2021-2022, this project work phase completed 30% Concept Plans. The proposed project, located in a high-density employment area with higher density residential to the south and east, will improve walkability and safety in four Metro-identified pedestrian corridors and will lead to an increase in non-auto trips through improved user experience. The BCT Project meets objectives identified in THPRD’s Comprehensive Plan and Trail’s Master Plan, the City of Beaverton’s transportation Plan, the Oregon State Comprehensive Outdoor Recreation Plan that was in place at the time the project was approved, and the Oregon Statewide Planning Goals and Objectives for Recreation.

This is an ongoing project. We anticipate the Preliminary Engineering phase – which will include ROW acquisition and Project engineering - is anticipated to begin in 2022.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Finalize Concept Plans	Complete Proj. Phase	Prospectus Development PE Amendment	PE Obligation

FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 350,000	Federal grant	\$ 3,693,212
Materials & Services	\$ 5,850,000	Local Match	\$ 2,506,788
TOTAL	\$ 6,200,000	TOTAL	\$ 6,200,000

Sunrise Gateway Corridor Community Visioning Project

Staff Contact: Jamie Stasny, jstasny@clackamas.us

Description

The Sunrise Gateway Corridor, traversed by Highway 212 and 224, is an essential economic hub in Clackamas County and serves as one of the busiest freight distribution centers in the Portland Metro region and the state. This area includes a significant amount of undeveloped and underdeveloped acreage within the urban growth boundary and is projected to double in residential population over the next 20 years. Currently, the heavily congested transportation system is failing with dangerous intersections and a lack of safe crossings, pedestrian, and bicycle amenities. No formal planning or community engagement work has been conducted for this corridor in over 10 years.

This project will initiate robust community engagement and the production of an equitable development plan for this corridor. This plan will guide future transportation, housing, and other investments in the coming years to support a vibrant, safe, and affordable corridor that serves existing and future community members, businesses, and the region.

Specifically, this effort will:

- Build trust and a common vision for the future of the corridor by deeply engaging the people who live, work, and own businesses in this corridor. Prioritize engagement with people who have historically been left out of the public process including people experiencing poverty and people of color.
- Find opportunities to optimize land use designations within the corridor to support housing options and job creation by conducting a Land Use Assessment and an Economic Competitiveness and Employment Lands Analysis.
- Protect the current residents of the area by developing and implementing an anti-displacement strategy.
- Identify barriers and develop solutions for improving community health by conducting a Community Health Assessment.
- Modernize the Transportation Vision for this corridor by understanding the community needs and getting community feedback on the current draft concept, conducting an environmental re-evaluation of proposed improvements, developing a phasing plan for the arterial network, refining the concept to match the community supported plan, creating a funding plan and updating local TSP's (Transportation System Plans) and the RTP (Regional Transportation Plan) to match the community supported plan.

After scope development and consultant selection in 2022 we will be working on project development, outreach and technical analysis and community engagement throughout FY 2022-2023 with a goal of developing a draft report by Q4. This project will support

transportation planning and comprehensive plan work underway in both Happy Valley and Clackamas County. This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. This area was included in the 2018 RTP as part of Clackamas to Columbia Corridor (Mobility Corridor 24), 8.2.4.7.

Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Project Development & Outreach	Technical Analysis - Engagement	Technical Analysis - Engagement	Draft Report

FY 2022-23 Cost and Funding Sources Note: Funding listed in this narrative is draft, and subject to change.

Requirements:		Resources:	
Personal Services	\$ 4,050,000	Federal grant	\$ 2,600,000
Materials & Services	\$	Local Match	\$ 1,450,000
TOTAL	\$ 4,050,000	TOTAL	\$ 4,050,000

TriMet Comprehensive Fleet and Service Planning

Staff Contact: Kate Lyman, lymank@trimet.org

Description

Leading into FY23, TriMet is currently in the process of two major fleet and service planning efforts.

TriMet completed the Non-Diesel Bus Plan in September 2018, which commits to transitioning all TriMet buses to a zero emissions fleet by 2040. Zero-emission buses will require charging infrastructure, upgrades and expansion of TriMet's three existing garages, transit centers and other TriMet facilities. Planning will also be re-started (after a pause due to the pandemic) for the new Columbia bus base in Northeast Portland.

In FY22, TriMet began a Comprehensive Service Analysis – Forward Together – a 9-month project to recommend near-term, easily-implementable changes to address the changing transit needs of our region as a result of the pandemic. Immediately following, TriMet will take these learnings and incorporate them into a suite of plans – Forward Together 2.0 – to guide future investments in service, vehicles, and infrastructure to grow ridership, address equity, and combat climate change, which are described below.

- 1) TriMet will update its Service Enhancement Plans. These revised plans will incorporate the emerging demands for transit following the pandemic to maximize the benefits to the community and restore ridership.
- 2) TriMet will develop a Clean Corridors Plan to analyze and evaluate where to first deploy alternative-fuel vehicles. The plan will prioritize deployment of these vehicles to communities that experience greater pollution.
- 3) TriMet will develop a revised fleet plan to ensure our alternative-fuel fleet is capable of operating the lengths of blocks needed under a reduced peak-hour service scenario. The plan will also identify future needs for higher capacity buses. This will build on the fleet transition plan developed in FY22.

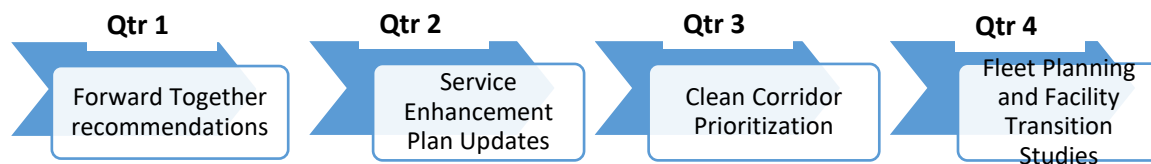
As a key element for implementing State greenhouse gas emissions and regional climate goals, this work will be completed in close coordination with ODOT and Metro, particularly related to the following efforts:

- ODOT statewide fleet transition plan, as required by IJJA, and to support implementation of Executive Order No. 02-04 and the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions.
- Metro's update of the Climate Smart Strategy, including fleet transition assumptions and investment priorities to meet the region's transit service needs and climate and equity goals, as part of updating the Regional Transportation Plan in 2022-2023.
- Metro's update of the high capacity transit component of the Regional Transit Strategy, as part of updating the Regional Transportation Plan in 2022-2023.

Though federal funds are not being used for planning work at this time, new federal funding sources are being evaluated to expand upon this planning through the development of the Fleet Transition Plan.

Key Project Deliverables / Milestones

This fleet planning work will provide actionable plans to guide future bus purchases and prioritization for deployment of zero emission vehicles. The service planning work will result in updated Service Enhancement Plans and enhance partnerships with community groups and local jurisdictions for future transit service. Further information on all the above is available from the project manager.



FY 2022-23 Cost and Funding Sources

Requirements:

Personal Services	\$ 325,000
Materials & Services	\$ 75,000

TOTAL \$ 400,000

Resources:

Federal grant	\$
STIF dollars	\$ 400,000

TOTAL \$ 400,000



Appendices

2021 Metro TMA Certification Review

Corrective Actions, Recommendations & Proposed Actions

Topic Area	Corrective Action / Recommendation	Proposed Action
1. Metropolitan Transportation Plan (MTP)	<p>Corrective Action 1: By December 23, 2023, with the update of the MTP, Metro must create a financial plan that meets the requirements of 23 CFR 450.324(f)(11), including:</p> <ul style="list-style-type: none"> • Document revenue and cost estimates in YOE dollars • In revenue estimation, develop one consistent process for all agencies and separate out ODOT revenues from Federal funding • Define operations and maintenance for highway and transit to use in MTP and TIP financial planning processes. 	<p>Metro will change its methodology to account for the effects of inflation on financial constraint and reflection of “year of expenditure dollars” from a discounting of revenues method to an inflation of costs method.</p> <p>Metro participates in the statewide working group led by ODOT to forecast federal and state transportation revenues for long-range plans. This forecast information will serve as the basis for forecasting what portions of those revenues are reasonably expected to be available in the Metro MPO region for the 2023 RTP update. Federal and state revenues will be reported separately. A methodology for how these funds will be applied to OM&P and capital project costs prioritized in the plan update will also ensure federal, state, and local revenues as applied to those costs can be tracked separately.</p> <p>Metro will publish guidance to be followed for the development of local revenue to create consistency in the forecast approach. However, locally generated revenues used for transportation purposes (e.g. system development charges or parking revenues) can be unique, and may continue to utilize forecasting methods appropriate to their locally unique conditions. Any unique methods for</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
		<p>the forecast of local revenues will be vetted at the regional level and documented.</p> <p>Metro will work with agencies to create definitions of operations, maintenance, preservation, and capital projects and programs, and develop cost estimation guidance to consistently apply these definitions to cost categories. These definitions will be consistent with ODOT and the region's transit agency cost methods. Transit state of good repair, TAM plans and service plans will be used as sources for cost estimates of transit operations and maintenance activities.</p> <p>Local agencies provide cost estimates for their operations, maintenance and preservation, and each agency's method may differ. For example, one agency may consider asphalt sealant a maintenance activity while another considers it a preservation activity. It may not be possible for agencies to tease apart and re-estimate category costs in strict adherence to a regional guidance document. These slight differences will not impact total cost estimates for these OM&P activities that then allow the region to establish revenues available for capital projects. Nor will they have measurable impacts to performance measures related to OM&P activities on the NHS.</p>
	<p>Recommendation 1: As part of fiscal constraint documentation, Metro should develop cost and revenue estimates for functional categories (e.g., preventive maintenance, operations and management, capital), time periods (e.g., 2020-2030, 2030-2040) and by major travel modes</p>	<p>Metro staff will work with agency staff to develop cost estimates for functional categories. OM&P costs will be attributed to time periods (or cost bands).</p> <p>The current revenue forecast and capital project cost estimating methodologies anticipates that</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
	(e.g., roadways, public transit, bike and pedestrian) to provide more specific detail describing how available revenues can meet projected costs overtime.	<p>revenue forecasts will be developed for time periods within the plan years of 2024 through 2040. Capital projects will be assigned for implementation within time periods in YOE costs, limited to the revenue capacity within those time periods.</p> <p>Capital projects will identify all major travel modes provided or impacted by the project. For projects that provide or impact multiple modes it may be difficult to attribute costs and apportionment of revenues to singular modal categories.</p>
	Recommendation 2: Metro should develop a single definition for a regionally significant project and use it consistently throughout all documents and processes.	Metro expects to establish a comprehensive definition for the term “regionally significant” as part of the 2023 RTP update.
	Recommendation 3: Metro should look at MTPs of peer MPOs and consider changes to provide a more user-friendly and accessible MTP format.	<p>As part of the 2023 RTP update, Metro is considering options for preparing a simplified version of the plan that is more accessible to the general public. We are contacting peer MPOs for examples.</p> <p>One of the burdens unique to our MPO is that our RTP is also regulated by Oregon’s statewide planning laws, as well as Metro’s own regional planning requirements under a voter-approved charter. As a result, our RTP serves many masters, each with specific requirements for its content and degree of detail.</p> <p>Given these conditions and requirements, we are considering a separate, simplified summary version aimed at the general public and policy makers. The MTC in the Bay Area is a good example of this</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
		approach, though our own work will be subject to budget and capacity availability.
	Recommendation 4: Metro should include the timelines for re-evaluation points, equity milestones, and follow-up actions to ensure accountability and benchmarks for success in the <i>Transportation Equity Evaluation</i> section of the MTP/RTP.	Metro staff will consider incorporating this recommendation as part of updating the regional equity analysis and findings for the 2023 RTP.
2. Transportation Improvement Program	Recommendation 5: Metro should include a breakdown of each federal funding source by amount and by year within the main document of the MTIP.	Metro staff would appreciate further explanation of the recommended format of this information. Should it be a display of federal funding revenues available or of federal funding sources programmed for obligation?
	Recommendation 6: Metro should address ADA Transition Plan implementation in the TIP project prioritization and selection processes.	Metro will request ODOT and transit agencies to document how their proposed investments and programming address their ADA Transition Plans. Additionally, the MTIP will also document how programming of local agency investments implement or were shaped by their ADA Transition Plans.
3. Congestion Management Process	Recommendation 7: Metro should continue to address the following portions of their congestion management process (CMP): <ul style="list-style-type: none"> • Methods to monitor and evaluate the performance of the multimodal transportation system by identifying the underlying causes of recurring and non-recurring congestion; identifying and evaluating alternative strategies; 	As part of the 2023 RTP update Metro is working in partnership with ODOT to update the region's mobility policy. This work is expected to conclude in mid-2022 and recommendations from the work will be carried forward to be applied and incorporated into the 2023 RTP. The updated policy will also be considered for amendment into the Oregon Highway Plan by the Oregon Transportation Commissions.

