



Unified Planning Work Program

Year-end report
July 1, 2022 - June 30, 2023

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires 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 or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

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

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

Project web site: oregonmetro.gov/mtip

The preparation of this report 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 report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration

Table of Contents

Transportation Planning	1
Climate Smart Strategy Implementation	3
Regional Transportation Plan Update (2023)	5
Metropolitan Transportation Improvement Program (MTIP)	7
Air Quality Program	11
Regional Transit Program	13
Regional Freight Program	16
Complete Streets Program	18
Regional Travel Options and Safe Routes to School Program	21
Transportation System Management and Operations (TSMO) – Regional Mobility Program	24
High Capacity Transit Strategy Update	26
Enhanced Transit Concept Program	28
Regional Freight Delay and Commodities Movement Study	30
Economic Value Atlas (EVA) Implementation	32
Regional Emergency Transportation Routes	34
Investment Areas (Corridor Refinement and Project Development)	36
Southwest Corridor Transit Project	38
Columbia Connects	40
City of Portland Transit and Equitable Development Assessment	42
TV Highway Transit and Development Project	44
TriMet Red Line MAX Extension TOD & Station Area Planning	46
Westside Multimodal Improvements Study	48
82 nd Avenue	50
MPO Management and Services	52
Civil Rights and Environmental Justice	54
Public Engagement	56
Data Management and Visualization	58
Land Use and Socio-Economic Modeling Program	61

Travel Model Program 64

Oregon Household Travel and Activity Survey Program 66

Technical Assistance Program 68

Intergovernmental Agreement Fund Management..... 69

OR8: SW Adams Ave-SE 10th Ave and SE Baseline St-SE Maple St 71

YEAR-END REPORT

GRANT: FY 2023 5303
FY 2023 STBG

FISCAL YEAR: FY 2023 AGENCY: Metro

TASK DESCRIPTION:	Transportation Planning	BUDGET:	\$678,800
		5303	\$140,427
		5303 Match (Metro)	\$16,073
		STBG	\$468,660
		STBG Match (Metro)	\$53,640

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE¹: \$ 1,099,196

BALANCE: \$ (420,396)

NARRATIVE:

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

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

¹ The Metro expense figures listed throughout this report are current as of the 1st Close of Metro's year-end accounting period. As such, they are subject to change due to year-end adjustments that occur after 1st Close.

- 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.

Major accomplishments/milestones for reporting period of July – December 2022:

- Continued work with Oregon MPOs and ODOT on the Oregon Household Travel Survey
- Participated in the final rulemaking for the Oregon Climate Friendly & Equitable Communities (CFEC) rule
- Completed 2045 regional revenue forecast
- Updated regional travel model networks in preparation for the 2023 RTP systems analysis
- Provided policy support for the 82nd Avenue and TV Highway corridor planning efforts
- Participated in the Oregon Transportation Plan update

Major accomplishments/milestones for reporting period of January – June 2023:

- Begin survey phase of the Oregon Household Travel Survey
- Scope implementation of the CFEC rule for submittal to the State of Oregon
- Provided formal comment on behalf of the Metro Council and the Planning Development & Research Department on the draft Oregon Transportation Plan
- Began participation in Phase 2 of the Oregon Climate Friendly & Equitable Communities (CFEC) rule
- Completed 2023 RTP Modeling and systems analysis
- Conducted public engagement in preparing the draft 2023 RTP
- Completed the draft 2023 RTP for formal public review and comment

YEAR-END REPORT

GRANT: FY 2023 STBG

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	Climate Smart Strategy Implementation	BUDGET:	\$478,854
		STBG	\$69,858
		STBG Match (Metro)	\$7,996
		Metro Direct	\$401,000

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 174,242

BALANCE: \$ 304,612

NARRATIVE:

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. Metro staff is preparing to update the region's Climate Smart Strategy 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.](#)

Major accomplishments/milestones for reporting period of July – December 2022:

- provided technical and policy support for Climate Smart implementation and monitoring at the local, regional and state level, including:
 - provided staff-level feedback to state agencies to inform and coordinate DLCD Climate-Friendly Equitable Communities (CFEC) implementation;
 - consulted with state agencies to document applicability of rules to Metro/RTP and Portland region cities and counties;
 - participation in CFEC implementation meetings and webinars; and
 - completed procurement process for consultant services to review and make recommendations on updating the region’s climate modeling and analysis tools to support the 2023 RTP update and updating the Climate Smart Strategy.

Major accomplishments/milestones for reporting period of January – June 2023:

- provided communications and legislative support to the Metro Council and agency leadership on issues specific to climate change;
- consulted with state agencies on approach for GHG modeling and state actions and fleet and technology assumptions for the 2023 RTP and updated Climate Smart Strategy;
- improved climate modeling tools and methods to align with state Target Rule evaluation methods OAR 660-044) and planning requirements (OAR 660-012);
- completed technical analysis and planning to prepare Climate Smart Strategy monitoring report and recommended updates to Climate Smart Strategy to meet state mandated targets;
- participated in internal Metro Climate Task Force to create a framework to envision, develop, implement and coordinate regional climate justice and resilience strategies across Metro departments that will serve as a foundation for better coordinating and advancing climate action across Metro departments; and
- provided technical and policy support for allocation of Metro’s share of the federal Climate Reduction Program (CRP) funding, using Climate Smart Strategy as a policy framework.

YEAR-END REPORT

GRANT: FY 2023 PL
FY 2023 STBG

FISCAL YEAR: FY 2023 AGENCY: Metro

TASK DESCRIPTION:	Regional Transportation Plan Update (2023)	BUDGET:	\$2,688,288
		PL	\$1,182,989
		PL Match (ODOT)	\$135,398
		STBG	\$243,297
		STBG Match (Metro)	\$27,846
		Metro Direct	\$1,098,758

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 2,515,636

BALANCE: \$ 172,653

NARRATIVE:

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 region’s adopted land use plan – and the [Climate Smart Strategy – the region’s 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

Major accomplishments/milestones for reporting period of July – December 2022:

- Completed series of five joint JPACT and the Metro Council workshops to discuss key policy elements of the 2023 RTP update related to safety, high capacity transit and climate change.
- Documented transportation needs and priorities in the region through technical analysis and engagement activities, including an on-line survey and regional and county-level technical and policy committee discussions.
- Developed updated vision and goals for 2023 RTP and draft regional policies for pricing, mobility and high capacity transit.
- Prepared draft financially constrained revenue forecast in consultation with local, regional and state agencies.
- JPACT and the Metro Council acceptance of draft regional mobility policy for further testing and refinement in 2023 RTP update.
- JPACT and the Metro Council acceptance of updated RTP policy framework to guide Call for Projects.

Major accomplishments/milestones for reporting period of January – June 2023:

- Conducted RTP Call for Projects to update RTP project and program priorities.
- Conducted high-level project list assessment and system analysis of draft updated priorities.
- Consulted Federal and State Agencies and Tribes and engaged community and business on draft priorities.
- Presentations to regional technical and policy advisory committees, interested community and business groups and county-level coordinating committees on draft priorities and policies.
- Updated RTP policies and other plan chapters to develop public review draft RTP and project list.
- JPACT and the Metro Council supported release of draft RTP and project list for 45-day public review/comment period.

YEAR-END REPORT

GRANT: FY 2023 PL

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	Metropolitan Transportation Improvement Program (MTIP)	BUDGET:	\$1,615,520
		PL	\$1,243,227
		PL Match (ODOT)	\$142,293
		Metro Direct	\$230,000

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 1,410,178

BALANCE: \$ 205,342

NARRATIVE:

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

The following types of projects are included in the MTIP:

- Transportation projects awarded federal funding.
- Projects located in the State Highway System and 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.

