



Unified Planning Work Program

Year-end report
July 1, 2023 - June 30, 2024

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

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process 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

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YEAR-END REPORT

GRANT: FY 2024 PL
FY 2024 5303
FY 2024 STBG

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Transportation Planning	BUDGET:	\$810,468
		PL	\$426,832
		PL Match (ODOT)	\$48,853
		5303	\$176,838
		5303 Match (Metro)	\$20,240
		STBG	\$123,563
		STBG Match (Metro)	\$14,142

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE¹: \$ 984,598

BALANCE: \$ (174,130)

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 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

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.

Transportation Planning

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

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

In 2023-24, a major effort within this program includes implementation of the recently adopted statewide Climate Friendly and Equitable Communities (CFEC) rulemaking on transportation and greenhouse gas reduction. A second major effort includes implementation of the 2023 Regional Transportation Plan (RTP), scheduled for adoption in fall 2023. Staff will update the Regional Transportation Functional Plan to implement CFEC and the RTP. Ongoing transportation policy support for major planning projects at Metro and our cities and counties will also continue in 2023-24.

Major accomplishments/milestones for reporting period of July – December 2023:

- Adoption of the 2023 Regional Transportation Plan (RTP) on November 30, 2023
- Adoption of the Regional High-Capacity Transit Strategy in conjunction with the RTP
- Publication of the 2023 RTP Public Comment Report
- Support for JPACT and the Metro Council in the RTP adoption process

Major accomplishments/milestones for reporting period of January – June 2024:

- Publication of the 2023 RTP
- Participation in federal greenhouse gas target setting and reporting kick-off
- Kickoff of local compliance activities for implementation of the 2023 RTP
- Review and response to formal challenges to the 2023 RTP filed as part of making findings with statewide planning goals (in progress)

YEAR-END REPORT

GRANT: FY 2024 STBG

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Climate Smart Strategy Implementation	BUDGET:	\$456,319
		STBG	\$45,942
		STBG Match (Metro)	\$5,258
		Metro Direct	\$405,119

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 102,627

BALANCE: \$ 353,692

NARRATIVE:

The Climate Smart Strategy Implementation program is an ongoing activity to support regional climate mitigation and local and regional implementation of the region's Climate Smart Strategy (first adopted in 2014) to meet state-mandated carbon pollution reduction targets. This includes monitoring and reporting on the region's progress in achieving the policies and actions adopted in the strategy through scheduled updates to the Regional Transportation Plan (RTP), and ensuring implementation activities and updates to the strategy meet the Oregon Metropolitan Greenhouse Gas Emissions Reduction Target Rule and the Oregon Transportation Planning Rule. The program also includes technical and policy support to ensure MPO activities, including implementation of the RTP and the Metropolitan Transportation Improvement Program (MTIP), 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 supports RTP policy goals: climate action and resilience, equitable transportation, safe system, mobility options, and thriving economy.

Typical program activities include maintaining a public webpage; providing technical support; and working with state, regional and local partners and Metro's regional policy and technical advisory committees to support local and regional implementation and monitoring activities. Metro staff will complete an update the region's Climate Smart Strategy as part of the update of the RTP in Fall 2023. The program will then transition to focus on supporting local and regional implementation of the updated strategy and climate-friendly and equitable communities rules.

New this year, Metro will be using the Climate Smart Strategy as a policy framework to implement the new federal Climate Reduction Program funding that was allocated to TMAs in Oregon in the Bistate Infrastructure Law (BIL). Metro will do this work in close coordination with ODOT and alignment with the statewide Sustainable Transportation Strategy (STS). Metro facilitated a regional process in the Spring of 2023 with the intent of programming the funds at the end of 2023.

Climate Smart Strategy Implementation

Key FY 22-23 deliverables and milestones included:

- Provided technical and policy support for implementation and monitoring at the regional and state level, including coordinating the implementation of Climate-Friendly and Equitable Communities rulemaking by the Land Conservation and Development Commission.
- Updated the Climate Smart Strategy as part of the 2023 Regional Transportation Plan update;
- Planning work and coordination with Metro's modeling team and state agencies to advance the region's climate modeling and analysis tools for the 2023 RTP.
- Allocate Metro's share of the federal Carbon Reduction Program (CRP) funding, using Climate Smart Strategy as a policy framework
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to climate change.