Topic Area	Corrective Action / Recommendation	Proposed Action
	<p>providing information supporting the implementation of actions; and evaluating the effectiveness of implemented actions;</p> <ul style="list-style-type: none"> • Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that contribute to the more effective use of and improved safety of existing and future transportation systems based on the established performance measures. • Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. 	<p>As part of the 2023 RTP update, Metro will be revising Chapter 4 (Existing Conditions) and completing our 4-year System Performance Report (as required by federal regulations). In addition, Metro will update a needs assessment to evaluate performance of our multimodal transportation system, and setting investment priorities following the CMP process described in the RTP.</p>
4. Consultation	<p>Corrective Action 2: By June 30, 2022, Metro must document its formal consultation process developing with applicable agencies that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies defined in 23 CFR 450.316(b), (c), and (d), as required in 23 CFR 450.316(e).</p>	<p>Metro is currently engaging resource agencies and expects to have the formal, documented process completed in advance of June 30, 2022.</p>
5. Public Participation	<p>Corrective Action 3: By June 30, 2023 Metro must update the PPP to meet all requirements of 23 CFR 450.316, including:</p> <ul style="list-style-type: none"> • Simplifying the PPP document through summaries, visualization, and other techniques to make the document 	<p>Metro will update the PPP by June 30, 2023. Currently titled, "Get involved in Transportation Planning", the plan will be revised to include the points requested and required.</p>

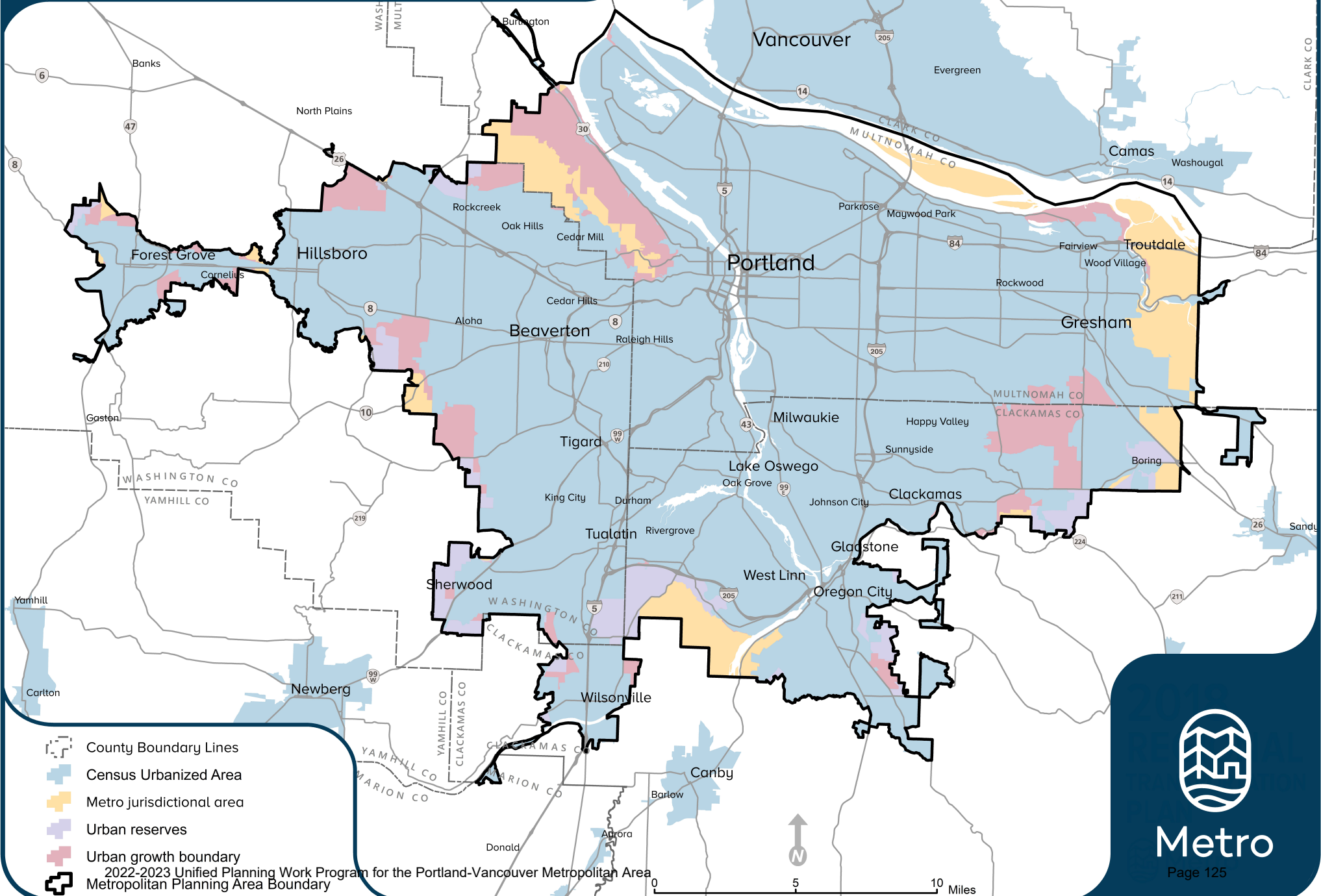
Topic Area	Corrective Action / Recommendation	Proposed Action
	<p>accessible and comprehensible to the widest possible audience</p> <ul style="list-style-type: none"> • Explicit procedures for outreach to be conducted at the identified key decision points. • Specific outreach strategies to engage traditionally underserved populations. • Criteria or process to evaluate the effectiveness of outreach processes. • A minimum public comment period of 45 calendar days shall be provided before the revised participation plan is adopted by the MPO. 	Regarding the recommendation to simplify through summaries, visualizations and other techniques, Metro staff would benefit from additional direction from FHWA, and would welcome the opportunity to review PPP documents from other MPOs that could be used as strong examples.
	Recommendation 8: Metro should use just one document as the MPO's Public Participation Plan to make it easier for the public participation processes.	Metro plans to update to the "practitioner's guide" (the Public Engagement Guide) and include that in the updated PPP, though as secondary content to the public commitments and information about what to expect from engagement processes. This Public Engagement Guide was launching as a process but was cut short in March 2020 due to impacts from the COVID-19 pandemic.
	Recommendation 9: Metro should include information in the PPP on how the public can volunteer to serve on committees.	Metro will pursue this recommendation, understanding that multiple departments outside of the MPO function also manage and recruit for committees.
	Recommendation 10: Metro should update the <i>Language Assistance</i> link on its website so it's stated in the prominent languages in the region, as determined in the LEP Four-Factor Analysis and the Safe Harbor Provision.	Metro is currently developing its next website to comply with technical support and security updates to its Drupal platform. This recommendation has been included in the requirements and project plan for the new website, and the initial version is expected in early 2023.

Topic Area	Corrective Action / Recommendation	Proposed Action
6. Civil Rights (Title VI, EJ, LEP, ADA)	Corrective Action 4: By December 31, 2022, Metro must complete an ADA self-evaluation of all Metro programs, services, and activities that identifies universal access barriers and describes the methods to remove the barriers, along with specified timelines to come into compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. The self-evaluation and transition plan should include a list of advocacy groups/individuals consulted with as part of the self-evaluation/transition plan process and be posted on Metro’s website for public information and opportunity to provide feedback.	Metro has assigned a project manager to create the self-evaluation and action plan for programs, services and activities and including these elements. The project is expected to be completed by December 31, 2022.
	Recommendation 11: It is recommended Metro ensure the ADA Notice can be easily located on its website, and in Metro buildings, and include the basics of ADA requirements of the State or local government, written in easy to understand plain language format, and contact information of the ADA Coordinator.	These recommendations are included in the work of the ADA Coordinator and ADA self-assessment project manager. This information has also been referred to the website update project team, and we expect this notice to be easier to locate on the new site.
	Recommendation 12: It is recommended Metro work with ODOT’s Title VI staff to: <ul style="list-style-type: none"> • Clarify compliance reporting procedures and timelines; • Ensure that USDOT Standard Assurances associated with FHWA financial assistance are signed and incorporated into Metro’s Title VI Plan; • Confirm ODOT’s expectations related to collection and analysis of Title VI data; 	<p>Metro will continue to – and more actively – work with ODOT Title VI staff. Metro intends to update its Title VI Plan this year, incorporating the elements recommended.</p> <p>Metro staff would benefit from more direction from FHWA regarding removing the age and disability from the Title VI Plan. From a program management and public communications perspective, Metro strives to address Civil Rights holistically, while still meeting our responsibilities for Title VI programming</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
	<ul style="list-style-type: none"> Revise its Title VI complaint procedures to include FHWA's guidance on processing Title VI complaints; Remove age and disability from the Title VI Plan, complaint procedures, and any other associated documents and ensure only appropriate groups are included. 	<p>and reporting under its MPO functions. Metro has also taken guidance from USDOT practice in its program and communications around Civil Rights, addressing protections and processes beyond the Title VI requirements for race, color and national origin. See: https://www.transportation.gov/civil-rights/complaint-resolution/complaint-process.</p> <p>One potential path is to clarify that Metro's Civil Rights program has that holistic approach, and reflect that in a "Civil Rights Plan," inclusive of but in place of a "Title VI Plan," that meets the regulations and requirements of FHWA for Title VI.</p>
	<p>Recommendation 13: It is recommended Metro use the U.S. Census <i>American Community Survey</i> data as the primary data sources for identifying Limited English Proficiency populations and incorporating a more comprehensive, multiple data-set, approach.</p>	<p>Metro agrees with this recommendation and continues to follow this practice. The ACS remains our primary data source for identifying Limited English Proficiency populations. Oregon Department of Education data is used as a secondary source where ACS data aggregates LEP populations such as "Other Indo-European languages"; "Other African languages"; etc. as the best data to align with ACS data and disaggregate languages which may fall within the Safe Harbor guidance.</p>
7. Transit Representation on MPO Board	<p>Recommendation 14: Metro should work with the JPACT members and regional transit agencies to define how regional transit interests are represented on the committee. The JPACT By-Laws should explicitly and clearly describe the role of the regional transit representation seat, currently held by TriMet. The representation of transit agencies on JPACT could be further supported by interlocal agreements between the</p>	<p>In 2008, JPACT updated the committee bylaws to clarify a formal role for TriMet as representative of all transit service providers, and in turn, TriMet would be expected to coordinate directly with area transit providers, including C-TRAN.</p> <p>More recently, South Metro Area Rapid Transit (SMART) asked JPACT to consider adding a second transit seat to the committee. Metro offered to</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
	<p>transit agencies. It is also recommended Metro consider direct representation of regional transit agencies on technical advisory boards and committees such as the Transportation Policy Alternative Committee (TPAC).</p>	<p>SMART and TriMet to work with a third-party consultant to convene facilitated meetings between the transit agencies to discuss a mutually beneficial path forward and improve communication between agencies. At this time, TriMet continues to serve as the representative at JPACT with the expectation that they represent all transit providers at JPACT.</p> <p>TPAC has somewhat different representation than JPACT, and its bylaws already include two transit representatives. TriMet holds a voting position on TPAC and C-TRAN has a non-voting position on the committee.</p>