Major accomplishments/milestones for reporting period of July – December 2022:

- The Regional Flexible Fund Allocation (RFFA) process was completed this reporting period for new forecasted funding capacity through 2027 of Metro area Surface Transportation Block Grant (Urban-STBG), Congestion Mitigation / Air Quality (CMAQ) and Transportation Alternatives Program (TAP) funds. This included payment of bonded debt against RFFA funding and awards to planning activities, region-wide programs for transit- oriented development and transportation system and demand management, and eleven capital projects. The RFFA process coordinated its competitive application with a Metro Parks allocation to trails projects in the region that funded additional capital projects.
- A supplemental allocation of federal Highway Improvement Program (HIP) funds to local capital projects previously awarded RFFA funding that were facing extraordinary and unanticipated inflation costs was completed to help those projects stay on schedule without significant reductions to project scope.
- As a part of the cooperative development of the 2024-27 MTIP, Metro staff submitted draft project programming data to the ODOT for publication of this information in the public comment draft of the 2024-27 State Transportation Improvement Program (STIP).
- The MTIP program provided the initial performance report on obligation of RFFA funded projects and programs programmed for obligation in federal fiscal year ending September 30, 2022. This report indicates the Metro area will meet its obligation targets for this fiscal year for the second straight year of the state obligation target program and qualify for award of federal redistribution funds that may become available.
- Metro agreed with ODOT, Central Lane MPO and the Salem-Keizer Area Transportation Study to the selection of a vendor and cost sharing approach to provide a new transportation project and programming data management system.
- MTIP amendments and administrative modifications were completed each month, other than during the end of the federal fiscal year, during this reporting period, allowing projects to proceed to funding obligation and implementation.

Major accomplishments/milestones for reporting period of January – June 2023:

- The public comment draft of the 2024-27 MTIP, with a performance analysis, was published during this reporting period and the public comment process and federal agency and tribal consultation processes conducted. The adoption draft of the document and response to public and consultation comments was also published in preparation for a July 2023 adoption of the 2024-27 MTIP.
- Allocation of an expected \$18.8 million of funding to projects and programs for the new federal Carbon Reduction Program funding was completed during this reporting period. Significant allocations were made to advance bus rapid transit projects in the Tualatin-Valley Highway and 82nd Avenue corridors, transit signal priority in the 99E/McLoughlin corridor and Transportation System Management & Operations projects in the region.
- A funding agreement for cost sharing of vendor costs for the new Oregon TMA transportation project and funding data management system was implemented and the first phases of the new data management system were developed.
- The Obligation Report for federal fiscal year ending 2022 was published in this reporting period.
- MTIP amendments and administrative modifications were completed each month during this reporting period, allowing projects to proceed to funding obligation and implementation. Fifty four formal amendments and 117 administrative modifications were processed during the full fiscal year.

YEAR-END REPORT

GRANT: FY 2023 STBG

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	Air Quality Program	BUDGET:	\$26,918
		STBG	\$24,153
		STBG Match (Metro)	\$2,764

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 2,521

BALANCE: \$ 24,396

NARRATIVE:

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

This is an ongoing program. Typical program activities include:

- 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.

Major accomplishments/milestones for reporting period of July – December 2022:

- Supported applications from the Portland region applying for state grants to reduce emissions from transportation sources. Applications included school districts, public agencies, and private companies seeking to transition and/or replace diesel fueled school buses and construction equipment to electric powered school buses and equipment.
- Participated in U.S. EPA region 10 transportation conformity quarterly update meetings
- Worked with Metro’s research center staff to develop a timeline and plan for transition to the MOVES3 emissions model
- Initiated the annual VMT monitoring analysis for the purposes of SIP reporting

Major accomplishments/milestones for reporting period of January – June 2023:

- Completed annual VMT monitoring analysis and report to DEQ
- Completed transition plan to the MOVES3 emissions model
- Participated in U.S. EPA region 10 transportation conformity quarterly update meetings
- Participated in the annual Oregon transportation conformity meeting
- Participated in air quality initiatives as needed

YEAR-END REPORT

GRANT: FY 2023 STBG

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	Regional Transit Program	BUDGET:	\$169,984
		STBG	\$121,121
		STBG Match (Metro)	\$13,863
		Metro Direct	\$35,000

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 170,527

BALANCE: \$ (542)

NARRATIVE:

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

Because of rapid growth 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.

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 a transit study 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 and/or other 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.

Major accomplishments/milestones for reporting period of July – December 2022:

- Participating on the Cascadia Ultra High Speed Ground Transportation Technical Advisory Committee (bi-monthly meetings) to support:
 - Establishing the work plan and schedule
 - Drafting of a committee charter
 - Policy committee meeting planning and material review
 - Developing a program vision statement and informing future engagement strategy, scenario planning and funding strategy
 - Submitting Corridor ID Expression of Interest and coordinating on proposal approach and content
 - Coordinating on proposal approach for Federal State Partnership Program for Intercity Passenger Rail
 - Coordinating on Letters of Support
 - Stakeholder interviews (including participation) and briefings (Metro advisory committees)
- Providing feedback to support and supporting stakeholder briefings for TriMet’s Forward Together near-term service planning effort
- Participating in the Gorge Regional Transit Strategy Phase 2 Stakeholder Technical Advisory Group to inform the Operations and the Planning Context, Gaps and Opportunities Analysis, and regional transit service vision and governance scenarios
- Participating in the Washington County Transit Study Technical Working Group around goal setting
- Coordinating with ODOT on the Public Transit Strategy approach and participating in the working group
- Supporting scoping and implementation of a US DOT Volpe Center US-ASEAN Smart Partnership joint work plan between partners in Johor Bahru and Portland, Oregon (City of Portland and Metro): “Bus Rapid Transit and Data-driven Decision Making to inform Bus Priority Practice”
- Other ongoing coordination with regional transit planners and providers, including:
 - supporting data requests by regional stakeholders for modeling and analysis information
 - best practice information sharing with COMPASS Idaho on resource sharing and a Corridor ID Letter of Support (Portland to Salt Lake Intercity Rail Corridor)
 - monthly meetings to coordinate transit work in progress, including Metro’s HCT Strategy Update, TriMet’s Forward Together, and Washington County’s Countywide Transit Study
 - monthly meetings to coordinate with TriMet on transit planning and related activities
 - other efforts (e.g., TriMet Mobility-on-Demand and Next Generation Transit Signal Priority, ODOT WES North Willamette Valley Extension, Washington County Council Creek)
- Work and internal and external coordination meetings to support the 2023 RTP update: vision and goals, policies, needs assessment, performance measures, investment strategy etc.
- Federal performance measure reporting coordination for Transit Asset Management and Public Transit Agency Safety Plans

Major accomplishments/milestones for reporting period of January – June 2023:

- Continue participating on the Cascadia Ultra High Speed Ground Transportation Technical Advisory Committee (bi-monthly meetings) to support:
 - Informing implementation and refinement of the work plan and schedule
 - Developing the strategic roadmap and coordinating entity framework

- Policy committee meeting planning and material review
- Finalizing the program vision statement
- Coordinating on proposal approach and content for FRA Corridor ID and Federal State Partnership for Intercity Passenger Rail programs
- Coordinating on Letters of Support
- Developing the engagement strategy, scenario planning and funding strategy
- Stakeholder briefings
- Informing the Legislative Report
- Continue participating in the Gorge Regional Transit Strategy Phase 2 Stakeholder Technical Advisory Group
- Continue participating in the Washington County Transit Study Technical Working Group
- Coordinating participating in the ODOT on the Public Transit Strategy approach working group
- Continue supporting implementation of a US DOT Volpe Center US-ASEAN Smart Partnership joint work plan between partners in Johor Bahru and Portland, Oregon (City of Portland and Metro): “Bus Rapid Transit and Data-driven Decision Making to inform Bus Priority Practice”
- Work and internal and external coordination meetings to support the 2023 RTP update: performance measure analysis, investment strategy, future study, draft report, engagement etc.
- Ongoing coordination with partners and regional and inter-regional transit providers, including:
 - supporting data requests by regional stakeholders for modeling and analysis information
 - monthly meetings to coordinate with TriMet on transit planning and related activities
 - one-on-one meetings to inform a future Access to Transit study by Metro
 - best practice information sharing with Compass Idaho
 - other efforts (TBD)

YEAR-END REPORT

GRANT: FY 2023 STBG

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	Regional Freight Program	BUDGET:	\$215,337
		STBG	\$193,222
		STBG Match (Metro)	\$22,115

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 205,078

BALANCE: \$ 10,260

NARRATIVE:

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

The primary work product of the Regional Freight Program in 2022 and going into 2023 is the development of the Commodities Movement Study based on Metro’s new freight commodity model. The freight planning work focuses on commodity types, and analyzes the type of commodities moving through our region, and where they are moving. Metro is also analyzing the “Amazon effect” to see how the growth in home delivery is impacting freight movement and the larger transportation system. This study will provide a lot more detailed information to businesses and the freight community to better plan freight routes.

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.