Consultant services will support climate communications and completing an update to the Climate Smart Strategy. Other UPWP projects that will inform updating and implementation of the Climate Smart Strategy include: Regional Transportation Plan Update (2023), Regional Transit Program and High Capacity Transit Strategy update, Complete Streets Program, Regional Travel Options and Safe Routes to School Program, Transportation System Management and Operations (TSMO) Program, Better Bus Program, Regional Emergency Transportation Routes, TriMet Comprehensive Fleet and Service Planning, local and regional TOD and Station Area Planning, ODOT Region 1 Active Transportation Strategy, and the ODOT Region 1 Urban Arterials Assessment Strategy.

More information can be found at oregonmetro.gov/climatesmart and the Regional Transportation Plan at oregonmetro.gov/rtp.

Major accomplishments/milestones for reporting period of July – December 2023:

- 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 with DLCD and ODOT Climate-Friendly Equitable Communities (CFEC) implementation;
 - participated in CFEC implementation meetings and webinars;
 - participated in an agency Climate Strategic Targets Team;
 - consulted with state agencies on GHG modeling assumptions for state-led actions and fleet and technology assumptions for the 2023 RTP; and
 - completed a draft climate technical analysis to support preparation of the draft Climate Smart Strategy monitoring report (Appendix J to the 2023 RTP).

Major accomplishments/milestones for reporting period of January – June 2024:

- Initiated climate team to provide technical and policy support for Climate Smart implementation and monitoring at the local, regional and state levels, including:
 - completed final climate technical analysis and related technical documentation to reflect adopted 2023 RTP;
 - prepared and submitted the first Climate Friendly and Equitable Communities (CFEC) Major Report to the Department of Land Conservation and Development (DLCD) on May 30, 2024 for review as required under state law;
 - participated in CFEC implementation meetings and webinars;

Climate Smart Strategy Implementation

- initiated scoping for allocation of Metro’s share of the federal [Carbon Reduction Program](#) (CRP) funding, using Climate Smart Strategy as a policy framework in coordination with ODOT and in alignment with Oregon’s Statewide Transportation Strategy and supporting Oregon Carbon Reduction Strategy; and
- provided technical and policy support to local partners on Climate Smart implementation, including planning work to further implement RTP climate policies and Climate Smart Strategy in local transportation system plan updates.

YEAR-END REPORT

GRANT: FY 2024 PL
FY 2024 5303
FY 2024 STBG

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Regional Transportation Plan Update (2023)	BUDGET:	\$1,583,649
		PL	\$570,951
		PL Match (ODOT)	\$65,348
		5303	\$308,621
		5303 Match (Metro)	\$35,323
		STBG Match (Metro)	\$51,156
		Metro Direct	\$105,300

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 926,552

BALANCE: \$ 657,097

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 services throughout the Portland metropolitan region. The plan is updated every five years to ensure continued compliance with federal and state 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 priority investments 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 2023 RTP update will continue to use an outcomes-driven, performance-based planning approach and apply a racial equity framework to advance RTP goals for equity, safety, climate, mobility and a thriving economy. 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 be completed by December 6, 2023, when the current plan expires.

Regional Transportation Plan Update (2023)

Key FY 22-23 activities include stakeholder and public engagement, policy updates, a needs assessment, a constrained revenue forecast, a call for projects and a system analysis. FY 23-24 activities include conducting a public comment period, finalizing an Implementation chapter and adopting the final 2023 RTP.

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 2023:

- Released public review drafts of the 2023 Regional Transportation Plan and appendices, and 2023 Regional High Capacity Transit Strategy for final 45-day public comment period from July 10 to Aug. 25. The comment period included a public hearing, consultation with tribes and federal and state agencies and presentations to regional technical and policy advisory committees, interested community and business groups and county-level coordinating committees.
- Prepared documentation of comments received during 45-day public comment period and recommended changes to public review draft documents for consideration by Metro’s regional advisory committees and the Metro Council.
- Prepared legislation and exhibits, including findings, for consideration by Metro’s regional advisory committees and the Metro Council.
- JPACT and Metro Council adoption of the 2023 Regional Transportation Plan and Appendices by Ordinance No. 23-1496 on Nov. 16, 2023 and Nov. 30, 2023, respectively.
- Submitted notice of final decision (DLCD Form 2) on Ordinance No. 23-1496 and its exhibits to the Department of Land Conservation and Development (DLCD) for review on Dec. 19, 2023 as required under state law.