Metropolitan Planning Area Boundary



Metro

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METRO

METRO		Requirements	Resources										
		Total Direct and Indirect Costs	PL	PL Match (ODOT)	5303	5303 Match (Metro)	STBG	STBG Match (Metro/ODOT)	FTA, FHWA, ODOT Discretionary Grants	FTA, FHWA, ODOT Grants Match (Metro)	Metro Direct Contribution	Local Support	Total
Regional Transportation Planning													
1	Transportation Planning	\$ 469,533					\$ 421,312	\$ 48,221					\$ 469,533
2	Climate Smart Implementation	\$ 478,854					\$ 69,858	\$ 7,996			\$ 401,000		\$ 478,854
3	Regional Transportation Plan Update 2023	\$ 2,632,643	\$ 578,989	\$ 66,268			\$ 389,255	\$ 44,552			\$ 1,553,579		\$ 2,632,643
4	Metropolitan Transportation Improvement Program	\$ 1,615,520	\$ 1,243,227	\$ 142,293							\$ 230,000		\$ 1,615,520
5	Air Quality Program	\$ 26,918					\$ 24,153	\$ 2,764					\$ 26,918
6	Regional Transit Program	\$ 169,984					\$ 121,121	\$ 13,863			\$ 35,000		\$ 169,984
7	Regional Freight Program	\$ 215,337					\$ 193,222	\$ 22,115					\$ 215,337
8	Complete Streets Program	\$ 126,635					\$ 113,630	\$ 13,005					\$ 126,635
9	Regional Travel Options and Safe Routes to School Program	\$ 3,804,676							\$ 3,642,938	\$ 161,738			\$ 3,804,676
10	Transportation System Management & Operations - Regional Mobility Program	\$ 310,438					\$ 278,556	\$ 31,882					\$ 310,438
11	High Capacity Transit Strategy Update	\$ 215,000									\$ 215,000		\$ 215,000
12	Enhanced Transit Concepts Program	\$ 2,513,252									\$ 2,513,252		\$ 2,513,252
13	Regional Freight Delay and Commodities Movement Study	\$ 130,000					\$ 116,649	\$ 13,351					\$ 130,000
14	Economic Value Atlas Implementation	\$ 66,491					\$ 59,663	\$ 6,829					\$ 66,491
15	Regional Emergency Transportation Routes	\$ 138,216										\$ 138,216	\$ 138,216
Regional Transportation Planning Total:		\$ 12,913,498	\$ 1,822,217	\$ 208,561	\$ -	\$ -	\$ 1,787,419	\$ 204,578	\$ 3,642,938	\$ 161,738	\$ 4,947,832	\$ 138,216	\$ 12,913,498
Regional Corridor/Area Planning													
1	Investment Areas (Corridor Refinement and Project Development)	\$ 547,668									\$ 547,668		\$ 547,668
2	Southwest Corridor Transit Project	\$ 537,215							\$ 413,750	\$ 97,218		\$ 26,248	\$ 537,215
3	Columbia Connects	\$ 133,136					\$ 119,463	\$ 13,673					\$ 133,136
4	City of Portland Transit and Equitable Development Assessment	\$ 50,000							\$ 50,000				\$ 50,000
5	TV Highway Transit and Development Project	\$ 1,089,418					\$ 224,043	\$ 25,643	\$ 425,000	\$ 47,222	\$ 367,511		\$ 1,089,418
6	82nd Ave	\$ 817,401					\$ 244,697	\$ 28,007			\$ 544,697		\$ 817,401
Regional Corridor/Area Planning Total:		\$ 3,174,838	\$ -	\$ -	\$ -	\$ -	\$ 588,202	\$ 67,322	\$ 888,750	\$ 144,440	\$ 1,459,875	\$ 26,248	\$ 3,174,838
Administration & Support													
1	MPO Management and Services	\$ 473,552	\$ 349,842	\$ 40,041							\$ 83,669		\$ 473,552
2	Data Management and Visualization	\$ 1,916,071			\$ 394,886	\$ 45,196	\$ 201,893	\$ 23,108			\$ 1,250,989		\$ 1,916,071
3	Land Use and Socio-Economic Modeling Program	\$ 375,831			\$ 300,137	\$ 34,352					\$ 41,341		\$ 375,831
4	Travel Model Program	\$ 727,063			\$ 356,543	\$ 40,808					\$ 79,712	\$ 250,000	\$ 727,063
5	Oregon Household Travel and Activity Survey Program	\$ 587,514					\$ 511,063	\$ 58,493			\$ 17,957		\$ 587,514
6	Technical Assistance Program	\$ 111,759					\$ 100,281	\$ 11,478					\$ 111,759
7	Intergovernmental Agreement Fund Management	\$ 2,406,523									\$ 2,406,523		\$ 2,406,523
Administration & Support Total:		\$ 6,598,313	\$ 349,842	\$ 40,041	\$ 1,051,566	\$ 120,356	\$ 813,237	\$ 93,079	\$ -	\$ -	\$ 3,880,192	\$ 250,000	\$ 6,598,313
GRAND TOTAL		\$ 22,686,649	\$ 2,172,058	\$ 248,602	\$ 1,051,566	\$ 120,356	\$ 3,188,858	\$ 364,979	\$ 4,531,688	\$ 306,178	\$ 10,287,899	\$ 414,464	\$ 22,686,649

As of 3/18/22

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

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

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

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Brian Evans

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April 2022

2022 Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet the requirements of federal planning rules as defined in Title 23 of U.S. Code Part 450 Subpart C and Title 49 of U.S. Code Part 613 Subpart A, the Oregon Transportation Planning Rule, which implements Statewide Planning Goal 12, and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with and supports the region's land use plans, and meets federal and state planning requirements.

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

2. Geographic Scope

The Metropolitan Planning Area boundary establishes the area in which the Metropolitan Planning Organization conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan, the Metropolitan Transportation Improvement Program for capital improvements identified for a four-year construction period, a Unified Planning Work Program, a congestion management process, and conformity to the state implementation plan for air quality for transportation related emissions.

The Metropolitan Planning Area (MPA) boundary is a federal requirement for the metropolitan planning process. The boundary is established by the governor and individual Metropolitan Planning Organizations within the state, in accordance with federal metropolitan planning regulations. The MPA boundary must encompass the existing urbanized area and the contiguous areas expected to be urbanized within a 20-year forecast period. Other factors may also be considered to bring adjacent territory into the MPA boundary. The boundary may be expanded to encompass the entire metropolitan statistical area or combined as defined by the federal Office of Management and Budget.

The current boundary was updated and approved by the Governor of Oregon in July 2015 following the release of the new urbanized area definitions by the Census Bureau. The planning area boundary includes the urbanized area, areas within the Metro jurisdictional boundary, urban reserve areas representing areas that may urbanize within the next 20 years, and the areas around 5 key transportation facility interchanges adjacent to and that serve the urban area.

3. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure, which provides state, regional, and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are JPACT and MPAC. These committees receive recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

Joint Policy Advisory Committee on Transportation

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

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

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing and coordinating all issues of bi-state significance for transportation and land use.

Metro Policy Advisory Committee

MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

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

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management

- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the Regional Transportation Plan is developed to meet Federal transportation planning guidelines such as FAST Act and MAP-21, the Oregon Transportation Planning Rule, and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation, land use, and environmental concerns.

4. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

The Unified Planning Work Program (UPWP) is developed annually by Metro as the MPO for the Portland metropolitan area. It is a federally - required document that serves as a tool for coordinating federally-funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, Port of Portland, FHWA and FTA. Additionally, Metro must annually undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with annual adoption of the UPWP.

b. Regional Transportation Plan (RTP)

The RTP must be prepared and updated every 5 years and cover a minimum 20-year planning horizon with fiscal constraint.

Scope of the planning process

The metropolitan planning process shall provide for consideration of projects and strategies that will:

- a. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- b. increase the safety of the transportation system for motorized and non-motorized users;
- c. increase the security of the transportation system for motorized and non-motorized users;
- d. increase the accessibility and mobility of people and for freight;
- e. protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- f. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- g. promote efficient system management and operation; and
- h. emphasize the preservation of the existing transportation system.

Metropolitan planning organizations (MPOs) must establish and use a performance-based approach to transportation decision making and development of transportation plans to support the national goal areas:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Elements of the RTP

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A description of the performance measures and performance targets used in assessing the performance of the transportation system and how their development was coordinated with state and public transportation providers
- A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- A financial plan that demonstrates how the adopted transportation plan can be implemented; indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and recommends any additional financing strategies for needed projects and programs.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities

c. Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing and monitoring progress of the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP programs and monitors funding for all regionally significant projects

in the metropolitan area. Additionally, the program administers the allocation of urban Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) and Transportation Alternatives Program (TAP) funding through the regional flexible fund process. Projects are allocated funding based upon technical and policy considerations that weigh the ability of individual projects to implement federal, state, regional and local goals. Funding for projects in the program are constrained by expected revenue as defined in the Financial Plan.

The MTIP is also subject to federal and state air quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air quality regulations. These activities require special coordination with staff from U.S. Department of Transportation, U.S. Environmental Protection Agency, Oregon Department of Environmental Quality, Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), and other regional, county and city agencies.

The 2021 -24 MTIP was adopted in July 2020 and was incorporated into the 2021 -24 STIP. Amendments to the MTIP and development of the 2024 -27 MTIP are included as part of the Metropolitan Transportation Improvement Program work program.

The short-range metropolitan TIP includes the following required elements:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrates how the TIP can be implemented.
- Descriptions of each project in the TIP.
- Programming of funds in year of expenditure dollars.
- Documentation of how the TIP meets other federal requirements such as addressing the federal planning factors and making progress toward adopted transportation system performance targets.
- The MTIP also includes publication of the annual list of obligated projects. The most recent publication was provided in December 2020. All prior year obligation reports are available on the Metro website.

d. Congestion Management Process (CMP)

The 2007 SAFETEA-LU federal transportation legislation updated requirement for a Congestion Management Process (CMP) for metropolitan planning organizations (MPOs) in Transportation Management Areas (TMAs – urban areas with a population exceeding 200,000), placing a greater emphasis on management and operations and enhancing the linkage between the CMP and the long-range regional transportation plan (RTP) through an objective-driven, performance-based approach. MAP-21 and FAST Act retained the CMP requirement while enhancing requirements for congestion and reliability monitoring and reporting. The most recent federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), retained the CMP requirement set forth in MAP-21.

A CMP is a systematic approach for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The region's CMP will continue to advance the goals of

the 2014 RTP and strengthen the connection between the RTP and the Metropolitan Transportation Improvement Program (MTIP).

The goal of the CMP is to provide for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. As part of federal transportation performance and congestion management monitoring and reporting, Metro also continues to address federal MAP-21 and IIJA transportation performance monitoring and 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 are coordinated with the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART) and C-TRAN. The regional targets support the region's Congestion Management Process, the 2018 policy guidance on safety, congestion and air quality, and complements other performance measures and targets contained in Chapter 2 of the 2018 RTP.

e. Air Quality

The Air Quality Program ensures the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) for the Portland metropolitan area address state and federal regulations and coordinates with other air quality initiatives in the region.

While the region is no longer an active Maintenance Area for Ozone precursors or Carbon Monoxide (CO) and therefore is not required to complete air quality conformity analysis and findings for those pollutants for each RTP and MTIP update, the region is still required to comply with the State Implementation Plan (SIP) requirements that were developed and adopted in response to previously being out of compliance for those pollutants. The SIP requirements still in effect include the Transportation Control Measures (TCMs) adopted within the Ozone and CO SIPs.

Most immediately relevant of the TCMs is the requirement to annually monitor the region's motor vehicle miles traveled (VMT) per capita and institute spending and planning requirements if the rate increases significantly. Specifically, if the rate increases by 5% in a year, planning requirements are instigated to investigate the cause and propose remedies to reduce the VMT per capita rate. If the rate increases again in the second year by 5% or more, mandatory spending increases on programs that help reduce VMT would be instituted, potentially redirecting funds from other projects.

Metro also has agreements with the Oregon Department of Environmental Quality to cooperate on monitoring and analyzing emissions for all of the federal criteria pollutants and for other emissions known to impact human health as a part of the transportation planning and programming process. To do so, Metro keeps its transportation emissions model current to federal guidelines.

5. Planning Factors

The recently approved \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA) includes \$550 billion for new programs and \$650 billion for the continuation of core programs, which have been previously authorized under the [Fixing America's Surface Transportation \(FAST\) Act](#) and other authorizations. This approval represents a significant amount of new funding and programs and largely protects the priorities of the Biden administration through and beyond his initial term of

office (the transportation funding incorporated in this bill extends through federal FY 2026). While the bill covers a 10-year period, much of the funding is spread over five years.