Major accomplishments/milestones for reporting period of July – December 2022:

- Provided information and updated language on regional freight needs for Chapter 4 of the 2023 RTP
- Provided review of the local jurisdictional proposed changes to the Regional Freight Network map and finalized the changes for the 2023 RTP and future updates to the Regional Freight Strategy.

Major accomplishments/milestones for reporting period of January – June 2023:

- Provided advise and recommendations for the completion of ODOT’s Truck Network Barriers Study as a member of their Steering Committee.
- Provided additional information on regional freight needs for Chapter 4 of the 2023 RTP, based on the early draft findings from the Regional Freight Delay and Commodities Movement Study.
- Provided early analysis, mapping, and segmentation for average travel speeds on the regional throughways for the Regional Mobility Policy Update.

YEAR-END REPORT

GRANT: FY 2023 PL

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	Complete Streets Program	BUDGET:	\$126,635
		PL	\$113,630
		PL Match (ODOT)	\$13,005

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 147,443

BALANCE: \$ (20,808)

NARRATIVE:

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 <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.

Major accomplishments/milestones for reporting period of July – December 2022:

- Developed and submitted Safe Streets for All federal grant application with regional partners.
- Prepared Complete Streets policies (based on policy language in the Design Policy section of the 2018 RTP) for updated Policy Chapter of the 2023 RTP.
- Provided ongoing fatal crash updates to Metro technical and policy advisory committees TPAC and JPACT and supported local partner monthly fatal crash updates.
- Completed Safety, Bicycle and Pedestrian needs assessment for the 2023 RTP Needs Assessment, including gaps in the regional pedestrian and bicycle networks and the 2016-2020 Regional High Injury Corridors and Intersections, Safety Fact Sheets, and equity analysis.
- Provided presentations to regional partners on updated High Injury Corridors and Intersections.
- Reviewed and updated RTP goals related to safety, bicycling, walking and complete streets.
- Held JPACT/Metro Council workshop forum on safe and Healthy Urban Arterials, and provided presentations to regional partners.
- Provided internal and external street and trail design technical assistance on transportation projects and plans, including the McLoughlin Investment Strategy TAC, Canyon Road/Hocken project, Council Creek Regional Trail, Beaverton Complete Streets TAC, Beaverton Loop Project, and Kingston Terrace Master Plan.
- Developed approach to identifying opportunities for habitat protection through the Regional Transportation Plan and updated 2018 RTP Appendix F: Environmental Analysis and Mitigation Strategies to reflect indigenous and Native American best practices in ecological preservation and a First Foods Management Approach.
- Completed FHWA Vision Zero Community Pairing Pilot Peer Exchange with Broward FL MPO: https://rspcb.safety.fhwa.dot.gov/VisionZero/Community_Pairing_Pilot.aspx

Major accomplishments/milestones for reporting period of January – June 2023:

- Participated in ongoing 2-year FHWA Vision Zero Community Pairing with DRCOG.
- Incorporated Return on Investment (ROI) analysis for active transportation findings into the 2023 RTP update.
- Finalized draft Complete Streets policies with Metro Transportation Policy Alternatives Committee (TPAC) and other partners as part of 2023 RTP policy chapter update.

- Provided review of safety, bicycle and pedestrian RTP policies for 2023 RTP update.
- Provided monthly fatal crash updates to Metro committees.
- Conducted RTP 2023 RTP environmental assessment and active transportation performance measures assessment.
- Drafted SS4A grant agreement and coordinated with agency partners.
- Provided internal and external street and trail design technical review and assistance on transportation projects and plans, including ODOT Systemic Pedestrian Injury Analysis project, corridor projects, Canyon Road/Hocken project, McLoughlin Investment Strategy TAC, Council Creek Regional Trail, Beaverton Complete Streets TAC, Beaverton Loop Project, and Halsey Complete Streets TAC.

YEAR-END REPORT

GRANT: FTA Grants
ODOT/FHWA Grant

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	Regional Travel Options and Safe Routes to School Program	BUDGET:	\$3,804,676
		Safe Routes to Schools (FTA Grant)	\$489,600
		Safe Routes to Schools (FTA Grant) Match (Metro)	\$38,869 ¹
		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

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 3,023,638

BALANCE: \$ 781,038

NARRATIVE:

The Regional Travel Options Program implements RTP policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces greenhouse gas emissions and air pollution by carrying out the travel demand management components of the RTP. The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand, particularly during peak commute hours. Specific RTO strategies include promoting transit, shared trips, bicycling, walking, telecommuting and the Regional Safe Routes to School (SRTS) Program. 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 programming that provides people with information, encouragement, and resources they need to travel by non-SOV

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.

modes. Grantees and Metro staff work with a variety of community and culturally-specific organizations 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 2023 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.

Major accomplishments/milestones for reporting period of July – December 2022:

- Staff worked with stakeholders and grantees to complete a Commute Program Action Plan, which lays out actions to better support and implement commuter benefit programs.
- Staff worked with racial equity consultant group Multicultural Collaborative to identify action items to be taken by staff and partners to improve racial equity outcomes in the RTO program
- Staff held numerous meetings with current and prospective grantees to help them prepare for the 2023-26 grant program. These meetings were intended to discuss the grantees' upcoming grant-funded work to ensure it aligns with RTO program goals and objectives
- The grant program categories were slightly reorganized and redefined to better meet the needs of partners and to generate better programmatic outcomes
- Grant selection committee process was developed
- Updated grant application process guidance and application materials were prepared

Major accomplishments/milestones for reporting period of January – June 2023:

- The 2023-26 grant program application window opened January 3, 2023 with applications accepted through March
- Grant selection committees reviewed applications and supported staff to determine final scopes and budgets for awarded grantees in May and June
- Grant scopes of work were finalized and grant agreements are in place as of July 1, 2023
- A total of 39 applications were submitted. 32 were funded in five separate categories. \$7.9 million was awarded
- Commute Program Equity Analysis was scheduled to begin in FY 2023 but has not yet begun. It is scheduled to be completed by December 2023
- Commute Program framework and marketing plan is underway, to be completed by July 2023

YEAR-END REPORT

GRANT: FY 2023 STBG

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	Transportation System Management and Operations (TSMO) – Regional Mobility Program	BUDGET:	\$310,438
		STBG	\$278,556
		STBG Match (Metro)	\$31,882

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 312,691

BALANCE: \$ (2,253)

NARRATIVE:

The Regional Transportation System Management and Operations Regional Mobility Program (TSMO Program) provides a demand and system management response to issues of congestion, reliability, safety and more. The program works to optimize infrastructure investments, promote travel options in real-time, reduce greenhouse gas emissions and increase safety, 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 <https://www.oregonmetro.gov/public-projects/regional-tsmo-strategy>.

Major accomplishments/milestones for reporting period of July – December 2022:

- The solicitation for new projects in the TSMO program is underway and an announcement went out broadly to TransPort and announced through TPAC. Fourteen letters of interest were received by the September deadline. Staff explored each letter, held 1-on-1 meetings with several applicants and provided written suggestion on tying each application closer to the 2021 TSMO Strategy. Work started on forming a reviewer team that includes at least 50% community representatives to rank projects. Four community based organizations were interested and received draft Metro agreements to receive compensation. These agreements will extend into scoping for recommended projects to give an opportunity to further incorporate Black, Indigenous, people of color and low-income residents' perspectives.
- TSMO-funded projects underway include system data collected at Portland State University, upgrades of traffic signal control technology (ODOT, Washington County, Clackamas County and City of Portland projects), fiber optics on SW Barbur Blvd. and more. These projects received project management support including oversight of progress reports, invoices and addressing issues. Staff convened TransPort each month to highlight partner projects and coordinate regional efforts.

Major accomplishments/milestones for reporting period of January – June 2023:

- TSMO staff facilitated the conclusion of the TSMO project solicitation process. Applications arrived by January 20, 2023, a reviewer team composed of community based organization representatives and public agency representatives (six people) scored 12 applications and shared their consensus-recommendation with TransPort, Subcommittee of TPAC. Transport took action at their April meeting and unanimously supported the reviewer team's recommendation. With TransPort Chair and Vice Chair, Metro staff debriefed TPAC on the recommendation in May.
- Metro continued to participate in the TSMO funded Clackamas Connections Integrated Corridor Management project, led by ODOT. Consultants and Project Managers met to kick off the project in January and met monthly since then. Consultants conducted a stakeholder survey and workshop in spring.
- TSMO staff continued convening regional stakeholders at the TransPort Subcommittee monthly meetings. TSMO staff also held five stakeholder workshops to get input on the Regional Mobility Policy. The meetings identified new arterials that need to be part of active system management around the region, along with needed regional tools and capabilities.