Major accomplishments/milestones for reporting period of January – June 2024:

- Prepared final documents, including appendices, for Metro decision record.
- Compiled decision record consistent with Metro’s retention schedule.
- Prepared coordinated timeline of RTP implementation and climate planning activities and initiated scoping of major tasks and local transportation system plan support.

YEAR-END REPORT

GRANT: FY 2024 PL

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Metropolitan Transportation Improvement Program (MTIP)	BUDGET:	\$1,332,366
		PL	\$1,105,802
		PL Match (ODOT)	\$126,564
		Metro Direct	\$100,000

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 1,000,267

BALANCE: \$ 332,099

NARRATIVE:

The Metropolitan Transportation Improvement Program (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

Metropolitan Transportation Improvement Program (MTIP)

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 Relief to inform their prioritization for funding.

In the 2023-24 State Fiscal Year, the MTIP is expected to implement the following work program elements:

Adoption 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. The 2024-27 MTIP is scheduled for adoption in the first quarter of FY 2023-24.

Implementation of transportation projects and programs from the regional flexible fund allocation. The transportation projects and programs awarded regional flexible funds in the 2022-23 fiscal year will be supported for implementation this fiscal year. Metro staff will work with ODOT Region 1 staff and lead local agency staff to ensure the selected projects complete the steps necessary to obligate their funds and proceed to implementation.

Publish the Federal Fiscal Year (FFY) 2023 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 2023 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 2023 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, Metropolitan Transportation Improvement Program (MTIP)

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 actively utilizing the MTIP module of the new database, populating it with project and programming data and utilizing its reporting capabilities. Metro also expects to be considering development of additional modules of the database, such as a long-range planning project module during this fiscal year. Once the new database is functionally operational, Metro staff will consider retiring and archiving the existing transportation project database known as TransTracker.

Begin implementation of 2027-30 MTIP. Work on development of the 2027-30 MTIP will begin in the third quarter of the 2023-24 UPWP. The first task will be scoping and budgeting of the work to be completed and begin the financial forecast.

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.
- Coordination with financial agreements and UPWP budget for purposes of MTIP programming.

Major accomplishments/milestones for reporting period of July – December 2023:

- The 2024-27 MTIP was adopted by JPACT and the Metro Council and submitted to the Governor for approval and incorporation into the 2024-27 STIP.
- An internal Metro “soft launch” of the new Oregon TMA transportation project and funding data management system was performed in this reporting period, incorporating initial project data for the 2024-27 MTIP cycle.
- Metro was awarded a portion of Oregon’s redistribution funding authority for successfully meeting its annual obligation targets.
- The Obligation Report for federal fiscal year ending 2023 was published and made available on the Metro website.
- MTIP amendments and administrative modifications were completed monthly during this reporting period (except for the last month of federal fiscal year), allowing projects to proceed to funding obligation and implementation.

Major accomplishments/milestones for reporting period of January – June 2024:

- The funding forecast for the 2027-30 MTIP cycle and 2028-30 Regional Flexible Funding Allocation cycle was published and shared with TPAC and JPACT.
- The Program Direction for the 2027-30 MTIP cycle and for the 2028-30 Regional Flexible Funding Allocation cycle were adopted.
- A strategy for allocation of redistribution funds was adopted, with funds targeted to address cost over runs of previously awarded RFFA Step 2 projects, pre-IGA project development work for 2028-30 RFFA Step 2 projects, and management tools supporting project delivery.

Metropolitan Transportation Improvement Program (MTIP)

- A series of trainings for improving the scope, schedule, and budget estimates of federal project delivery by local lead agencies was initiated.
- MTIP amendments and administrative modifications were completed during this reporting period, allowing projects to proceed to funding obligation and implementation.

Metropolitan Transportation Improvement Program (MTIP)

YEAR-END REPORT

GRANT: FY 2024 STBG

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Air Quality Program	BUDGET:	\$25,038
		STBG	\$22,467
		STBG Match (Metro)	\$2,571

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 1,089

BALANCE: \$ 23,949

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 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 to carrying out provisions of the SIP, the program coordinates with other air quality initiatives in the Portland metropolitan area. The most recent approved SIP for the Portland area is the active SIP for the region.