Current requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, eleven factors defined in federal legislation:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improving transportation system resiliency and reliability;
10. Reducing (or mitigating) the storm water impacts of surface transportation; and
11. Enhancing travel and tourism.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	<ul style="list-style-type: none"> • 2018 RTP policies are linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as “primary” areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period. • Highway LOS policy tailored to protect key freight corridors. • The 2018 RTP recognizes need for freight linkages to destinations beyond the region by all modes. 	<ul style="list-style-type: none"> • All projects subject to consistency with RTP policies on economic development and promotion of “primary” land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for freight improvements in Metro allocation process calls out the unique importance for these projects. • Coordinate with ODOT allocations to support their Transportation Plan Goal 3 of Economic Vitality for all investments, and includes a specific project funding program, the Immediate Opportunity Fund, that supports local development projects which demonstrate job growth. 	<ul style="list-style-type: none"> • 2018 Regional Transit Strategy designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements identified in the 2018 Regional Transit Strategy for major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.
2. Increase Safety	<ul style="list-style-type: none"> • The 2018 RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region’s 2040-growth management strategy). 	<ul style="list-style-type: none"> • All Metro allocation projects rated according to specific safety criteria. • All Metro allocation projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel. • Coordinate with ODOT 	<ul style="list-style-type: none"> • Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
		All Roads Transportation Safety funding program select projects with proven safety elements to address high crash sites/corridors.	
3. Increase Security	<ul style="list-style-type: none"> The 2018 RTP calls for implementing investments to increase system monitoring for operations, management, and security of the regional mobility corridor system. 	<ul style="list-style-type: none"> Coordinate with ODOT on implementation of their Transportation Plan Goal 5 of Safety and Security. Looking to incorporate recommendations from the current Metro area Emergency Transportation Routes technical study and any follow-up studies into funding programs. TriMet has updated its approach and investments in public safety and security utilizing recommendations from its Transit Public Safety Advisory Committee to address racial justice issues. 	<ul style="list-style-type: none"> System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
4. Increase Accessibility	<ul style="list-style-type: none"> • The 2018 RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. 	<ul style="list-style-type: none"> • Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region. 	<ul style="list-style-type: none"> • The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.
5. Protect Environment and Quality of Life	<ul style="list-style-type: none"> • The 2018 RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The 2018 RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The 2018 RTP conforms to the Clean Air Act. 	<ul style="list-style-type: none"> • The MTIP implements the Transportation Control Measures (TCMs) of the air quality SIP for CO and Ozone related emissions.. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP and other regional sources to enhance endangered salmon and steelhead passage. 	<ul style="list-style-type: none"> • Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
5. Protect Environment and Quality of Life (continued)	<ul style="list-style-type: none"> • Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • 2018 RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues. 		
6. System Integration/ Connectivity	<ul style="list-style-type: none"> • The 2018 RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The 2018 RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The 2018 RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The 2018 RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be consistent with regional street design guidelines and the RTP that has resolved system integration and connectivity issues.. • Freight improvements are evaluated according to resolving potential conflicts with other modes. 	<ul style="list-style-type: none"> • Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	region.		
7. Efficient Management & Operations	<ul style="list-style-type: none"> • The 2018 RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed 2018 RTP projects include many system management improvements along regional corridors. • The 2018 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> • The regional travel options (RTO) and TSMO programs are funded through Metro allocations, • TDM/TSMO is encouraged to be included in the scope of capital projects to reduce SOV pressure on congested corridors. • ODOT also provides funding support to TDM and TSMO programs. • TriMet and SMART both operate TDM and Employer commute reduction programs. 	<ul style="list-style-type: none"> • Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.
8. System Preservation	<ul style="list-style-type: none"> • Proposed 2018 RTP projects include major roadway preservation projects. • The 2018 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> • Reconstruction projects that provide long-term maintenance are identified as a funding priority. • The ODOT Fix-It program and TriMet and SMART Preventive Maintenance programs that fund system preservation are two of the largest investment areas in the MTIP. 	<ul style="list-style-type: none"> • The 2018 RTP financial plan includes the 30-year costs of HCT maintenance and operation for planned HCT systems.
9. Resilience and Reliability	<ul style="list-style-type: none"> • The 2018 RTP policy chapter includes specific system resilience and reliability policies aimed at promoting predictable system management and operation needed to meet broader RTP outcomes, 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be adopted as part of the 2018 RTP and thereby found to be consistent with RTP policies for resiliency and 	<ul style="list-style-type: none"> • HCT projects defined in the 2018 RTP are part of a regional reliability strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	such as economic vitality and transportation equity.	reliability through systems analysis of proposed RTP investments. <ul style="list-style-type: none"> MTIP coordination with ODOT's efforts to incorporate resilience into the Fix-It funding program including the effects of climate change on asset management approach to their maintenance projects. 	
10. Stormwater Mitigation	<ul style="list-style-type: none"> The 2018 RTP policy chapter includes specific stormwater management policies that shaped the projects and programs in the plan. Street design best practices for implementing the 2018 RTP stormwater policies were published in the 2019 Designing Livable Streets guidelines. 	<ul style="list-style-type: none"> Projects funded through the MTIP must be consistent with regional street design policy for stormwater management in the 2018 RTP and the 2019 Livable Streets guidelines that implement the policy. 	<ul style="list-style-type: none"> HCT projects funded through the MTIP must be designed to be consistent with regional street design policy for stormwater management in the 2018 RTP and the 2019 Livable Streets guidelines.
11. Enhanced Travel and Tourism	<ul style="list-style-type: none"> The 2018 RTP policy chapter includes specific system management policies aimed at promoting economic vitality, including travel and tourism as key components of the regional economy. Proposed 2018 RTP projects were evaluated for consistency with regional policies as part of plan adoption. 	<ul style="list-style-type: none"> Projects funded through the MTIP must be adopted as part of the 2018 RTP and thereby found to be consistent with RTP policies for promoting economic vitality, including enhancing travel and tourism. 	<ul style="list-style-type: none"> HCT projects defined in the 2018 RTP are part of a regional economic vitality strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments.

- * *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

MAP-21 also requires state DOTs and MPOs to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The MAP-21 national goal areas are:

1. Safety
2. Infrastructure condition
3. Congestion reduction
4. System reliability
5. Freight movement and economic vitality
6. Environmental sustainability
7. Reduce project delivery delays

6. Public Involvement

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

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

Metro's public involvement practices follow the agency's Public Engagement Guide (formerly the Public Involvement Policy for Transportation Planning) which reflects changes in the federal transportation authorization act, MAP-21. Metro's public involvement policies establish consistent procedures to ensure all people have reasonable opportunities to be engaged in planning and policy process. Procedures include outreach to communities underserved by transportation projects, public notices and opportunities for comment. The policies also include nondiscrimination standards that Metro, its subcontractors and all local governments must meet when developing or implementing projects that receive funding through Metro. When appropriate, Metro follows specific federal and state direction, such as those associated with the National Environmental Policy Act and Oregon Department of Land Conservation and Development rules, on engagement and notice and comment practices.

In 2012, Metro created a new public engagement review process, designed to ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices.

Title VI – In April 2022, Metro completed and submitted its Title VI Plan to ODOT. This plan is now being implemented through updates to Metro's RTP and MTIP, and through corridor planning and other agency activities in the region. It includes both a non-discrimination policy and complaint procedure. In December 2019, Metro submitted its updated Limited English Proficiency Plan as part of an updated Title VI Program to FTA. The next Title VI Plan will be released in 2027. The most recent Title VI Annual Compliance Report for ODOT, covering a 12 month period from July 1, 2020, through June 30, 2021 was accepted by ODOT December 30, 2021. The next annual report will be due Oct. 1, 2022, covering July 1, 2021 to June 30, 2022.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes.

Title VI and Environmental Justice in action – The information from and practices for engaging underserved communities were applied to the 2018 Regional Transportation Plan (RTP) update and the 2018-21 Metropolitan Transportation Improvement Program (MTIP), particularly in the civil

rights assessment, which sought to better assess the benefits and burdens of regional, programmatic investments for these communities. Using the information from the RFFA process and engaging advocates helped define and determine thresholds for analysis of effects on communities of color, with limited English proficiency and with low-income as well as communities of older and younger adults.

Diversity, Equity and Inclusion – In 2010, Metro established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro's diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention. Metro initiated the Equity Strategy Program, with the objective of creating an organizing framework to help Metro consistently incorporate equity into policy and decision-making. In 2014 as a result of the work of the diversity action team, Metro's communication department explicitly identified a community engagement division, with a focus on better engaging historically underrepresented communities. These efforts aim to go beyond current regulations and guidance for engaging and considering the needs of and effects on communities of color, with limited English proficiency and with low incomes, but work in coordination with Metro's Title VI and Environmental Justice civil rights program. The *Strategic Plan to Advance Racial Equity, Diversity, and Inclusion* was adopted in June 2016.

7. Disadvantaged Business Enterprise

The Metro Disadvantaged Business Enterprise (DBE) seeks to achieve the following:

- Ensure nondiscrimination in the award and administration of assisted contracts;
- Create a level playing field on which DBEs can compete fairly for assisted contracts;
- Ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- Ensure that only firms that fully meet 49 CFR 26 eligibility standards are permitted to participate as DBE's;
- Help remove barriers to the participation of DBEs in assisted contracts; and
- Assist the development of firms that can compete successfully in the market place outside the DBE program.

Policy Statement

Metro is committed to the participation of Disadvantaged Business Enterprise (DBEs) in Metro contracting opportunities in accordance with 49 Code of Federal Regulations (CFR) Part 26, Effective March 4, 1999.

It is the policy of Metro to practice nondiscrimination on the basis of race, color, sex, and/or national origin in the award and administration of Metro assisted contracts. The intention of Metro is to create a level playing field on which DBEs can compete fairly for contracts and subcontracts relating to Metro planning and professional service activities.

The Metro Council is responsible for establishing the DBE policy for Metro. The Executive Officer is responsible to ensure adherence to this policy. The Assistant Director of Administrative Services and the DBE Outreach Coordinator are responsible for the development, implementation and monitoring of the DBE program for contracts in accordance with the Metro

nondiscrimination policy. It is the expectation of the Executive Officer that all Metro personnel shall adhere to the spirit, as well as the provisions and procedures, of the DBE program.

This policy will be circulated to all Metro personnel and to members of the community that perform or are interested in performing work on Metro contracts. The complete DBE Program for contracts goals and the overall annual DBE goals analysis are available for review at the:

Metro
Contracts Division
600 NE Grand Avenue
Portland, Oregon 97232

8. Americans with Disabilities Act

Metro is committed to ensuring its programs, services, facilities and events are inclusive and accessible to people with disabilities. Over the last two decades Metro has completed reviews of its facilities and periodically reviews its policies and practices for compliance with a variety of laws, including the Title II of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act. Metro also systematically reviews new policies and practices for conformance to the requirements of federal and state civil rights and employment laws and requires design professionals, construction contractors and in-house maintenance staff to follow accessible design and construction standards, including the ADA Standards for Accessible Design and the Oregon Structural Specialty Code, during all new construction and renovations.

Metro provides services for people with disabilities –services include: devices and systems assistive listening devices, signage, American Sign Language or audio described interpretation, open captioning, Braille, etc.

An ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers was completed in July 2019. Many improvements are slated as part of the building's maintenance schedule; a fully specified timeline and budget forecast was developed the following year. The development of the self-assessment and transition plan for the Metro Regional Center building included engagement of staff and the public. The evaluation of programs is underway this year, the self-evaluation and transition plan is expected to conclude in December 2022. This process also includes engagement with staff and the public.

9. Lobbying

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system and will file the Disclosure of Lobbying Activities form pursuant to 31 USC 1352. A Metro employee outside of the Planning & Development Department and MPO staff does provide support to local elected officials who communicate regional priorities for updates to federal transportation policy and project funding to members of Congress (and potentially federal staff in the future). No federal funds are used to support these activities.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.22-5244, FOR THE PURPOSE OF
ADOPTING THE FISCAL YEAR 2022-23 UNIFIED PLANNING WORK PROGRAM AND
CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE
WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: April 1, 2022

Prepared by: John Mermin, john.mermin@oregonmetro.gov

Department: Planning

Meeting Date: April 19, 2022

ISSUE STATEMENT

The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds (and other regionally significant planning efforts).

ACTION REQUESTED

Discussion on April 19 of the Draft UPWP recommended for approval by TPAC which will be discussed by JPACT on April 21. Staff will be seeking Approval of the 2022-2023 UPWP at the May 19 JPACT and Council meetings.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities within the UPWP are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

POLICY QUESTION(S)

Does the UPWP adequately correlate to the 2018 RTP Policy outcomes (described above) within the UPWP project descriptions?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

None recommended for this action.

STAFF RECOMMENDATIONS

Approve Resolution No. 22-5244 adopting a UPWP for the Fiscal Year 2022-23 and certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

How does this advance Metro's racial equity goals?

The UPWP contains Metro's Title VI and Civil Rights work plan which is basis for the agency's equity work.

How does this advance Metro's climate action goals?

UPWP contains Metro's Climate Smart work program as well as related activities that implement Metro's Climate Smart Strategy.

Community Feedback

The UPWP includes Metro's Public engagement work plan which supports community outreach across all the broader work program.

Legal Antecedents

This resolution adopts a UPWP for the Portland Metropolitan area, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 420 and title 49, of the Code of Federal Regulations, Part 13. This resolution also certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.

Anticipated Effects

Approval means that grants can be submitted and contracts executed so work can commence on July 1, 2022 in accordance with established Metro priorities.

Financial Implications

Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

BACKGROUND

What the UPWP Is

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of the transportation planning activities, the relationships between

them, and budget summaries displaying the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, the Oregon Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). It helps ensure efficient use of federal planning funds. The UPWP may be amended periodically as projects change or new projects emerge.