YEAR-END REPORT

GRANT: Metro Direct Contribution

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION: **High Capacity Transit Strategy Update** **BUDGET:** **\$215,000**
Metro Direct \$215,000

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 325,471

BALANCE: \$ (110,471)

NARRATIVE:

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.

Major accomplishments/milestones for reporting period of July – December 2022:

- Bi-monthly meetings of the project management team (plus additional coordination meetings) with members from different departments and Metro and TriMet to collaboratively direct work toward major project milestones (including facilitation, development of agendas, and provision of packets of materials for review)
- Five meetings and three review sessions with the stakeholder working group with representatives from regional transit agencies and jurisdictions (including facilitation, development of agendas, and provision of packets of materials for review)
- Working with both groups to complete work toward three of the four major project milestones:

- Establishing the high capacity transit policy framework, including policy revisions
- Developing the high capacity transit network vision
- Categorizing the corridor investment tiers
- Implementing the engagement strategy around the policy framework and vision:
 - Engaging with County coordinating technical and policy committees and Metro’s advisory committees
 - Presentations to stakeholder committees and stakeholders and public tabling events
 - Holding “Lessons Learned” focus groups with TriMet/Metro team on Division Transit and C-TRAN on The Vine
 - Creating public fact sheets for the website and engagement events on the policy framework and vision and regional transit planning efforts
 - Questions as part of the 2023 RTP Update survey for the broader public

Major accomplishments/milestones for reporting period of January – June 2023:

- Monthly meetings of the project management team with members from different departments and Metro and TriMet to collaboratively direct work toward major project milestones (including facilitation, development of agendas, and provision of packets of materials for review)
- Two final meetings with the stakeholder working group with representatives from regional transit agencies and jurisdictions (including facilitation, development of agendas, and provision of packets of materials for review)
- Working with both groups to complete work toward the final major project milestones:
 - Completing final refinements to the vision and the corridor investment tiers
 - Developing the draft report, including strategies and needs for implementing the vision for the future and identifying areas of future study
 - Public review as part of the 2023 RTP Update
- Implementing the engagement strategy around corridor investment priorities and considerations and the draft report:
 - Engaging with County coordinating technical and policy committees and Metro’s advisory committees
 - Presentations to stakeholder committees and stakeholders and public tabling events
 - Focus groups with local small business organizations from throughout the region
 - Public fact sheets on the corridor investment priorities and draft report
 - Online interactive storymap on the corridor investment priorities including a public survey

YEAR-END REPORT

GRANT: Metro Direct Contribution

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	Enhanced Transit Concepts Program	BUDGET: Metro Direct	\$2,513,252 \$2,513,252
-------------------	------------------------------------------	--------------------------------	-----------------------------------

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 10,294

BALANCE: \$ 2,502,959

NARRATIVE:

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. They will improve transit travel time to support Metro’s 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. The updated program will also likely provide some funding for project construction, possibly requiring a local match, and not only for project design and preliminary engineering.

Major accomplishments/milestones for reporting period of July – December 2022:

- East Burnside Street project initiated construction.
- SW Capitol Highway project implemented, including bus lane, bike lane, and pedestrian crossing improvements.
- NE Couch Street project implemented, including bus lane.

Major accomplishments/milestones for reporting period of January – June 2023:

- East Burnside Street project completed construction.
- Began developing updated project identification criteria.
- Began developing updated project analysis tools.

YEAR-END REPORT

GRANT: FY 2023 STBG

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	Regional Freight Delay and Commodities Movement Study	BUDGET:	\$130,000
		STBG	\$116,649
		STBG Match (Metro)	\$13,351

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 89,272

BALANCE: \$ 40,728

NARRATIVE:

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

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

The study will evaluate how the COVID-19 economic impacts have affected freight truck travel within the Portland Region compared to the overall vehicle travel in the region, and 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.

Major accomplishments/milestones for reporting period of July – December 2022:

- Completed ongoing work to adjust the Regional Freight Model, using the freight model to show additional commodities on trucks traveling through the region, which provides a more complete assessment of the value and movement of commodities in the region, for Task 4 of the Regional Freight Delay and Commodities Movement Study.
- Worked with the consultant team to complete Tasks 2, 3, 4, and 5 of the Regional Freight Delay and Commodities Movement Study.

Major accomplishments/milestones for reporting period of January – June 2023:

- Completed early draft findings for the Regional Freight Delay and Commodities Movement Study.
- Worked with the consultant team and completed Tasks 2, 3, and 5 (and most of Task 4) for the Regional Freight Delay and Commodities Movement Study.
- Completed 1st draft of Task 5.3 with final technical memo to be complete in July of 2023.
- Completed analysis and mapping on year 2019 average travel speeds on the regional throughways and intermodal connectors throughout the day, as part of Task 4.
- Completed draft analysis and mapping of year 2019 reliability (indexed) for regional throughways and intermodal connectors.

YEAR-END REPORT

GRANT: FY 2023 STBG

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	Economic Value Atlas (EVA) Implementation	BUDGET:	\$66,491
		STBG	\$59,663
		STBG Match (Metro)	\$6,829

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 389

BALANCE: \$ 66,102

NARRATIVE:

Metro’s Economic Value Atlas (EVA) establishes tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy. The EVA entered an implementation phase in FY 2019-2020 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.

Major accomplishments/milestones for reporting period of July – December 2022:

- Sebrina Owens-Wilson discussed the Economic Value Atlas tool at Rail-Volution in a presentation called, “Equity at Scale: Tools for Planners and Transportation Practitioners”
- Maintenance of tool and updating of data sources with most current data.

Major accomplishments/milestones for reporting period of January – June 2023:

- Deployed Economic Value Atlas in the development of the Regional Transportation Plan as a tool to help prioritize proposed projects.
- Convened user groups to assess and prioritize functional improvements to Economic Value Atlas.
- Planned and budgeted for functional improvements to Economic Value Atlas to improve effectiveness in regional economic analyses.

YEAR-END REPORT

GRANT: Local Support

FISCAL YEAR: FY 2023 AGENCY: Metro

TASK DESCRIPTION:	Regional Emergency Transportation Routes	BUDGET: Local Support	\$138,216 \$138,216
-------------------	-----------------------------------------------------	---------------------------------	-------------------------------

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 0

BALANCE: \$ 138,216

NARRATIVE:

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.

A second phase of follow-on work is proposed for 2023-2026 to prioritize/tier the updated routes and develop operational guidance for route owners/operators. For more information on ETRs, please visit <https://rdpo.net/emergency-transportation-routes>.

While the funding for phase 2 may not be available in FY 2022-23, interim activities will take place 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.

Major accomplishments/milestones for reporting period of July – December 2022:

- Created draft RETR map and supporting text for inclusion in 2023 RTP

- Submitted application for RETR phase 2 through RDPO project pipeline - seeking funding from Federal Emergency Management Association (FEMA) 2023 Urban Area Security Initiative (UASI) program grant
- Consultant completed a draft analysis (including GIS data) of potential Cascadia earthquake impacts to RETRs

Major accomplishments/milestones for reporting period of January – June 2023:

- Finalized analysis of potential Cascadia earthquake impacts to RETRs
- Updated public works facilities information
- Received notification of preliminary award for RETR phase 2; proposal was then included in the region's UASI 2023 grant application to FEMA; final award notification expected fall 2023

YEAR-END REPORT

GRANT: FY 2023 STBG

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	Investment Areas (Corridor Refinement and Project Development)	BUDGET:	\$580,607
		STBG	\$92,595
		STBG Match (Metro)	\$10,598
		Metro Direct	\$477,414

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 293,910

BALANCE: \$ 286,697

NARRATIVE:

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

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

In FY 2022-2023, Investment Areas staff have supported partner work on TV Highway, Better Bus, 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.