This is an ongoing program. Typical program activities include:

- Track the region's air pollution levels, in coordination with DEQ, with an emphasis on regulated criteria pollutants (carbon monoxide, ground level ozone (as represented by nitrogen dioxide and volatile organic compounds), nitrogen dioxide, fine particulate matter (PM2.5), coarse particulate matter (PM10), sulfur dioxide, and lead), and particularly ozone
- 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
- Continue to participate in U.S. Environmental Protection Agency (EPA) transportation conformity and air quality meetings; continue to participate in the statewide transportation conformity annual meetings
- Collaborate with DEQ as issues emerge related to federal air quality standards, mobile source pollution, and transportation
- Collaborate and coordinate with regional partners on other air quality, air pollution reduction related efforts, including the implementation of legislative mandates or voluntary initiatives

As part of Metro's on-going responsibilities to the State Implementation Plan (SIP), Metro continues to work closely with DEQ on monitoring the national ambient air quality standard (NAAQS) update, the region's ozone pollution levels as well as other criteria pollutant levels, and report on vehicle miles traveled. Air quality monitoring and implementation activities are consistent with 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 2023:

- Continued participation in the U.S. EPA Region 10 transportation conformity work group;
- Participated in the meet-and-greet for the new U.S. EPA Region 10 transportation conformity liaison;
- Coordinated internally with travel demand modeling
- Reviewed application requests for Oregon Department of Environmental Quality (DEQ) CMAQ project applications in the Portland metropolitan area;
- Processed MTIP amendments on Oregon Department of Environmental Quality (DEQ) awarded CMAQ projects;
- Addressed any air quality related inquiries (internally and externally).

Major accomplishments/milestones for reporting period of January – June 2024:

- Continued to participate in U.S. EPA Region 10 transportation conformity quarterly meetings
- Continued to participate in the annual Oregon Transportation Conformity meeting (annual meeting was on June 12th)
- Addressed any air quality related inquiries (internally and externally)

YEAR-END REPORT

GRANT: FY 2024 STBG

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Regional Transit Program	BUDGET:	\$270,414
		STBG	\$242,642
		STBG Match (Metro)	\$27,772

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 240,136

BALANCE: \$ 30,278

NARRATIVE:

Metro's Regional Transit Program conducts long-range transit planning for the Portland Metro region. Providing high quality transit is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding accessibility, frequency and reliability of 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. The Regional Transit Strategy provides the roadmap for making transit investments over time in collaboration with our transit providers and local government partners in the region. Components of the Regional Transit Strategy will be updated as part of the 2023 RTP.

In addition, Metro will be completing the regional High Capacity Transit (HCT) Strategy as part of the update to the 2023 Regional Transportation Plan. This update will articulate the vision and future of light rail, bus rapid transit, streetcar and other forms of enhanced transit in the Portland region.

Metro is currently planning two bus rapid transit corridors in partnership with TriMet. The update to the High Capacity Transit plan is essential to plan for the future of bus rapid transit in our region. This program will also partner with transit agencies to implement the High Capacity Transit Strategy.

Metro's Regional Transit 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 2022-23, the program supported several different transit service and planning efforts, including the TriMet's Forward Together Service Concept and Climate Action Plan, Gorge Regional Transit Strategy: Phase II, ODOT's Public Transportation Strategy for Congestion Pricing in the Portland Metropolitan Area Study, Washington Countywide Transit Study, and Cascadia Corridor High Speed Ground Transportation Program. During FY 2023-24, the program will continue to support the Washington Countywide Transit Study, ODOT's Public Transportation Strategy for Congestion Pricing in the Portland Metropolitan Area Study, and Cascadia Corridor High Speed Ground Transportation Program, as well as TriMet's Forward Together Phase II plan and bus electrification planning efforts.

Regional Transit Program

In addition to updating the Regional Transit Strategy and the High Capacity Transit Strategy, Metro will begin scoping for another transit plan to kick-off in early 2024. This plan will focus on the suburban areas of the region – identifying transit gaps - and exploring innovative strategies like micro-transit to improve transit access and reduce service fragmentation. The future study will be completed in close coordination with public transit service providers, and with input from transit users, and will utilize help from a consultant.