What the UPWP Is not

The UPWP is not a regional policy making document and does not make any funding allocations. Instead, the UPWP reflects decisions already made by JPACT, the Metro Council and/or the state legislature on funding and policy. The UPWP does not include construction, design or preliminary engineering projects. It only includes regionally significant planning projects (primarily those that will be receiving federal funds) for the upcoming fiscal year.

UPWP Adoption process

A link to download the Draft UPWP was sent out to Federal and State reviewers (and TPAC) on February 3. The required Federal and State consultation was held on March 7. Edits were made to reflect input from the consultation and TPAC. At its April 1 meeting, TPAC recommended adoption of the UPWP.

Staff will provide informational briefings to the Metro Council and JPACT in April and then will ask for adoption at the May 19 JPACT and Council meetings. Staff will transmit the adopted UPWP to Federal & State partners by May 20. This allows time for the IGA to be signed by Metro's COO prior to June 30, allowing for federal funding to continue flowing into the region without delay.

Annual Self-Certification

As an MPO, Metro must annually undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements, as a prerequisite to receiving federal funds. The annual self-certification is processed in tandem with the Unified Planning Work Program (UPWP) and documents that Metro has met those requirements. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)

- Americans with Disabilities Act (ADA)
- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit B to Resolution No.22-5244

Additionally, every four years, Metro undergoes a quadrennial certification review (with the Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) to ensure compliance with federal transportation planning requirements. The most recent quadrennial certification review occurred in December 2020. Metro has provided a table in the Appendix of the 2022-23 UPWP that describes progress in addressing the Federal Corrective Actions included in the 2020 review.

ATTACHMENTS

Planning Emphasis Areas letter- sent to USDOT - describes how our region has been incorporating federal emphasis areas into our transportation planning work in recent years and point to relevant program areas in the UPWP.

[For work session:]

- Is legislation required for Council action? X ☒ **Yes** ☐ No
- If yes, is draft legislation attached? X ☒ **Yes** ☐ No
- What other materials are you presenting today?



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

February 10, 2022

Phillip Ditzler
Federal Highway Administration Division Administrator
530 Center St NE
Salem, OR 97301

Dear Mr. Ditzler:

We recently received USDOT's letter announcing updated Planning Emphasis Areas (PEAs) for 2021. We are very supportive of this direction and its emphasis on equity, environmental justice and climate change. I am happy to share how our region has been incorporating these areas into our transportation planning work in recent years and point to relevant program areas in the attached Unified Planning Work Program for FY 2022-23.

Climate and Resiliency

As you know, Metro has been a leader in Climate work and adopted the region-wide Climate Smart Strategy in 2014 to create a framework for reducing greenhouse gas emissions. The strategy continues to be a centerpiece of our Regional Transportation Plan (RTP). Other highlights include:

- Advancing progress in achieving our regional climate goals - see attached Climate Smart Implementation Program narrative
- Planning for a more resilient system for responding to climate related weather events - see attached Emergency Transportation Routes Phase 2 narrative
- Using Regional Flexible Funds for programs that reduce GMGs such as Regional Travel Option and Transportation System Management & Operations

Equity and Justice in Transportation Planning

As part of our 2018 RTP, Metro conducted the most extensive equity analysis to date as part of implementing our regional diversity, equity and inclusion goals. As we approach the 2023 RTP update described in the draft UPWP, we plan to build on that work by further expanding the RTP equity analysis. The Civil Rights and Environmental Justice narrative in the draft UPWP also describes how we will be applying a strong equity lens to our public engagement activities across MPO programs in the coming fiscal year, including how we convene and engage our local government partners at Metro's technical and policy advisory committees. Other highlights include:

- Updating and refining the RTP equity analysis for 2023 RTP update
- Planning for corridors that have large Black Indigenous & People of Color (BIPOC) populations, e.g. see attached narratives for 82nd Ave, TV Hwy

- Providing community engagement stipends for BIPOC members to participate in committees / community outreach events

Complete Streets

Metro completed a major update to our regional street design program in 2018 to expand the resources and incorporate new best practices for design in our region. The Complete Streets Program narrative in the draft UPWP describes upcoming activities planned in the region to apply these tools and best practices through outreach, education and partnerships with local project sponsors. Other highlights include:

- Ongoing implementation of Metro's Designing Livable Streets & Trails guide
- Managing a regional traffic safety program, including annually updates highlighting areas where Complete Streets investments are needed, and ongoing refinement of high injury corridors.
- Investing federal flexible funds in Complete Streets projects

Public Involvement and Agency Coordination

Metro has a long and innovative tradition of extensive public involvement. Looking ahead to the coming fiscal year, our Public Engagement program described in the draft UPWP will build upon that tradition and help Metro adapt to a post-COVID era where virtual meetings and interactive online content will become the norm. We will also be applying these new approaches to our engagement and coordination with other public agencies and partners. Other highlights include:

- Engaging community-based and culturally-specific organizations working in Black, Indigenous and People of Color communities early in the Regional Transportation Plan update process to identify priorities and proven strategies to engage communities.
- Dedicating resources for language interpretation and translation.
- Partnering with community organizations representing communities of color, people experiencing homelessness and people with disabilities) for developing a Social Vulnerability Tool which nuances our approach to disaster management.

Data in Transportation Planning

Our planning work has long been supported by nationally recognized geodata systems and transportation models. The Data Management & Visualization program, Travel model program, Land Use and Socio-Economic Modeling program, and Oregon Household Travel and Activity Survey program described in the draft UPWP outlines our plans to continue to modernize these tools, while also adding new, emerging data sets and sources to our planning process to complement our legacy tools. Other highlights include:

- Employing the RTP Emerging Trends work to understand how these trends might influence travel models and planning.
- Using an equity lense for the household travel activity survey for the first time.
- Innovating how we model congestion pricing and tolling

We look forward to working with your team in the coming fiscal year to carry out these projects and other work described in the draft UPWP. Thank you for your continued support.

Sincerely,

A handwritten signature in blue ink, appearing to read 'M. Bradway'.

Margi Bradway
Deputy Director, Planning, Development and Research

CC: Rachael Tupica, FHWA
Jeremy Borrego, FTA
Ned Conroy, FTA

**Expert Panel on Local Government Experiences -
Planning and Development of Industrial Lands within the
Region**

Work Session Topics

Metro Council Work Session
Tuesday, April 19th, 2022

LOCAL GOVERNMENT EXPERIENCES - PLANNING & DEVELOPMENT OF INDUSTRIAL LANDS WITHIN THE REGION

Date: 4/11/2022

Department: GAPD & Council Office

Meeting Date: 4/19/2022

Prepared by: Andy Shaw & Andrea
Celentano

Presenter(s) (if applicable): Andy Shaw
City of Tigard - Lloyd Purdy & Hope
Pollard
City of Hillsboro – Dan Dias
City of Happy Valley – Michael Walter

Length: 75 mins

ISSUE STATEMENT

Local governments face unique opportunities and challenges in supporting economic development within their jurisdictions. Throughout the region we see different needs and tools being used to support site readiness and job creation. Understanding the successes and challenges faced by local jurisdictions throughout the region will help prepare Metro to make informed decisions about the direction of future projects and initiatives, as well as future land use planning decisions.

ACTION REQUESTED

No action is needed at this time. This item is being brought to the Council to help inform and further the conversation about site readiness, economic development, and family-wage job creation throughout the region.

IDENTIFIED POLICY OUTCOMES

The goal of this work session is to inform Metro Council about efforts, both successes and challenges of planning and development of industrial lands within the region.

POLICY QUESTION(S)

How can Metro Council respond to the needs of local governments and work to support the region's economic vitality and job creation?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

NA

STAFF RECOMMENDATIONS

NA

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Metro's work in economic development and land readiness has included long-term employment forecasting in support of urban growth management, managing urban growth boundary expansions for employment, working in collaboration to establish and update an inventory of regional industrial land readiness, forming and leading a brownfields coalition to obtain increased funding for assessment and cleanup, and advocating for the creation and funding of the Oregon Industrial Land Readiness program.

This expert panel will help to inform Metro Council of current and continuing challenges faced by local governments in the development of industrial land. Diverse stakeholder perspectives will help Council in the 2024 Urban Growth Management decision as well as ongoing work to promote funding to get regional industrial lands ready for development.

Specifically, local government professionals during this session will discuss their experience as a case study city in the site readiness toolkit, give updates on the status of industrial lands that were previously brought into the UGB, and highlight successes in zoning.

BACKGROUND

Our first panel focused on industry and manufacturing and included perspectives from Willamette Technical Fabricators, Oregon Business & Industry, and ECONorthwest. This panel highlighted barriers to development within the region, including site readiness, available land, and workforce readiness (training, education, and outreach).

Our second panel presented Council the Site Readiness Toolkit developed in 2020 by the Port of Portland in partnership with Metro staff and 13 other jurisdictions in the region. The toolkit identifies barriers to development and includes roadmaps to determine specific tools and revenue returns available in support of site development.

Our third panel discussed recruiting and siting new industrial businesses and securing locations for retention and expansion within the region. This panel provided an industry perspective of on the ground challenges faced by industry experts which included, Greater Portland, inc., NAIOP, and the Port of Portland.

ATTACHMENTS

Slides to be sent before presentation.

[For work session:]

- Is legislation required for Council action? ☐ Yes x No
- If yes, is draft legislation attached? ☐ Yes ☐ No
- What other materials are you presenting today? Slides to be sent before meeting

Materials following this page were distributed at the meeting.

2022-23 Unified Planning Work Program

Metro Council work session, April 19, 2022

John Mermin, Senior Transportation Planner

What is the UPWP

- Annual federally-required document that ensures efficient use of federal planning funds
- Describes:
 - Transportation planning tasks
 - Relationship to other planning activities in the region
 - Budget summaries

What the UPWP isn't

- Not a regional policy making document
- Not a funding decision document, does not allocate funds
- No construction, design, or preliminary engineering
- Only includes transportation planning projects, federal funds, coming fiscal year

Document organization

Introduction

1. Regional Planning
2. Corridor / Area planning
3. Administration & Support
4. State Planning of Regional Significance
5. Local Planning of Regional Significance



DISCUSSION DRAFT

2022-2023 Unified Planning Work Program

Transportation planning in the
Portland/Vancouver metropolitan area

February 2022

oregonmetro.gov

TPAC recommendation

- TPAC recommended approval of UPWP to JPACT at 4/1 meeting and incorporated a number of refinements identified during the comment period.
- Refinements reflected input from Metro Council, FHWA, ODOT and other agencies that participated in the annual UPWP consultation (3/7).

Next steps

- | | |
|------------|-------------------------|
| • April 21 | JPACT Informational |
| • May 19 | JPACT Action |
| • May 19 | Metro Council Action |
| • May 20 | Submit to USDOT & ODOT |
| • June 30 | IGA signed by Metro COO |

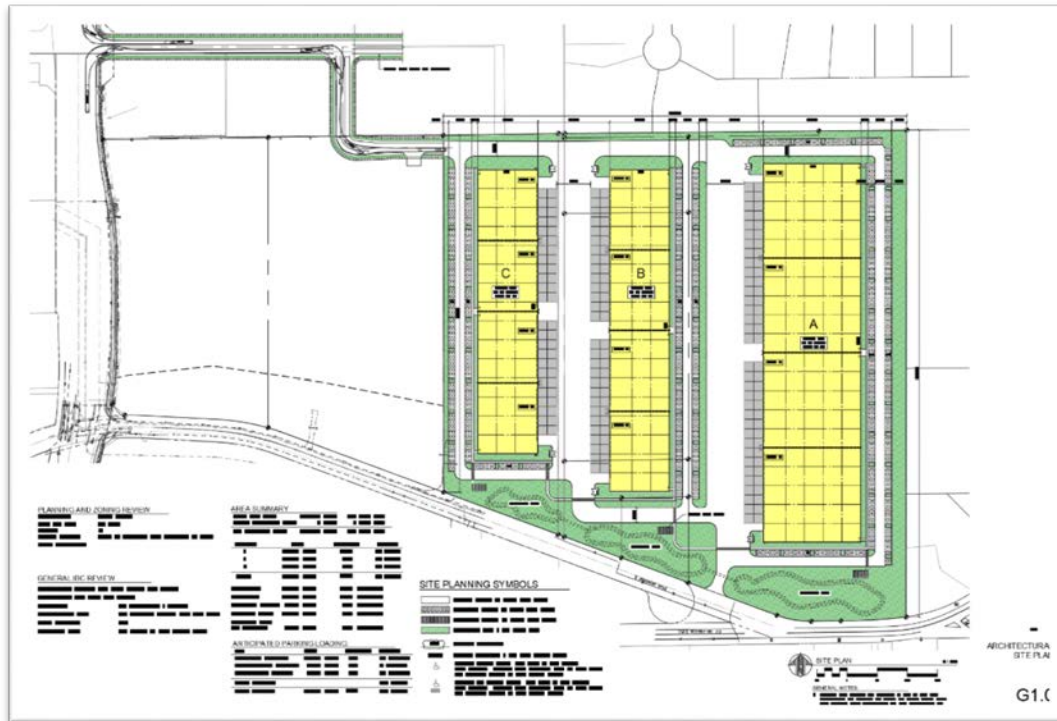
Questions?