Major accomplishments/milestones for reporting period of July – December 2022:

- Supported High Capacity Transit plan development

- Supported partner work on equitable development strategies aligned with investment area projects

Major accomplishments/milestones for reporting period of January – June 2023:

- Continued support for investment area project development and equitable development
- Kicked off next phase of the Better Bus program in partnership with TriMet
- Continued work to develop a Locally Preferred Alternative for both the 82nd Corridor Project and the TV Highway safety and transit project

YEAR-END REPORT

GRANT: FTA Grant

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	Southwest Corridor Transit Project	BUDGET:	\$537,215
		SW Corridor Equitable Dev. Strategy (FTA Grant)	\$413,750
		SW Corridor Equitable Dev. Strategy (FTA Grant) Match (Metro)	\$97,218
		Local Support	\$26,248

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 144,480

BALANCE: \$ 392,735

NARRATIVE:

The Southwest Corridor Transit Project would extend the MAX light rail system to connect downtown Portland with southwest Portland, Tigard and Tualatin. The project is 11 miles long and includes 13 stations, new connections to regional destinations, and major enhancements to 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.

Major accomplishments/milestones for reporting period of July – December 2022:

- Project withdrew from New Starts Project Development phase due to lack of funding needed for project rating (at least 30% non-Capital Investment Grant)
- Project team developed project scenarios that could provide a path forward in light of the failure of the regional transit funding measure in November 2020
- Project leadership convened to discuss continued interest in the project and how it should fit within the high capacity transit strategy included in the 2023 Regional Transportation Plan update
- Equitable Development Strategy work:
 - Business survey completed
 - Test Case Application subgrants awarded to 4 distinct corridor-wide service providers

Major accomplishments/milestones for reporting period of January – June 2023:

- Developed agreed upon path forward for the project for inclusion in the 2023 Regional Transportation Plan update
- Equitable Development Strategy work:
 - Finalized Business Inventory
 - Explored Neighborhood Prosperity Initiative within the corridor
 - Finalized partnership on Affordable Commercial Space strategy approach

YEAR-END REPORT

GRANT: FY 2023 STBG

FISCAL YEAR: FY 2023 AGENCY: Metro

TASK DESCRIPTION:	Columbia Connects	BUDGET:	\$133,136
		STBG	\$119,463
		STBG Match (Metro)	\$13,673

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 0

BALANCE: \$ 133,136

NARRATIVE:

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

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

FY 2021-22 the Columbia Connects project:

- Completed a Conditions Assessment for the Columbia Connects subarea
- Established a Draft Shared 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.

Major accomplishments/milestones for reporting period of July – December 2022:

- Work paused due to staff changes.

Major accomplishments/milestones for reporting period of January – June 2023:

- Convened project management group to evaluate progress on the Shared Investment Strategy and prepare for full membership meeting.

YEAR-END REPORT

GRANT: FTA Grant

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	City of Portland Transit and Equitable Development Assessment	BUDGET: Montgomery Park / Hollywood Transit (FTA Grant)	\$50,000 \$50,000
-------------------	----------------------------------------------------------------------	-------------------------------------------------------------------------	---------------------------------

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 45,110

BALANCE: \$ 4,890

NARRATIVE:

The project seeks to create an equitable development plan for two future transit-oriented districts – one in NW Portland and one in Inner East Portland. This project is intended to complement potential transit improvements to better connect Montgomery Park with the Hollywood District. The project will identify the land use and urban design opportunities, economic development and community benefit desires and opportunities leveraged under a transit-oriented development scenario. The project will 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 project is ongoing.

Major accomplishments/milestones for reporting period of July – December 2022:

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

Major accomplishments/milestones for reporting period of January – June 2023:

- Negotiation of Community Benefit Agreements
- Additional community outreach scheduled and held
- Staff and partner preparation for briefing with Planning & Zoning Commission

YEAR-END REPORT

GRANT: FTA Grants

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	TV Highway Transit and Development Project	BUDGET:	\$1,110,005
		HOPE - TV Highway (FTA Grant)	\$425,000
		HOPE - TV Highway (FTA Grant) Match (Metro)	\$47,222
		TV Highway Flex Transfer (FTA Grant)	\$244,630
		TV Highway Flex Transfer (FTA Grant) Match (Metro)	\$27,999
		Metro Direct	\$365,155

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 1,161,453

BALANCE: \$ (51,448)

NARRATIVE:

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.

Major accomplishments/milestones for reporting period of July – December 2022:

- During this timeframe, consultant staff produced a draft cost estimate, initial run time analysis, and Phase 1 design for the entire study area which are enabling further discussions about LPA development with project partners at the staff and Steering Committee levels.
- Metro and TriMet staff provided information sharing presentations to approximately 150 community members across an array of committees and groups. Staff also supported Unite Oregon in conducting the first public workshop for the Equitable Development Strategy, held in October.

Major accomplishments/milestones for reporting period of January – June 2023:

- Metro and TriMet staff studied implementation options for the transit and roadway project, assessing them considering Small Starts criteria, ability to meet project goals, and for support among project partners. Ultimately, the Steering Committee provided direction that staff should develop an implementation approach that addresses safety and transit investments for the entire corridor length rather than a phased approach. Staff also continued to workshop specific design elements necessary for permitting approval with the roadway owner, the Oregon Department of Transportation.
- Guided by input from two public workshops and a series of monthly meetings of the TV Highway Equity Coalition, Unite Oregon wrote a draft Equitable Development Strategy (EDS) that identifies priority actions to support and enhance community prosperity in the TV Highway corridor. Unite Oregon and Metro staff met with corridor jurisdictions who are likely to have an implementation role in these actions to begin discussions about future partnership.

YEAR-END REPORT

GRANT: FTA Grant

FISCAL YEAR: FY 2023 AGENCY: TriMet

TASK DESCRIPTION:	TriMet Red Line MAX Extension TOD & Station Area Planning	BUDGET:	\$1,050,000
		FTA Grant	\$700,000
		Local Match	\$350,000

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$805,304

BALANCE: \$244,696

NARRATIVE:

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 the consultant team has performed an equity analysis and detailed scoping assessment to identify and refine the station study areas and focus parcels to the 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, 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, 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 include the Parkrose Community Plan, Metro’s 2040 Growth and TOD plans, the Gateway Action Plan, Washington County’s Economic Development Plan, etc.

Major accomplishments/milestones for reporting period of July – December 2022:

Task Order #	Station Area	Subtasks Completed
3	Willow Creek	Community Assets and Gaps Analysis; Joint Development Feasibility Study; Draft Joint Development Massing Study
4	Beaverton Alignment*	Development Barriers Analysis; Draft Joint Development Feasibility Study

5	Gateway	Joint Development Access Study; Joint Development Feasibility Study; Joint Development Massing Studies
6	Parkrose	Draft Joint Development Access Study; Draft Joint Development Massing Study

* Beaverton Alignment is a study area that includes Millikan Way, Beaverton Creek, and Elmonica/SW 170th Stations

Major accomplishments/milestones for reporting period of January – June 2023:

Task Order #	Station Area	Subtasks Completed
3	Willow Creek	Final Joint Development Massing Study; Joint Development Strategic Delivery Report
4	Beaverton Alignment*	Final Joint Development Feasibility Study; Task Order Summary
5	Gateway	Joint Development Strategic Delivery Report
6	Parkrose	Final Joint Development Access Study; Final Joint Development Massing Study; Task Order Summary

YEAR-END REPORT

GRANT: Federal Grant

FISCAL YEAR: FY 2023

AGENCY: ODOT/Metro

TASK DESCRIPTION:	Westside Multimodal Improvements Study	BUDGET:	\$710,149
		Federal Grant	\$633,098
		Local Match	\$77,051

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$710,149

BALANCE: \$0

NARRATIVE:

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 early 2021 and is estimated to be completed by the end of 2023.