Major accomplishments/milestones for reporting period of July – December 2023:

- 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
 - Supporting development of the strategic engagement plan, including equitable and tribal engagement
 - Shaping scenario analysis planning
 - Advising on development and implementation of the coordinating entity framework, including development of an initial draft Charter Agreement
 - Policy committee meeting planning and material review, including co-hosting the September meeting with ODOT
 - Preparing for and responding to FRA Corridor ID award, including informing a revised draft MOU and IGA preparation
 - Stakeholder briefings
- Providing feedback to support and supporting stakeholder briefings for TriMet’s Forward Together 2.0 long-term service planning effort
- Participating in the Washington County Transit Study Technical Working Group around visioning, policies and programs, and report.
- Coordinating with ODOT on the Public Transit Strategy approach and participating in the working group to inform: the project assessment approach and results, funding whitepaper development, list content, organizational structure and prioritization, memos and presentation to policy
- Work and internal and external coordination meetings to support adoption of the 2023 RTP update on: the public review draft, engagement, comment responses, coordination meetings etc.
- Work and internal and external coordination meetings to support adoption of the 2023 HCT Strategy Update, including:
 - preparing a public review draft document and facilitating engagement by contacting community-based organizations directly and holding a final meeting of the working group to support comment development
 - responding to public comments and preparing additional engagement summaries
 - facilitating the adoption process and beginning to prepare the adopted document
 - working with the Project Management Team on additional final scope items to support the HCT strategy
 - completing and adding to the webpage a final strategy storymap for public use
- Federal performance measure reporting coordination for Transit Asset Management and Public Transit Agency Safety Plans
- Other ongoing coordination with regional transit planners and providers, including:
 - monthly meetings to coordinate with TriMet on transit planning and related activities

- other efforts (e.g., 82nd Avenue Transit Project, Safe Streets Peer Exchange with PSRC, ODOT WES North Willamette Valley Commuter Rail Convening)

Major accomplishments/milestones for reporting period of January – June 2024:

- Continuing participation on the Cascadia High Speed Rail (HSR) Technical Advisory Committee (bi-monthly meetings) to support:
 - Informing development of and refinements to the Project Management Plan including detailed work plan, schedule and budget for FRA Corridor ID Step 1
 - Advising and providing input on reworking the FRA Federal-State Partnership application into a Service Development Plan, including revised schedule and budget
 - Scoping Oregon regional Step 2 roles, responsibilities and activities
 - Supporting implementation of the coordinating entity framework
 - Policy committee meeting planning and material review
 - Beginning to implement strategic engagement
 - Holding policymaker and stakeholder briefings
- Exploring options for potential work on an Oregon Vision and Initial Concept Plan to support next steps for regional work for the Cascadia HSR project
- Early scoping and coordination for the SB 5701 Regional Rails Future Study
- Concluded participation in the Washington County Transit Study Technical Working Group
- Supporting Council participation on the Willamette Valley Commuter Rail Committee and in TriMet's HB 2017 Committee (alternate)
- Coordinating with TriMet on the Forward Together 2.0 long-term service planning effort and participating in the FX Plan Project Management Team
- Work and coordination meetings to finalize and publish the adopted 2023 RTP.
- Work and coordination meetings to finalize and publish the adopted 2023 HCT Strategy, including:
 - identifying and summarizing case studies to support the Rapid Bus Implementation Plan building from the strategy effort
 - creating an HCT-supportive TSP checklist for jurisdictions to use when updating TSPs for consistency with CFEC rulemaking
 - finalizing the adopted 2023 HCT Strategy and updating the webpage with the final documents and additional public graphics and/or fact sheets for future use.
- Initial work to develop a new recurring TPAC/JPACT monthly update on transit recovery statistics and recent partner efforts supporting transit.
- Collaborating across departments to support Investment Areas (corridors, Better Bus), TOD, and MTIP work. Coordinating with Parks and Nature in internal meetings to support access to transit efforts, including TriMet coordination around service options for Blue Lake Regional Park and participating in department equity plan (REDI) reporting and updates.
- Assisting on transit elements of the CPRG plan and implementing projects
- 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
 - other efforts (TBD)