Happy Valley Industrial Site Case Study

Jobs Creation Opportunity:

- Local developers proposing employment-based industrial site in City on land per Comprehensive Plan
- Approximately 516,000 square feet of building area anticipated



Challenge: OR 212/OR 224 intersection exceeds ODOT 0.99 V/C ratio mobility target today

- Sunrise Corridor Phase 2 can be assumed in long-term due to status on Metro Regional Transportation Plan (RTP) “reasonably funded project list” *BUT* not funded for construction for the foreseeable future and thus can’t be assumed for development review purposes
- OR 212/OR 224 effectively resulting in undeclared moratorium on development in Happy Valley
- Happy Valley Industrial site (and others) currently precluded from moving ahead due to lack of OR 212/OR 224 capacity



City's Potential Interim Solution:

- Identify and assess a Proportionate Share Fee Methodology for Interim Mitigation
- Allows City to approve development/grow economic base while collecting funds from all impacting parties to help fund interim capacity improvement pre-Sunrise Corridor Phase 2



Next Steps

- City undertaking capacity analysis and concept design of interim mitigation
- Identify and Adopt Alternative Mobility Target
 - *What:* ODOT approval to allow mobility target to be exceeded on an interim basis
 - Will address ODOT Alternative Mobility Target requirements
 - Will be predicated on City modeling findings
 - ODOT has an established template of findings to address
 - Need Oregon Transportation Commission (OTC) approval of requested target
 - Must be based on adopted plan (City Transportation System Plan)
 - Needing ODOT Region 1, Clackamas County, Metro and other partners
- Identify Proportionate Share Fee Methodology for Interim Mitigation
 - *What:* Methodology and calculations to determine mitigation fee per trip
 - Identify mitigation cost per interim study findings
 - Identify capacity created per interim study findings
 - Identify benefit area
 - Identify cost/trip
- Implement Proportionate Share Fee Methodology
 - City could then draft development related conditions of approval/make findings that require resolution of interim OR 212/OR 224 mitigation prior to building permit issuance (or other trigger as appropriate).

Metro Council Presentation

April 19, 2022



Why Does We Do Economic Development

Provide economic stability through industry development and diversification

+

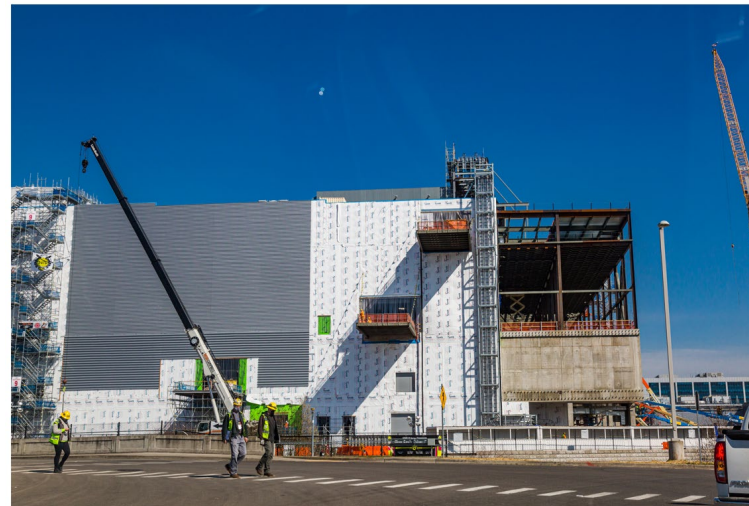
Create jobs with a range of wages and accessibility

+

Generate tax revenues that underpin the operations of the community



Centro de Prosperidad at Career Fair



Intel D1X Mod 3 Under Construction



Community Volunteer Park Construction

Economic Opportunity

1. Two largest sectors related to direct and total state economic outputs are the Manufacturing and Information Sectors. **The average multiplier is 1.77 with some as high as 4.**
2. Opportunity to provide economic prosperity to community members, especially those from populations of color.
3. Viably exist in a 21st Century Economy.



*Edwards Vacuum
North American
Headquarters and
key semiconductor
supplier*



*Genentech commercialized
individual medicine facility*

How have we been successful?

1. Options of sites to meet various industry needs
2. Complete Community Planning
3. Sound planning for growth and infrastructure
4. Strong Regional Transportation System
5. Low Cost of Living in an attractive area



Needs for Competitiveness

1. Multiple Sites, of many sizes, locations and levels of readiness. (capacity and serviceability)
2. Support and funding for tools like the Employment Land Site Readiness Toolkit
3. Reliable regional transportation, transit and freight network
4. Continue to understand the economic opportunities and realities of the 21st century, plan for it and then deliver.



SITES BY TIER

	2011 Inventory	2014 Inventory	2017 Inventory	2022 Inventory
Tier 1	9	14	10	2
Tier 2	16	17	11	6
Tier 3	31	23	26	20
Total	56 sites	54 sites	47 sites	28