Major accomplishments/milestones for reporting period of July – December 2022:

- Revised Project Charter
- Produced Issues, Needs, and Problem Statement
- Held monthly Project Management Group meetings with partner agency staff
- Developed evaluation framework and initial list of investment options
- Refined scenario groupings for evaluation
- Held second Steering Committee on October 26
- Developed two project fact sheets for public distribution
- Created StoryMap site with existing conditions data

- Presented to the Region 1 Area Commission on Transportation, Beaverton City Council, and Washington County Chamber of Commerce
- Hosted a business roundtable event in partnership with Beaverton Area Chamber, Washington County Chamber, and Westside Economic Alliance
- Created and refined public engagement and communication plan
- Prepared for focus groups in partnership with community-based organizations
- Dynamic Traffic Assignment (DTA) model calibration
- Assembled data and defined assumptions for modeling runs

Major accomplishments/milestones for reporting period of January – June 2023:

- Held four focus groups hosted by APANO and Centro Cultural
- Developed project fact sheets with existing conditions data
- Continued engagement with business community representatives and neighborhood groups
- Held 3rd Steering Committee meeting
- Confirmed investment options for evaluation
- Established evaluation criteria with both quantitative and qualitative metrics
- Packaged investment options into conceptual scenarios for travel demand model runs
- Coordination with agency partners to confirm approach DTA model runs
- Analyzed model outputs in coordination with Project Management Group

YEAR-END REPORT

GRANT: FY 2023 STBG

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	82nd Avenue	BUDGET:	\$846,223
		STBG	\$244,697
		STBG Match (Metro)	\$28,007
		Metro Direct	\$573,519

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 1,182,299

BALANCE: \$ (336,076)

NARRATIVE:

Metro Regional Government, in partnership with the City of Portland, TriMet, Clackamas County and ODOT will complete a Transit Alternatives Analysis, Conceptual Design, and Travel Reliability Analysis, 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. In addition, Metro is working to support a community led equitable development strategy (EDS).

Metro will 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. 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 Fall and Winter 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

Major accomplishments/milestones for reporting period of July – December 2022:

- Created and stood up transit steering committee and related supporting committees.
- Created an interagency coordination strategy
- Created draft goals and objectives.

Major accomplishments/milestones for reporting period of January – June 2023:

- Steering committee tour
- Finalize goals and objectives and initial Purpose and Need
- Communications and outreach plan
- Online open house, focus groups, and various presentations to community groups and partner agencies
- Draft Existing Conditions Report
- Technical analysis on transit concepts and their performance

YEAR-END REPORT

GRANT: FY 2023 PL

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	MPO Management and Services	BUDGET:	\$494,659
		PL	\$368,781
		PL Match (ODOT)	\$42,209
		Metro Direct	\$83,669

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 382,135

BALANCE: \$ 112,524

NARRATIVE:

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

- creation and administration of the annual Unified Planning Work Program (UPWP)
- procurement of services
- contract administration
- federal grants administration
- federal reporting
- 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 30, 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.

Major accomplishments/milestones for reporting period of July – December 2022:

- Ongoing administration of federal grants and contracts
- Ongoing support and convening of TPAC and JPACT monthly meetings and workshops
- Conducted four joint Metro Council & JPACT policy workshops as part of the 2023 RTP update
- Began development of the 2023-24 Unified Planning Work Program (UPWP)
- Completed required federal certification work for corrective actions related to Title VI
- Participated in quarterly OMPOC meetings

Major accomplishments/milestones for reporting period of January – June 2023:

- Ongoing administration of federal grants and contracts
- Ongoing support and convening of TPAC and JPACT monthly meetings and workshops
- Conducted a final joint Metro Council & JPACT workshop on the 2023 RTP
- Completed draft 2023-23 UPWP for federal consultation and public review
- Adoption of the 2023-24 UPWP by JPACT and Council
- Completed annual self-certification
- Participated in quarterly OMPOC meetings
- Began review of 2020 Census impacts on the MPO planning area with ODOT and federal partners

YEAR-END REPORT

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION: **Civil Rights and Environmental Justice**

PERIOD COVERED: July 1, 2022 – June 30, 2023

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

NARRATIVE:

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

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

This is an ongoing program. Typical activities include receiving, investigating and reporting civil rights complaints against Metro and its sub-recipients; conducting benefits and burdens analysis of investments and decisions to ensure that the burdens do not fall disproportionately on the region's underserved populations; conducting focused engagement with communities of color, persons with limited English proficiency and people with low income for transportation plans and programs, providing language resources, including translation of vital documents on the Metro website for all languages identified as qualifying for the Department of Justice Safe Harbor provision, providing language assistance guidance and training for staff to assist and engage English language learners.

In Q3-Q4 FY2021-22, Metro updated its Limited English Proficiency Plan and Implementation Plan, its Title VI Program, and Title VI Plan.

Major accomplishments/milestones for reporting period of July – December 2022:

- Updated Title VI Plan and submitted to ODOT.

- Initiated contracts with community based organizations for engagement with historically marginalized communities, including communities of color, for the 2023 RTP.

Major accomplishments/milestones for reporting period of January – June 2023:

- Provided Civil Rights and equity guidance and collected affirmation for partner jurisdictions submitting projects for the 2023 RTP investment strategy.
- Continued collaborative engagement with contracted community based organizations for engagement, with a specific focus on the performance of the updated investment strategy for the 2023 RTP, with historically marginalized communities, including communities of color.
- Completed Civil Rights analysis on the 2024-2027 MTIP

YEAR-END REPORT

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION: **Public Engagement**

PERIOD COVERED: July 1, 2022 – June 30, 2023

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

NARRATIVE:

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

Major accomplishments/milestones for reporting period of July – December 2022:

- Online engagement as part of the 2023 Regional Transportation Plan Scoping to inform the project plan and public engagement plan and inform refinement of the vision and goals.
- Community leaders' forums to inform the refinement of the vision, goals and objectives for the 2023 Regional Transportation Plan and the Regional Flexible Funds public comment and projects selection.
- Climate and Transportation expert panel event to support collaborative regional approaches to modeling, assessing and addressing the impacts of transportation on climate change.

- Online engagement on the Regional Flexible Funds project selection; formal notice and comment opportunity with email and letter comments solicited.
- Work with Community Engagement Liaisons to expand reach of online engagement in under-represented communities
- Notice and comment activities for MTIP amendments.
- Initiated contracts with community based organizations for engagement with historically marginalized communities, including communities of color, for the 2023 RTP.

Major accomplishments/milestones for reporting period of January – June 2023:

- Continued collaborative engagement with contracted community based organizations for engagement with historically marginalized communities, including communities of color for the 2023 RTP.
- Notice and comment activities performed for MTIP amendments.
- Notice and conduct public comment and consultation performed for the 2024-27 MTIP.
- Initiated project to update the Public Engagement Guide, which includes Metro’s obligations for a public involvement plan for transportation planning.

YEAR-END REPORT

GRANT: FY 2023 5303
FY 2023 STBG

FISCAL YEAR: FY 2023 AGENCY: Metro

TASK DESCRIPTION:	Data Management and Visualization	BUDGET:	\$2,308,941
		5303	\$574,385
		5303 Match (Metro)	\$65,741
		STBG	\$461,480
		STBG Match (Metro)	\$29,710
		STBG Match (ODOT)	\$23,108
		Metro Direct	\$1,154,518

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 1,889,821

BALANCE: \$ 419,121

NARRATIVE:

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.

Major accomplishments/milestones for reporting period of July – December 2022:

- RLIS data updates and upgrades
 - Quarterly RLIS updates in August and November 2022, including updates to crash data, sidewalks, bike routes, trails, demographic layers, and development and distribution of public tax lot data. (July - August & October - November 2022)
 - Completed the first major update to the RLIS bike route layer in 5 years for the August 2022 update and moved it into the quarterly update schedule moving forward. (July - August 2022)
 - Completed weekly updates to the RLIS street centerline. (ongoing)
 - In response to changes in state zoning law, identified a new set of zoning classifications to be used for regional analysis of development patterns. Began revising zoning data to assign the new classification system to zoning codes. (November - December 2022)
 - Updated Equity Focus Areas (EFA) layer (originally developed as part of RTP) using newer Census/ACS data and incorporated into RLIS. Created historical EFA layers to understand changes in historically marginalized communities over time. (July)
 - Expanded RLIS Demography data acquisition and compilation process in order to accommodate a greater number of Census/ACS variables representing potentially vulnerable communities. (August)
 - Updated regional environmental justice layers for understanding relationship between built/natural environment and potentially vulnerable communities, including tree canopy layer and beta Urban Heat Island layer. (August - October)
- Completed the 2022 update to traffic counts data. (October – November 2022)
- Completed an annual update to daily vehicle miles traveled per capita reporting. (December 2022 – January 2023)
- Performed quality assurance on 2022 aerial imagery in preparation for publication. (November – December 2022)
- Completed GIS system and software upgrades to maintain availability of spatial data. (ongoing)
- Conducted analyses and data maintenance in support of the 2023 RTP update, including: bike route and sidewalk gap mapping; transportation system completeness analyses; spatial distribution of growth forecast across region; demographic analyses; and data tiling for use in web applications. (July – December 2022)
- Demographic data support for Title VI report and various planning projects. (July - September)
- Updated demographic parcel-based dasymetric layer using newer Census/ACS data, which is used for customized geographic estimates for various planning and transportation projects. (September)
- Developed a Safe Routes to School Walkshed Analysis application for use by the public and stakeholders. The application makes use of a variety of datasets concerning safety and equity. (October - December)
- Provided MTIP data support (September – December 2022)
- Updated Urban Reserves inventory maps (December 2022)