Regional Transit Program

YEAR-END REPORT

GRANT: FY 2024 STBG

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Regional Freight Program	BUDGET:	\$315,406
		5303	\$69,721
		5303 Match (Metro)	\$7,980
		STBG	\$177,401
		STBG Match (Metro)	\$20,304
		STBG (ODOT Grant)	\$40,000
		STBG (ODOT Grant)	
		Match (Metro)	\$0 ¹

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 200,744

BALANCE: \$ 114,662

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 2023 and going into 2024 is the development of the Commodities Movement Study's Final Report. The freight planning work focused on commodity types and analyzes the type of commodities moving through our region, and where they are moving. Metro also analyzed the "Amazon effect" to see how the growth in home delivery is impacting freight movement and the larger transportation system. This study provided 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.

¹ Match amount provided in a previous fiscal year.

Work completed in FY 2022-23:

- 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 2023-24.
- Completed ongoing work to adjust the Regional Freight Model to be better calibrated, and used the freight model to show information on the movement of commodities for completing Task 4 of the Regional Freight Delay and Commodities Movement Study.
- Worked with the consultant team to complete Tasks 2, 3, 4, 5 and 6 of the Regional Freight Delay and Commodities Movement Study.

Major accomplishments/milestones for reporting period of July – December 2023:

- Identified which near-term action items within the regional freight action plan (chapter 8 - Regional Freight Strategy) would be addressed in the Commodities Movement Study Final Report.
- Provided updates in the 2023 RTP for Chapter 4 (4.4 How We Move Goods and Services), and Chapter 8 (8.2.3.11 Regional Freight Delay and Commodities Movement Study). Provided a description of a new regional freight study for chapter 8 of the 2023 RTP (8.2.3.12 Regional Industrial Lands Availability and Intermodal Facilities Access Study).
- Developed new and updated action items for the regional freight policies in the 2018 Regional Freight Strategy, as part of the Regional Freight Delay and Commodities Movement Study's final report.
- Provided final presentations on the Regional Freight Delay and Commodities Movement Study to the Project Management Team (PMT), Stakeholder Advisory Committee (SAC) and Transportation Policy Alternatives Committee (TPAC).
- Completed the Regional Freight Delay and Commodities Movement Study Final Report and executive summary.

Major accomplishments/milestones for reporting period of January – June 2024:

- Develop a list of needed updates to the content, figures and tables in the 2018 Regional Freight Strategy including an updated Regional Freight Network Map.
- Present findings and recommendations from the final report of the Regional Freight Delay and Commodities Movement Study to both the Portland Freight Committee (PFC) and the Joint Policy Advisory Committee on Transportation (JPACT).
- Printed 10 copies of the Regional Freight Delay and Commodities Movement Study Final Report, and delivered some of those copies to Project Management Team (PMT) members that requested printed copies.

YEAR-END REPORT

GRANT: FY 2024 PL

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Complete Streets Program	BUDGET:	\$79,863
		PL	\$79,863 ¹

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 51,488

BALANCE: \$ 28,375

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.

The Infrastructure Investment and Jobs Act (IIJA) requires that MPOs must use 2.5 percent of their overall funding to develop and adopt complete streets policies, active transportation plans, transit access plans, transit-oriented development plans, or regional intercity rail plans. Metro complies with this requirement by funding a robust complete streets program. Metro will continue to coordinate and engage local, community, state and federal partners to implement the following program activities and deliverables in FY 2023-2024:

Street design related activities: providing internal and external street and trail design technical assistance on transportation projects and plans (including those funded by Regional Flexible Funds) using the regional Designing Livable Streets and Trails Guide; updating complete streets and green infrastructure policies for the 2023 RTP (including design classification maps); completing the 2023 RTP environmental assessment.

Transportation safety related activities: developing an annual safety fact sheet; developing and submitting the annual federal safety performance report; implementing and administering a federal SS4A grant to update safety data and analysis, identify pedestrian crossing locations for safety improvements, and support county and city partners developing local Transportation Safety Action Plans; providing a safety/complete streets workshop; participating in state, local and national safety initiatives; assessing safety outcomes for the 2023 RTP; providing safety updates to TPAC and JPACT and other interested parties; accessing and analyzing FARS fatal crash and race/ethnicity data; participating in FHWA Vision Zero Community Pairing program; hosting an FHWA safe system approach webinar;

¹ The IIJA/BIL § 11206 (Increasing Safe and Accessible Transportation Options) requires MPOs to expend not less than 2.5 percent of PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The Complete Streets Program meets these requirements. There is no match for PL Set Aside.