Thank You



CITY OF TIGARD

Respect and Care | Do the Right Thing | Get it Done



TIGARD MADE

Maintain, Advance & Diversify Employment

Lloyd Purdy, Economic Development Manager
Hope Pollard, Associate Planner

April 19, 2022

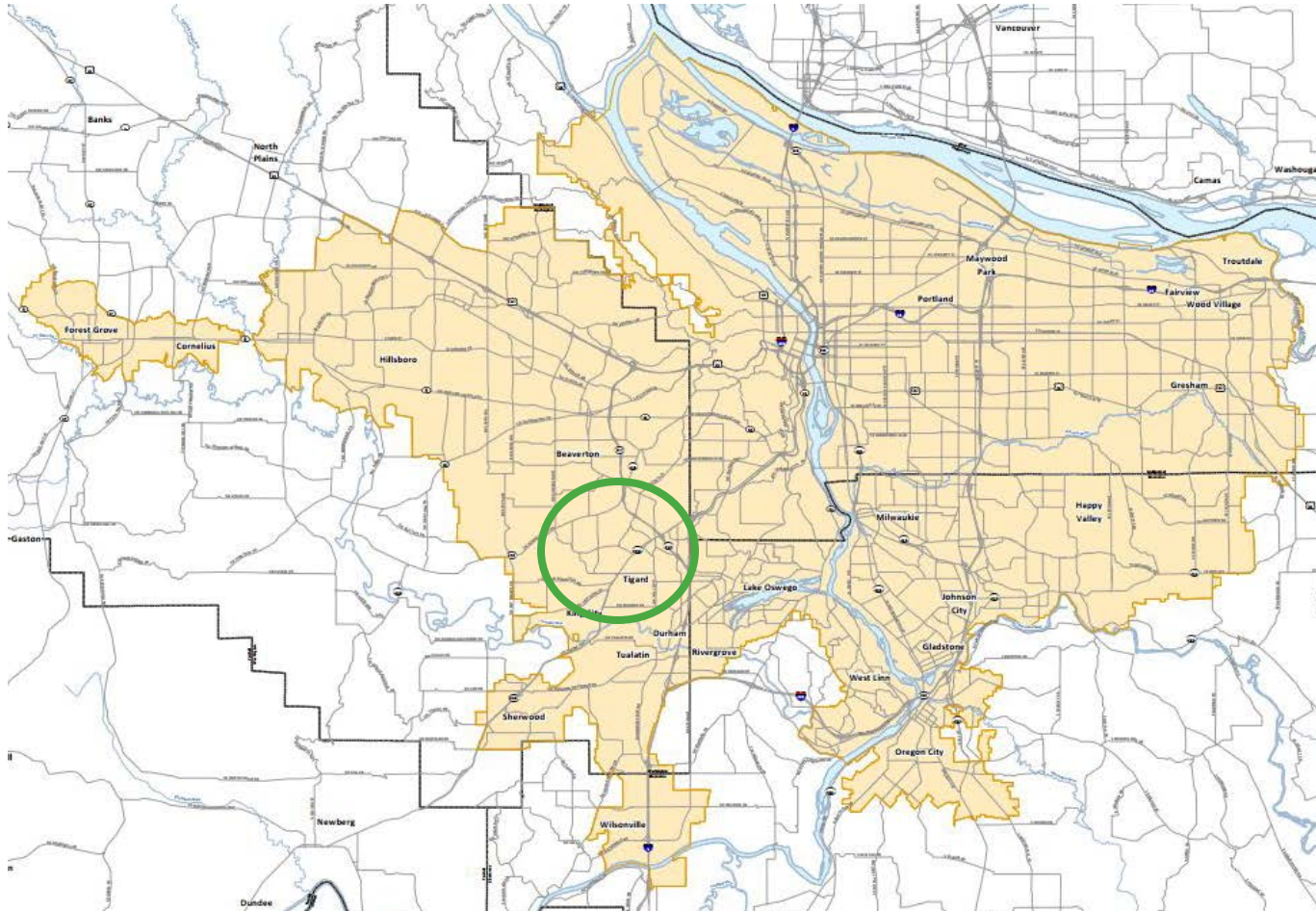
PROJECT INTRODUCTION

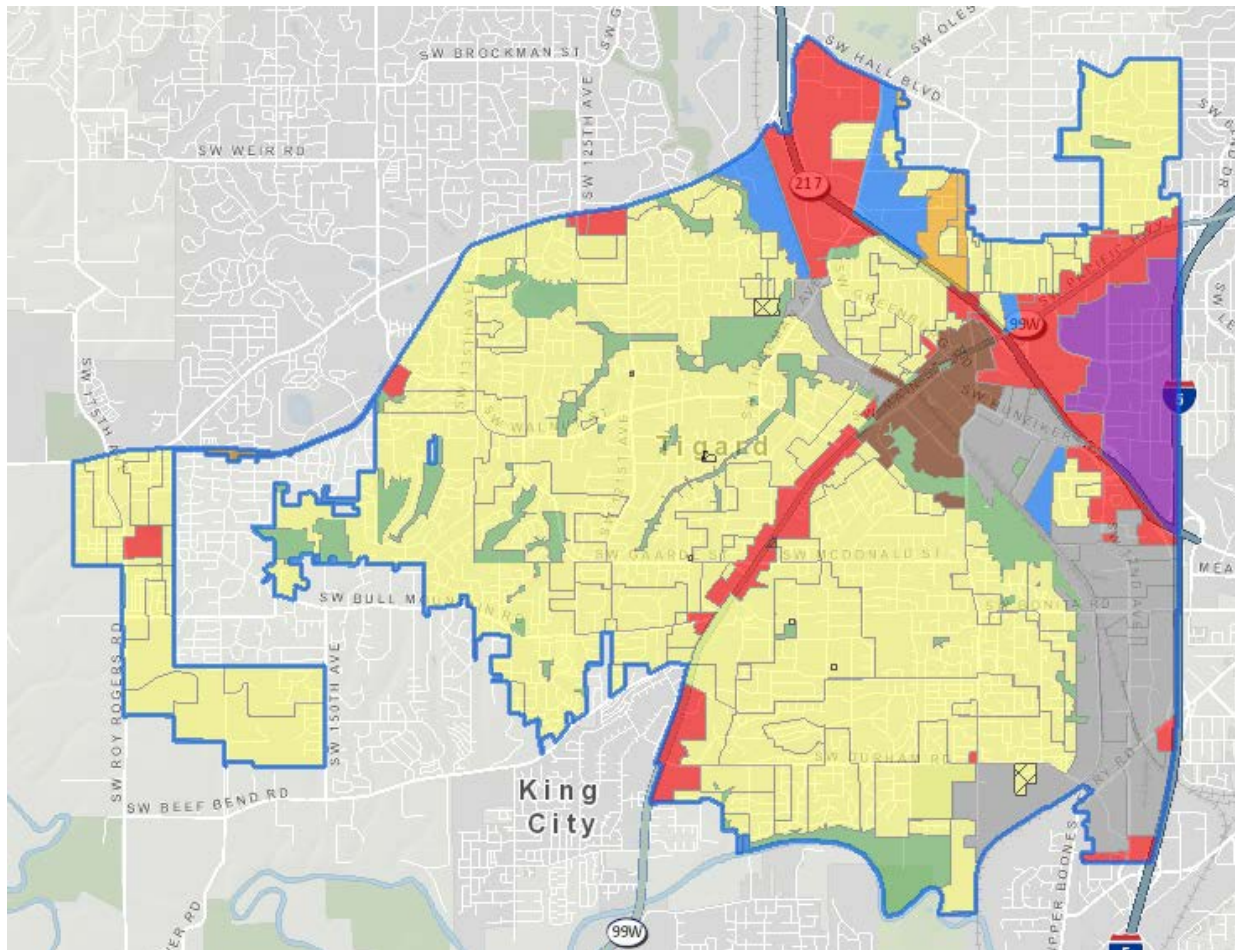
► Tigard

- Maintain
- Advance
- Diversify
- Employment



CITY OF TIGARD





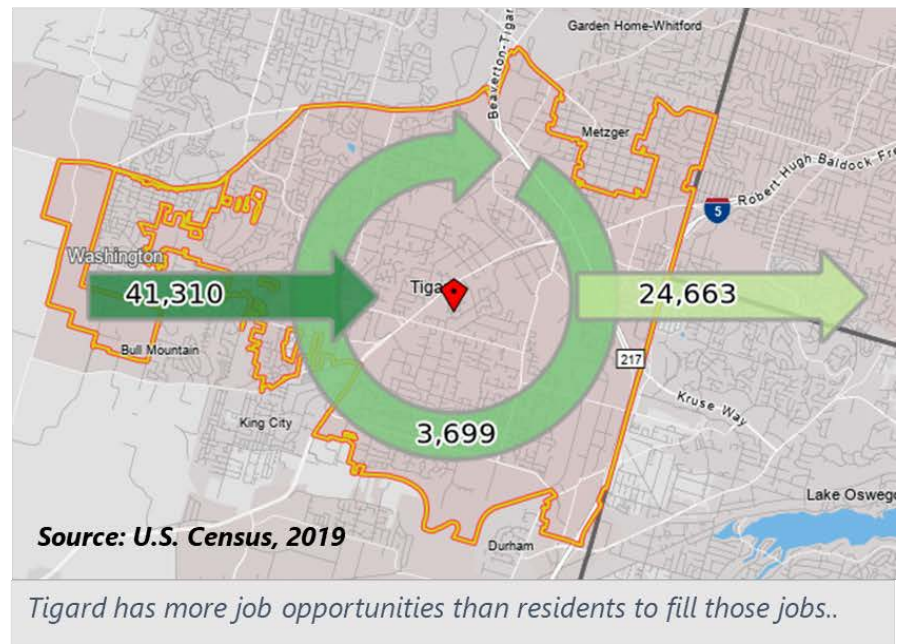
Of 53,000 Residents (pre-covid)...

Tigard's Workforce Inflow + Outflow

3,699 residents live and work in the City of Tigard.

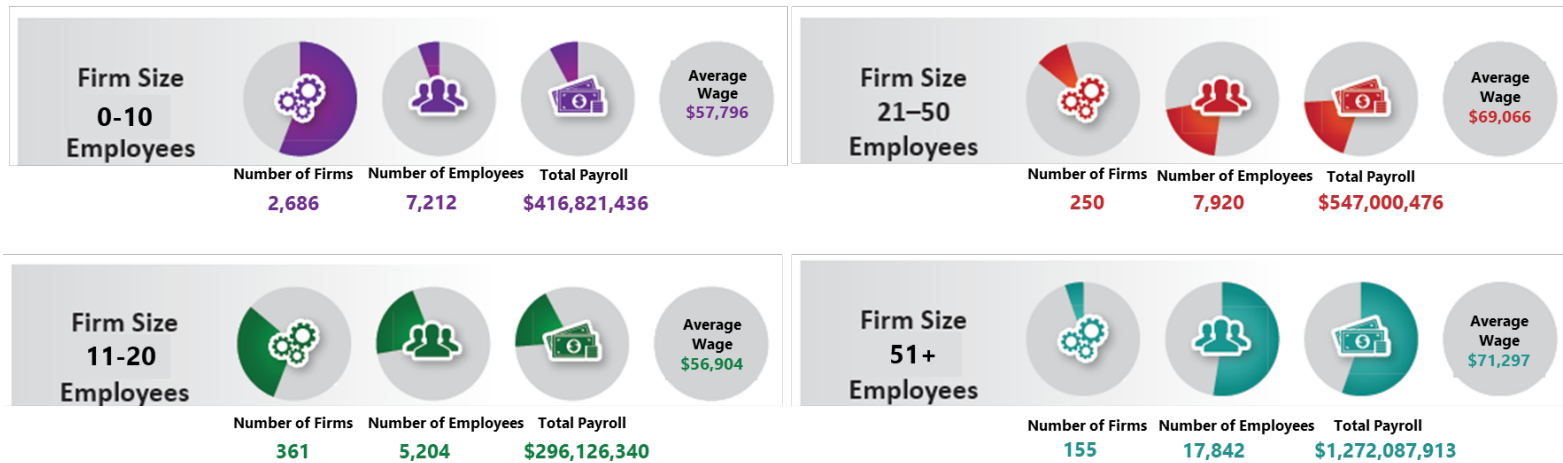
24,663 residents commute out of the city for their job.

41,310 workers commute into the city.



CITY OF TIGARD

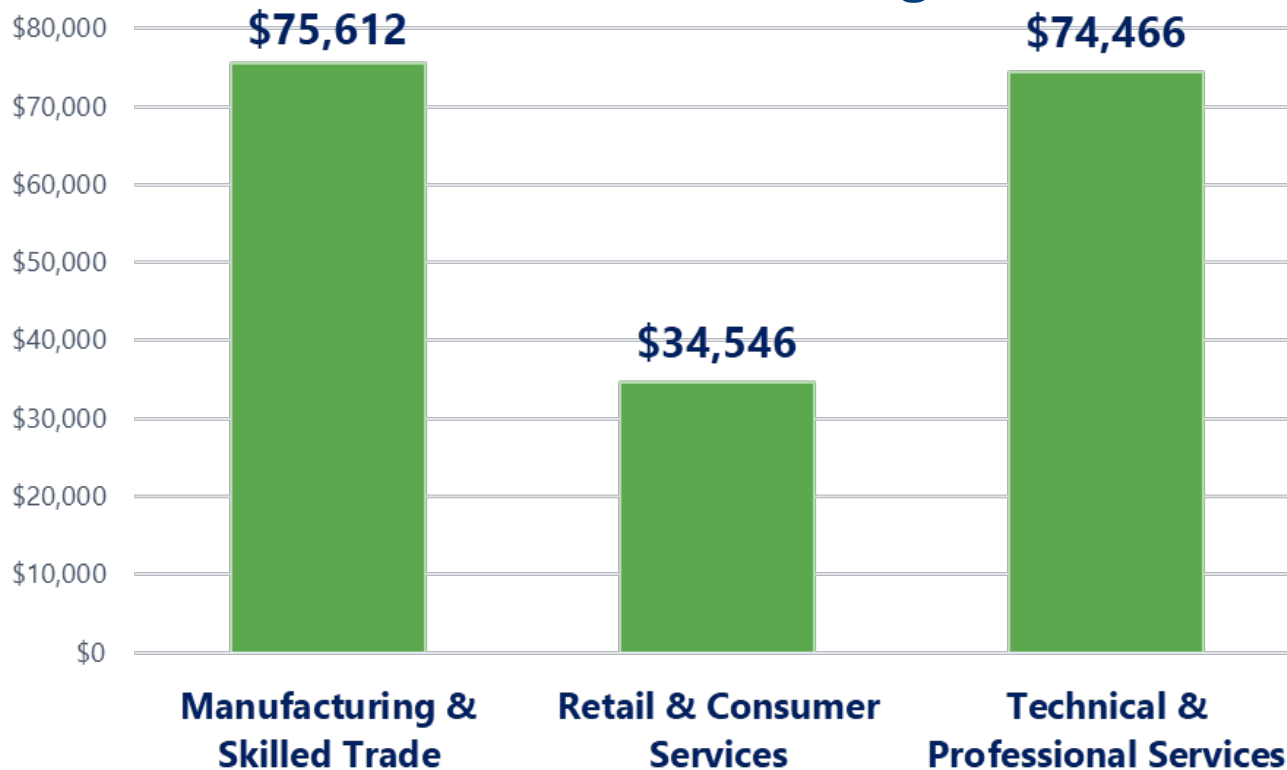
Size of Businesses in Tigard (2020)



Source: Oregon Employment Department (2020)

C I T Y O F T I G A R D

Average Annual Wage by Sector (2020) For Firms Based in Tigard



Source: Oregon Employment Department

C I T Y O F T I G A R D



TIGARD **MADE**

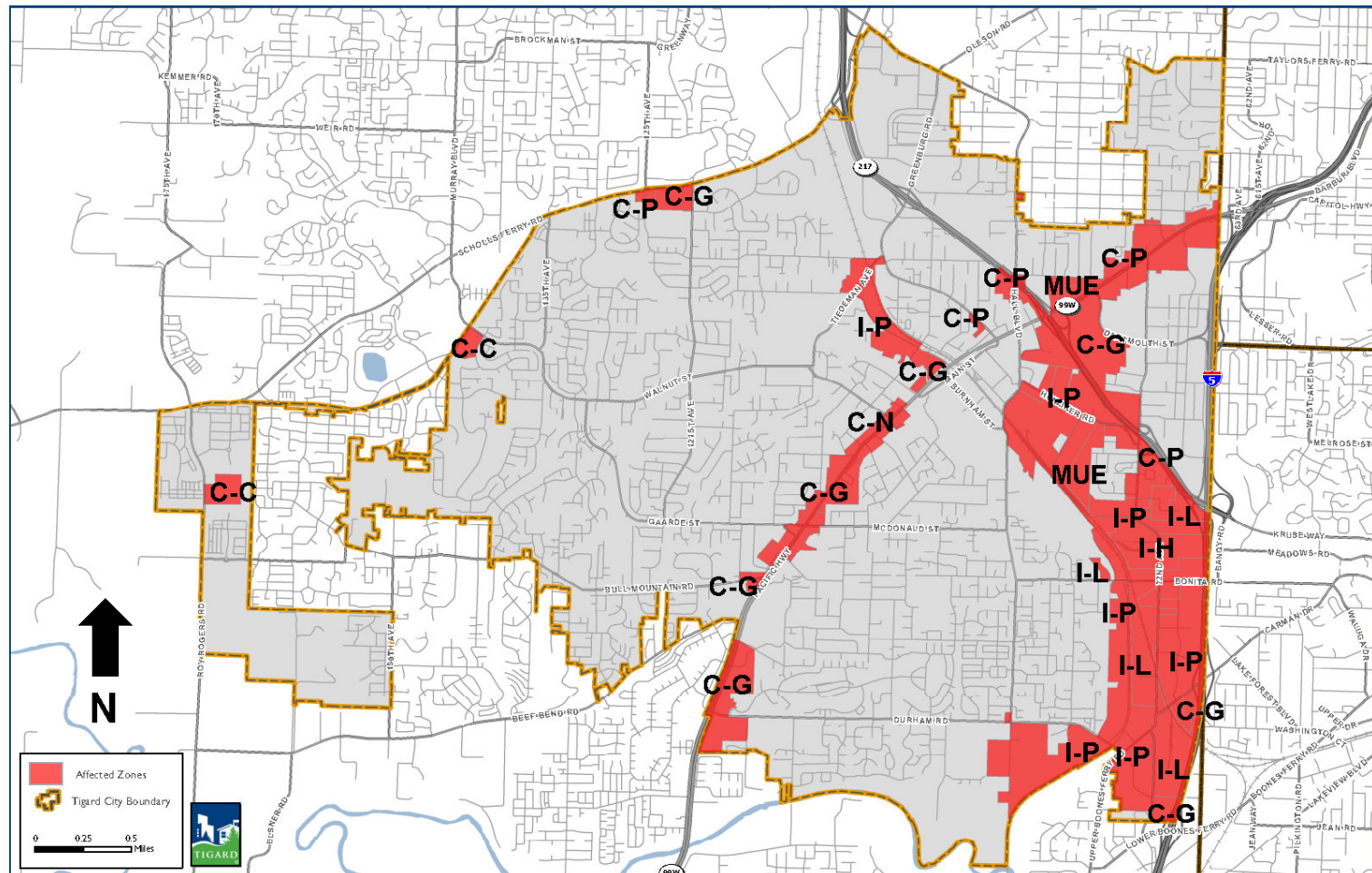
Maintain, Advance & Diversify Employment

PROJECT BACKGROUND

Why Tigard MADE? Why now?