Major accomplishments/milestones for reporting period of January – June 2023:

- RLIS data updates and upgrades
 - Implemented new open data license to support a broader range of use-cases. (February 2023)
 - Final review and publication of 2022 aerial photos. (February 2023)
 - Developed new address locator for use in ArcGIS Pro to provide additional functionality and ensure technical compatibility with current software. (February 2023)
 - Quarterly RLIS updates in February and May and weekly RLIS street centerline updates. (January – June 2023)
 - Began weekly publishing of the master address file, city and service district annexations and boundaries. (May 2023)
 - Published updated American Community Survey 5-Year estimates for Households, Housing Units and Population. (May 2023)
 - Published Social Vulnerability data including a regional index, sub-indices, indicators and related demographic data and infrastructure. (May 2023)
 - Implementation of revised zoning classifications. (May 2023)
- GIS system and software upgrades, including upgrades to GIS web services to remain compatible with software requirements. (January – June 2023)
- Developed a plan to rebuild the 10-year-old RLIS API, a service that provides mapping applications with access to attributes from dozens of RLIS data layers with a single query. Since 2017, it has received well over 100 million queries each year. (January – June 2023)
- Provided continued RTP data, mapping and database support. (January – June 2023)
- Provided analytic support to the RTP call for projects through a high-level project assessment that quantified system-wide effects of completing all RTP projects. Additional support provided through the environmental assessment and other performance measure analyses (January-June 2023).
- Developed software migration plan for ArcGIS Pro. Developed training materials including online instruction documents, in-person trainings, and ‘office hours’ to help GIS users migrate to the new software. (January – June 2023)
- Implemented new method for automating update of geometry of RLIS layers based on related taxlot geometry (Multifamily housing, Single family housing, ORCA) to improve spatial accuracy and alignment of RLIS data (April 2023).
- Surveyed partner jurisdictions and community-based organizations to rank the priority of a variety of data improvements, including updates to demographic data, adding demographic information to crash data, and adding additional housing data. (May - June 2023)
- Automated process for generating regional maps standardizing update cycle, map formats, and ensuring most current RLIS data is displayed. (Oct 2022 – Jan 2023)
- Continued to refine and publicize governance standards for online mapping and data tools, supporting organization-wide access to Metro tools and data, adequate firewalls for external contractors operating within Metro’s online mapping ecosystem, and quality of data and tools made available to the public. (Jan – June 2023)
- Provided support and leadership on a number of national, regional, state-wide and MPO committees and working groups on topics ranging from outreach & communications to the environment & resiliency to equity & technical advisors. (Jan – June 2023)

YEAR-END REPORT

GRANT: FY 2023 5303

FISCAL YEAR: FY 2023 AGENCY: Metro

TASK DESCRIPTION:	Land Use and Socio-Economic Modeling Program	BUDGET:	\$376,781
		5303	\$211,260
		5303 Match (Metro)	\$24,180
		Metro Direct	\$141,341

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 193,574

BALANCE: \$ 183,207

NARRATIVE:

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.

Major accomplishments/milestones for reporting period of July – December 2022:

- Provided additional specific land use inputs (e.g., joint distribution of households by size, income and age (HIA) by TAZ, single family/ multifamily (SF/MF) split ratios by TAZ, household equity measures (occupation employment forecast by wage bracket), employment by industry by TAZ) that were needed to drive the forecast of Metro transportation tools. These were prepared in support of various regional transportation and corridor modeling/ forecasting programs.
- Gathered and maintained US and regional economic trends needed to accurately develop and prepare regional forecast information (i.e., population, housing, jobs) for travel demand modeling/ forecasting. This data is both short and long-term in nature and serves multiple uses at Metro, including long-run transportation forecasts. This task is predominantly working with regional and national datasets used for evaluation of the regional economic/ demographic model and forecasts. The tasks largely entail updating large macro databases, assessing and evaluating the new information, and reporting the results of this analysis to decision makers.
- Assisted land use planners in developing the work program for updating the next cycle of UGB management. This effort is important step in coordinating Metro’s land use programs and economic/ land use forecast program to ensure consistency with other internal (and external) regional programs which impact the forecast of inputs to the transportation tools.

Major accomplishments/milestones for reporting period of January – June 2023:

- Revisions to the “Developer Supply Processor” (DSP) were made with the aid of a consultant with the intention of replacing capacity computations within the previous Buildable Land Inventory (BLI) GIS model with the capacity calculations that the DSP is expected to perform. The previous “strike-price” algorithm in the GIS model will be replaced by the DSP’s redevelopment calculations. Computation of vacant capacity will be replaced by the DSP’s highest and best use (HBU) algorithm. Middle housing capacity calculations are expected in the HBU. Testing of the DSP began (and still on-going) to determine its viability for deployment in the 2024 UGB management decision.
- New regional definitions of “Metro regional zoning” codes have been completed for the entire Metro region. This is a revision and updates/ replaces the previous version that had been in place since 2010. This work was necessitated upon passage of HB 2003 and its middle housing option that replaces prior single-family zoning entitlements.
- There are now new crosswalk relationships between local zoning / development codes and utilizing the new Metro regional zoning definitions (excludes Clark County). The new crosswalk definitions have been incorporated into RLIS and the GIS model for computing the BLI. This ensures consistency and accountability between local GIS data and future Land Use Model (LUM) and transportation model inputs. (Note: this RLIS update is not included in the “2020-45 Distributed TAZ forecast” and 2023 RTP update)
- We onboarded a new land use modeler to lead the selection (and future development) of Metro’s next generation LUM (land use model) to replace the previous land use model, MetroScope, which is defunct due to its age and inability to be properly updated/ revised. The aim will be to select a new land use model paradigm, modernize our forecast capabilities, including but not limited to diversity and equity measures (as current technologies, theory/practice permits), improve inter-operability with Metro’s transportation models. (Note: this item will persist beyond the next period.)
- Provided additional documentation and specified land use inputs for the 2023 RTP (e.g., joint distribution of households by size, income, and age (HIA) by TAZ, single family/ multifamily (SF/MF) split ratios by TAZ, household equity measures (occupation employment forecast by wage bracket), employment by industry by TAZ)

- Gathering and maintenance of US and regional economic trends were needed to properly develop and prepare regional forecast information (i.e., population, housing, jobs) for land use demand modeling/ forecasting. This data is both short and long-term in nature and serves multiple uses at Metro, including the long-run transportation forecasts. This task is predominantly working with regional and national datasets used for evaluation of the regional economic/ demographic model and forecasts. The tasks largely entail updating large macro databases, assessing, and evaluating the new information, and reporting the results of this analysis to decision makers. (Note: this item is an on-going task.)
- Tasks associated with the updating/ revising the inputs and structural details of the Regional Economic Model (REM) began in 2022. The regional economic model (REM) is being updated with additional trend data (leaving out the pandemic), re-estimated, re-calibrated, and tested. This is an ongoing task that is scheduled for completion by end of 2023 in time to supply the economic analysis and inputs for the 2024 Urban Growth Report.

YEAR-END REPORT

GRANT: FY 2023 5303

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	Travel Model Program	BUDGET:	\$727,413
		5303	\$267,127
		5303 Match (Metro)	\$30,574
		Metro Direct	\$179,712
		Local Support	\$250,000

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 723,441

BALANCE: \$ 3,972

NARRATIVE:

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.