Complete Streets Program

updating safety policies (including high injury corridors) as needed in the 2023 RTP; implementing regional policy direction on safe and healthy urban arterials for the 2023 RTP.

Active transportation related activities: providing technical assistance related pedestrian, bicycle, access to transit and other non-motorized mobility options, including serving on technical advisory committees for active transportation project development, refining bicycle and pedestrian related policies in the 2023 RTP update based on input received in the public comment period, and continuing to share the results of Metro's Active Transportation Return on Investment study.

Major accomplishments/milestones for reporting period of July – December 2023:

- Expanded the publicly accessible complete streets photo library.
- Provided internal and external active transportation, street and trail design technical assistance on local transportation projects and plans.

Major accomplishments/milestones for reporting period of January – June 2024:

- Developed coordinated work program.
- Planned workshop on the Designing Livable Streets and Trails Guide and complete streets policies.
- Coordinated with the Safe Streets for All project.
- Expanded the publicly accessible complete streets photo library.
- Provided internal and external active transportation, street and trail design technical assistance on local transportation projects and plans.

YEAR-END REPORT

GRANT: FTA Grants
ODOT/FHWA Grant

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION: **Regional Travel Options
(RTO) Program**

BUDGET: \$4,695,969
RTO (FTA Grant) \$3,824,560
RTO (FTA Grant)
Match (Metro) \$128,711¹
RTO (ODOT/FHWA
Grant) \$306,789
RTO (ODOT/FHWA
Grant) Match (Metro) \$19,400²
Portland TDM (FTA
Grant) \$416,509³

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 2,039,420

BALANCE: \$ 2,656,549

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, and telecommuting. Approximately two-thirds of the RTO funding is awarded through grants to the region's government and non-profit partners working to reduce auto trips.

RTO is an ongoing program for more than 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 RTO Strategy focuses on equity, safety, addressing climate change and congestion as key policy foci of the program.

¹ In addition to the above Metro provided match, an additional \$309,027 of match is provided by Metro's grantees.

² Only a portion of this grant has a match requirement.

³ Match requirement is covered by the City of Portland.

Program work for the 2023-2024 fiscal year will encompass the following areas:

- Program policy – The program is reorganizing into three separate but coordinated sub programs: Commuter, Community, and Safe Routes to School. This will increase focus on achieving specific outcomes as defined through the RTP, Climate Smart Strategies, Regional Mobility Policy, Employee Commute Options rules and other state and regional policy direction. Work will continue in 2023-2024 to develop goals, objectives, and actions for each of these areas, and to identify potentially needed updates to the RTO Strategy following the 2023 RTP update.
- RTP Policy Support – RTO staff will develop region-specific guidance and tools to support the implementation of the Regional Mobility Policy update and associated performance measures. This work will coincide with the 2023 RTP Update and will also be used to identify needed updates to the RTO Strategy following the 2023 RTP Update.
- Grants – A new round of grantmaking opens in January 2023. The grant categories have been revised to align with the three sub programs indicated above, aimed at providing funding for key RTO initiatives, and ensuring that the program funds are accessible by a broad spectrum of regional partners. Projects to be funded through this opportunity will begin on or after July 1, 2023 and will be for one to three years in length. Grantees are required to submit quarterly reports and invoices, which comprise a significant part of staff time to review and process.
- Program evaluation and research – As the previous grant cycle closes, staff will conduct an evaluation and prepare a report of the outcomes of RTO investments. Staff will conduct survey, focus group or other research to inform RTO strategy and practice.

Major accomplishments/milestones for reporting period of July – December 2023:

- 24 grants with local jurisdictions and community-based organizations began implementation on July 1st, 2023.
- A new regional TDM policy and updated RMPU that specified new TDM and TSMO performance elements with adoption of the RTP in November.
- Opened solicitation for consultant support for the RTO Evaluation and Strategic Plan update. Consultant team responses were submitted in December.
- Continued coordination with Oregon DEQ on their preparations for an update to the statewide Employee Commute Options rule, which the RTO supports with programming. DEQ announced suspension of their efforts this reporting period.
- Completed the Regional Employer Program Framework defining the role of Metro and partners in delivering travel options programming under the Get There Portland Metro brand.
- Metro was recognized nationally with the Excellence Award for MPOs category by the Association of Commuter Transportation.