- ▶ Unanticipated changes in industrial and commercial development patterns and business operations
- ▶ Constrained employment land supply: focus on job density
- ▶ New Strategic Plan Objectives focused on mobility, sustainability, and equity
- ▶ Council Goals focused on equitable pandemic recovery and a reduced carbon footprint

CITY OF TIGARD



CITY OF TIGARD

EOA RESULTS: LAND CONSTRAINED

FIGURE 5.08: NET ACRES REQUIRED BY BUILDING TYPOLOGY, CITY OF TIGARD— 2021-2041

SCENARIO 1 (SAFE HARBOR) AND SCENARIO 2 (ALTERNATE)

BASELINE SCENARIO	DEMAND BY GENERAL USE TYPOLOGY, 2021-2041						Total
	Office	Institutional	Flex/B.P	Gen. Ind.	Warehouse	Retail	
Employment Growth	4,173	951	929	1,144	767	2,284	10,250
Avg. SF Per Employee	350	600	990	600	1,850	500	605
Demand for Space (SF)	1,461,000	571,000	920,000	686,000	1,419,000	1,142,000	6,199,000
Floor Area Ratio (FAR)	0.35	0.35	0.30	0.30	0.35	0.25	0.31
Market Vacancy	10.0%	0.0%	10.0%	5.0%	5.0%	10.0%	7.7%
Implied Density (Jobs/Acre)	39.2	25.4	11.9	20.7	7.8	19.6	20.8
Net Acres Required	106.5	37.5	78.2	55.3	98.0	116.5	491.0
Gross Acres Required	133.1	46.8	97.8	69.1	122.5	147.6	614.9

ADJUSTED SCENARIO	DEMAND BY GENERAL USE TYPOLOGY, 2021-2041						Total
	Office	Institutional	Flex/B.P	Gen. Ind.	Warehouse	Retail	
Employment Growth	7,817	1,783	1,702	2,077	1,398	4,194	18,971
Avg. SF Per Employee	350	600	990	600	1,850	500	602
Demand for Space (SF)	2,736,000	1,070,000	1,685,000	1,246,000	2,586,000	2,097,000	11,420,000
Floor Area Ratio (FAR)	0.35	0.35	0.30	0.30	0.35	0.25	0.31
Market Vacancy	10.0%	0.0%	10.0%	5.0%	5.0%	10.0%	100.0%
Implied Density (Jobs/Acre)	39.2	25.4	11.9	20.7	7.8	19.6	20.9
Net Acres Required	199.4	70.2	143.3	100.4	178.5	214.0	805.7
Gross Acres Required	249.2	87.7	179.1	125.5	223.2	267.4	1,132.1

Source: Johnson Economics

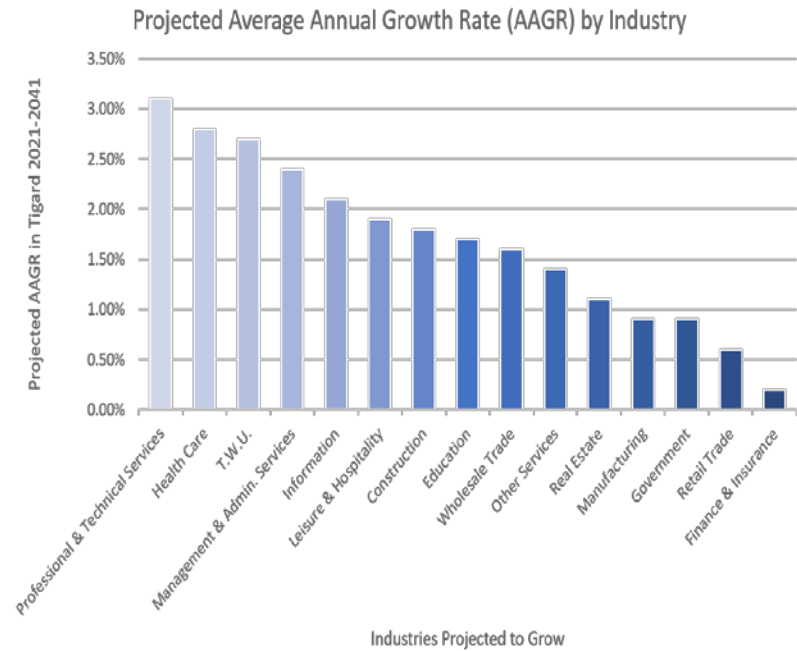
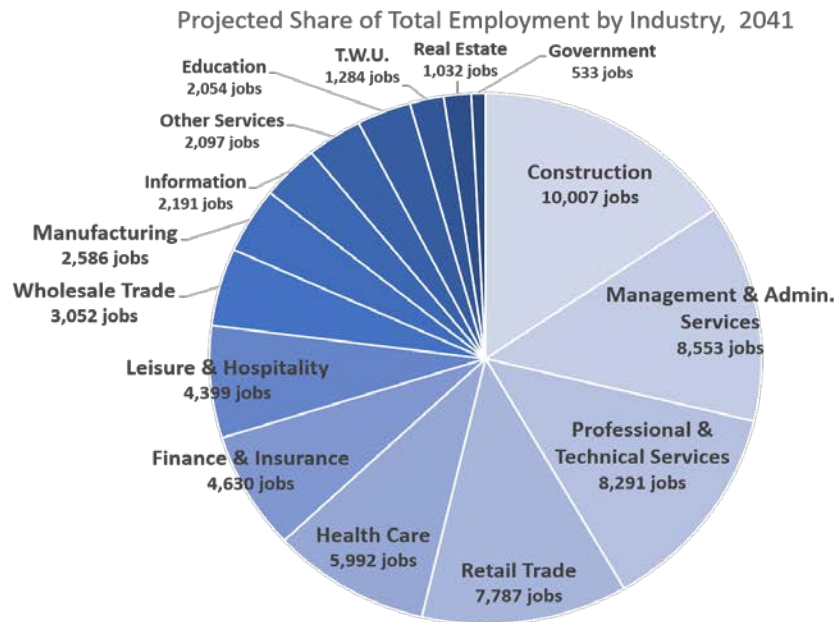
CITY OF TIGARD

EOA RESULTS: LAND CONSTRAINED

Areas in City Limits								
	Vacant		Partially Vacant		Redevelopable		Total	
Zone Abbreviation	Number of Parcels	Net Buildable Acreage	Number of Parcels	Net Buildable Acreage	Number of Parcels	Potential Acreage	Number of Parcels	Potential Acreage
Commercial Zones								
C-C	0	0	0	0	1	23.67	1	23.67
C-G	11	11.68	23	7.60	9	20.70	43	39.98
C-N	0	0	0	0	0	0	0	0
C-P	4	1.08	8	1.51	3	3.95	15	6.54
MU-CBD	4	0.21	24	5.47	4	5.50	32	11.18
MUC	5	7.63	2	1.30	5	14.48	12	23.41
MUC-1	0	0	0	0	2	2.25	2	2.25
MUE	0	0	0	0	0	0	0	0
MUE-1	14	15.14	12	2.71	2	2.76	28	20.61
MUE-2	6	5.37	0	0	1	4.57	7	9.94
MUR-1*	0	0	0	0	0	0	0	0
MUR-2*	0	0	0	0	0	0	0	0
TMU	23	13.75	26	9.98	10	25.06	59	48.79
Commercial subtotal	67	54.86	95	28.57	37	102.94	199	186.37
Industrial Zones								
I-H	0	0	1	2.85	1	2.85	2	5.7
I-L	8	2.55	2	3.21	2	8.98	12	14.74
I-P	13	20.62	7	3.48	0	0	20	24.10
Industrial subtotal	21	23.17	10	9.54	3	11.83	34	44.54

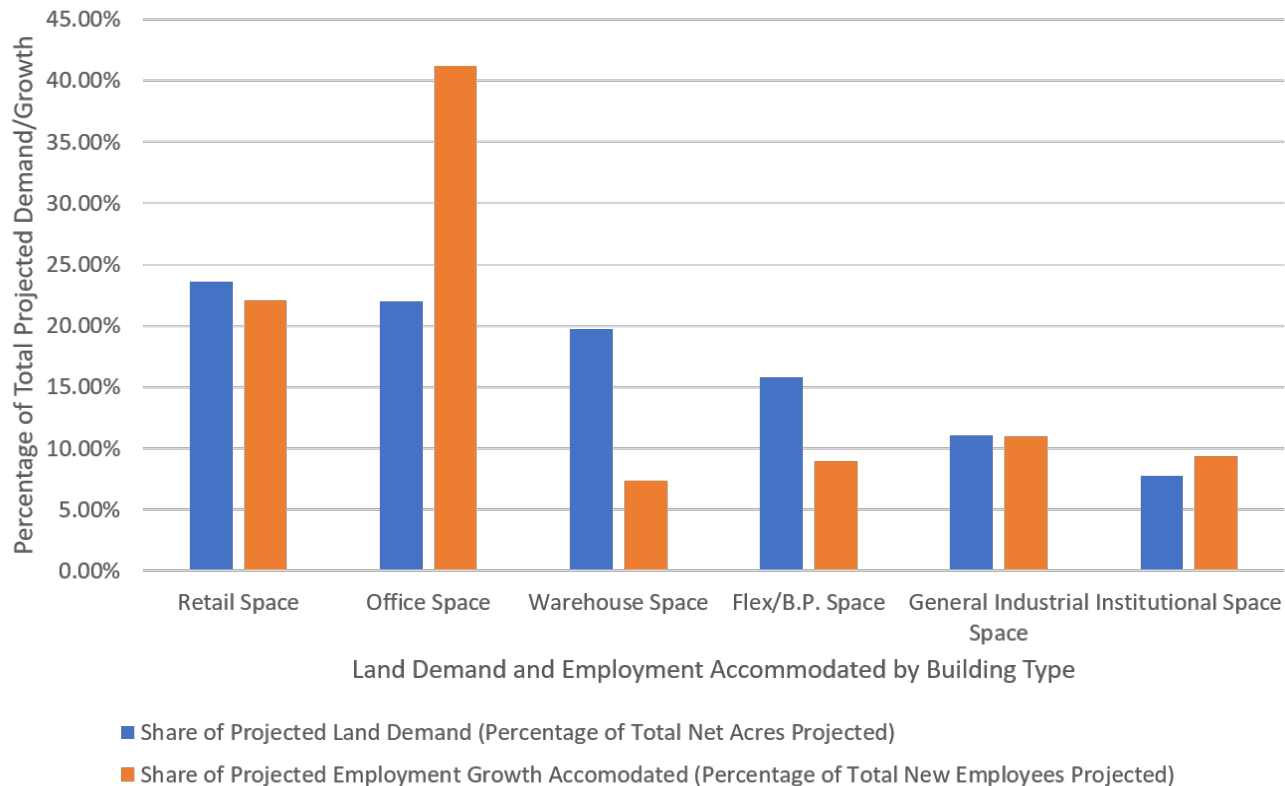
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EOA RESULTS: EMPLOYMENT FORECAST



EOA RESULTS: EMPLOYMENT FORECAST

Projected Job Density by Building Type



CITY OF TIGARD

EOA RESULTS: LAND CONSTRAINED

Areas in City Limits								
	Vacant		Partially Vacant		Redevelopable		Total	
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MUE-1	14	15.14	12	2.71	2	2.76	28	20.61
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Industrial Zones								
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I-L	8	2.55	2	3.21	2	8.98	12	14.74
I-P	13	20.62	7	3.48	0	0	20	24.10
Industrial subtotal	21	23.17	10	9.54	3	11.83	34	44.54

C I T Y O F T I G A R D

Just FOUR Zones!

► C-G: General Commercial



C I T Y O F T I G A R D

Just FOUR Zones!

- ▶ MUE: Mixed-Use Employment



CITY OF TIGARD

Just FOUR Zones!

► I-L: Light Industrial



CITY OF TIGARD

Just FOUR Zones!

► I-H: Heavy Industrial



LAND USE INCENTIVES

- ▶ Offering:
 - ▶ Increased height
 - ▶ Reduced setbacks
 - ▶ Reduced parking
 - ▶ Expansion of restricted uses
- ▶ Requesting:
 - ▶ Eco-roofs and LEED Certification
 - ▶ Transportation management plans
 - ▶ Enhanced street experience
 - ▶ Affordable housing and tenant spaces
 - ▶ Employee and community amenities
 - ▶ Open space, trails, and cooling centers



CITY OF TIGARD

Respect and Care | Do the Right Thing | Get it Done



TIGARD MADE

Maintain, Advance & Diversify Employment

Lloyd Purdy, Economic Development Manager
Hope Pollard, Associate Planner

April 19, 2022