Major accomplishments/milestones for reporting period of July – December 2022:

- Implemented a new version of the trip-based Travel Demand Model application code incorporating numerous improvements to model logic and user experience. Update included comprehensive testing, calibration, and validation efforts
- Continued coordination with state partners as a member of the Oregon Modeling Statewide Collaborative (OMSC) Technical Tools Subcommittee in development of Activity-Based Travel Demand Model (ActivitySim), including selection of consultant team to begin statewide joint-estimation
- Completed calibration and validation of updated freight model and updated to year 2020 truck vehicle assignments and commodity flow assignments; deployed model as part of Metro Freight Commodity Flows Study
- Completed initial port of standalone bike network into Bicycle Route Choice Assignment Model; automated bike network slope calculations for new streets and trails, added protected bike lanes as a facility class
- Enhanced graphic scale of Multi-Criterion Evaluation Tool (MCE Tool) to include region-wide as well as sub-area metrics; developed link-based travel time reliability metric; applied MCE Tool in ODOT Regional Mobility Pricing Program (RMPP)
- Applied Dynamic Traffic Assignment Model (DTA) to multiple projects

Major accomplishments/milestones for reporting period of January – June 2023:

- Worked with independent expert consultants to review trip-based Travel Demand Model network assignment inputs and assumptions.
- Applied new model form to RTP
- Continued development of ActivitySIM through OMSC Technical Tools Subcommittee
- Completed enhancements to web-based freight model dashboard/visualizer
- Continue porting additional standalone bike network into Bicycle Route Choice Assignment Model; automate and update key bike routing attributes including intersection controls and traffic volume estimates, test alternative route choice implementations to increase accuracy and efficiency
- Applied MCE Tool in support of ODOT RMPP
- Continue to apply DTA to multiple projects
- Updated VisionEval to latest model form, including integrating TMIP-EMAT tool to enable the efficient evaluation of multiple variables, and addition of a remote-working module to provide state of the practice GHG modeling to support Metro plans and projects and to comply with state requirements. Reviewed and updated other modeling tools to better coordinate with VisionEval.

YEAR-END REPORT

GRANT: FY 2023 STBG

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	Oregon Household Travel and Activity Survey Program	BUDGET:	\$587,514
		STBG	\$511,063
		STBG Match (Metro)	\$58,493
		Metro Direct	\$17,957

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 110,330

BALANCE: \$ 477,184

NARRATIVE:

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 2023-2024)

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

Major accomplishments/milestones for reporting period of July – December 2022:

- Received and finalized all deliverables (Technical Memos) for Phase II.

- Finalized Phase III contracting with consultant and IGAs with all participating MPOs and received notice to proceed with survey implementation.
- Began coordination with Oregon Health Authority (OHA) for possible Medicaid oversample to increase participation by lower-income communities and communities of color.
- Began coordination with Portland State University (PSU) and ODOT to integrate additional bicycling attitude and preference questions to support future modeling refinements.

Major accomplishments/milestones for reporting period of January – June 2023:

- Conducted focus groups (targeted toward urban equity populations) and supervised bulletin boards (targeted toward hard to reach rural populations) as part of our effort to broaden survey participation. Results were summarized in a technical memo.
- Designed survey experiment to test cost per response for different mailing and recruitment options:
 - Postcards versus letters, both with follow up postcard reminders
 - Different incentive amounts, including boosted incentives for hard to reach populations
- Conducted large-scale pilot survey that captured around 15% of total survey response (approximately 2,600 completed households statewide, including over 1,100 in Portland Metro).
- Began coordination with University and Transit Agency partners for fall survey collection.

YEAR-END REPORT

GRANT: FY 2023 STBG

FISCAL YEAR: FY 2023

AGENCY: Metro

TASK DESCRIPTION:	Technical Assistance Program	BUDGET:	\$111,759
		STBG	\$100,281
		STBG Match (Metro)	\$11,478

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 45,636

BALANCE: \$ 66,123

NARRATIVE:

U.S. 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.

Major accomplishments/milestones for reporting period of July – December 2022:

- Provided modeling support to assist City of Portland and Portland Streetcar for Montgomery Park analysis

Major accomplishments/milestones for reporting period of January – June 2023:

- Provided modeling support to assist Burgess & Niple on behalf of City of Milwaukie for a traffic study between SE King Road and SE Harrison Street.

YEAR-END REPORT

GRANT: Metro Direct Contribution

FISCAL YEAR: FY 2023 AGENCY: Metro

TASK DESCRIPTION:	Intergovernmental Agreement Fund Management	BUDGET: Metro Direct	\$2,406,523¹ \$2,406,523
-------------------	--------------------------------------------------------	--------------------------------	-----------------------------------------------

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$ 586,140

BALANCE: \$ 1,820,383

NARRATIVE:

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

¹ Includes \$2,334,000 in Intergovernmental Agreement contract amounts. Metro’s Personnel Services management budget is \$72,523, which includes Indirect Costs.

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.

Major accomplishments/milestones for reporting period of July – December 2022:

- Another fund swapped project was substantially completed. The City of Tualatin completed the design of the Herman Road project, which was what the project was originally awarded funding for, and then later fund swapped. The outcome of the fund exchange allowed the City to pursue and secure other local funding to complete the right-of-way and construction phases of the project.
- One IGA extension was completed. The City of Tigard requested an IGA extension for its Main Street – Phase 2 project due to unexpected issues related to the staffing for the construction contractor, which has pushed out the construction schedule for the project.
- Metro staff worked with the City of Portland Bureau of Transportation staff to problem solve for a funding shortfall related to its Central Eastside signal project due to inflation of construction materials.
- Processed change management requests as requested.

Major accomplishments/milestones for reporting period of January – June 2023:

- Closeout of all 11 active transportation project development projects. Final reports and invoices received and paid, even though substantial completion had been reached for several projects earlier. Contracts closed.
- Substantial completion, final report, and final invoice received and paid for Molalla Avenue project in Oregon City.
- Two IGA extensions completed for the City of Tigard Main Street project the City of Tualatin Herman Road project. In the case of Herman Road additional time was needed to complete the final reporting and processing the final invoicing. The City of Tigard Main Street project ran into contractor delays.
- Continue monitoring fund swapped projects. Process change management requests as requested. Closeout projects which have been substantially completed.

YEAR-END REPORTING

(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 18004

METRO IGA: N/A

FISCAL YEAR: FY 2023

AGENCIES: Metro & City of Hillsboro

PROJECT: OR8: SW Adams Ave-SE 10th Ave and SE Baseline St-SE
Maple St

Federal: \$500,000

Local: \$303,087

Total: \$803,087

PERIOD COVERED: July 1, 2022 – June 30, 2023

EXPENDED TO DATE: \$510,016

BALANCE: \$293,017

PROJECT IMPLEMENTATION AND
COMPLETION STATUS ESTIMATE:

75%

ESTIMATED COMPLETION DATE:

November 30, 2023

Description

Program/Project Summary:

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

Summary Status

Milestones/deliverables for July 1, 2022 – December 30, 2022:

Hillsboro provided added local contribution \$245,860 to increase the project budget to \$803,087. The EA has been extended from 8/30/2023 to 11/30/2023. The EA # is C0345203.

The project has completed several tasks and is now considered at 50% to complete the concept plan.

Project plan areas that continue include:

- Complete Design Concepts Memorandum
- Evaluation of design concepts
- TAC & PAC approval of proposed design concepts
- Public open house regarding proposed design concepts slated for fall 2022
- Concept Plan & Pathway to State Approvals

Milestones/deliverables for January 1, 2023 – June 30, 2023:

1. Scope of work amended to increase the number of planning concepts from 3 to 4. Tech Memo #4 summarized and visually conveyed the 4 concept design alternatives to address the corridor vision

and desired outcomes for the project. Held an in person public open house on the 4 concepts to receive feedback on the 4 concepts. Posted an on line survey regarding the 4 concepts to receive further feedback on the 4 concepts. The virtual open house was live for 6 weeks. Currently finalizing Tech Memo #5 regarding concept evaluations.

2. Finalize Tech Memo #5 regarding evaluations of concepts. Choose a preferred alternative and refine the concept plan and pathway to State approval. Project to be completed Nov. 30, 2023.
3. *ODOT LAL added note: Hillsboro and ODOT are discussing the possibility of adding further local funding for the project to complete a more detailed concept opportunity cost analysis for public review as part of the final component to the study. This assumes an IGA amendment will be required and could extend the life of the project beyond November of 2023. Otherwise, the project study will be closed-out by January 2024.*

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.

Stay in touch with news, stories and things to do.
oregonmetro.gov/news

Follow oregonmetro



Metro Council President Lynn
Peterson

Metro Councilors

Ashton Simpson, District 1
Christine Lewis, District 2
Gerritt Rosenthal, District 3
Juan Carlos González, District
4 Mary Nolan, District 5
Duncan Hwang, District 6

Auditor

Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700