Major accomplishments/milestones for reporting period of January – June 2024:

- Awarded consultant contract for the Regional TDM Assessment and Strategy project, which began work in March. This work combines a 2019-2023 RTO program evaluation with a regional TDM strategy development process to provide implementation support for the TDM policies within the 2023 RTP. The work will continue through December 2025 and comprises of two phases:
 - Phase I Assessment: RTO Program Evaluation and Regional TDM Needs Assessment
 - Phase II Strategy Development: Regional TDM Strategy and RTO Program Strategy Update

- The RTO program executed a grant solicitation process in January for a second round of funding for the General Grants category. Approximately \$500,000 was awarded to 7 recipients from this round of applications, with an additional \$500,000 available for the final solicitation of this 3-year grant cycle which will open in January 2025. These 7 new projects will begin activity on or after July 1, 2024.
- Metro, ODOT and regional employer program partners finalized upcoming activities, roles and budget for new programming, marketing, and outreach efforts consistent with the new Regional Employer Program Framework.

YEAR-END REPORT

GRANT: FTA Grant

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Safe Routes to School Program	BUDGET:	\$553,150
		Safe Routes to Schools (FTA Grant)	\$530,643
		Safe Routes to Schools (FTA Grant) Match (Metro)	\$22,507 ¹

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 328,017

BALANCE: \$ 225,133

NARRATIVE:

Metro's Safe Routes to School (SRTS) program provides resources to support K-12 students to use walking, rolling, and transit to access school and their community. In 2018, Metro's Regional Travel Options 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 RTO Strategy focuses on equity, safety, addressing climate change and congestion as key policy foci of the program. SRTS 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. Approximately two-thirds of the SRTS funding is awarded through grants to the region's government, school district, and non-profit partners working to support kids and families on their trip to school.

Program work for the 2023-2024 fiscal year will encompass the following areas:

- Program policy – The RTO program is reorganizing into three separate but coordinated sub programs: Commuter, Community, and Safe Routes to School. By defining Safe Routes to School as a standalone program category embedded in the larger TO program, it allows a focus on achieving specific outcomes as defined through the RTP, Climate Smart Strategies, Regional Mobility Policy, and other state and regional policy direction. Work will continue in 2023-2024 to develop goals, objectives and actions for each of these areas, and to identify potentially needed updates to the RTO Strategy following the 2023 RTP update.
- Grants – A new round of grantmaking opens in January 2023 and grant agreements will begin July 1, 2023. The grant categories have been revised to align with the three sub programs indicated above, aimed at providing funding for key RTO and SRTS initiatives, and

¹ In addition to the above Metro provided match, an additional \$38,228 of match is provided by Metro's grantees.

ensuring that the program funds are accessible by a broad spectrum of regional partners. Projects to be funded through this opportunity will begin on or after July 1, 2023 and will be for one to three years in length. Grantees are required to submit quarterly reports and invoices, which comprise a significant part of staff time to review and process.

- **Technical Assistance** – In addition to grants, Metros SRTS program provides technical assistance to local partners and programs. In 2023-2024 this work will include a translation and interpretation portal for all program materials to be provided in up to 5 languages, a micro-grant program for individual schools to purchase materials and supplies for school safety efforts, and shared resources to provide scooter and pedestrian safety to all elementary students in the region.
- **Regional Coordination** – Metro convenes a monthly coordination meeting between all regional practitioners to ensure efficiency and collaboration to achieve shared program goals and outcomes. This work will continue in 2023-2024 to include working groups on specific strategies to reduce VMT including Walking School Bus/Bike Bus funding & policy and Arrival/Dismissal strategies.

Major accomplishments/milestones for reporting period of July – December 2023:

- **Program Policy** – work began to identify a consultant to support the evaluation of the RTO program and implementation of new TDM policies adopted in the 2023 RTP.
- **Grants** – Metro awarded 6 three-year SRTS grants for a total of \$1.02 million in grant funding to local jurisdictions, school districts, and community-based organizations.
- **Technical Assistance** – 25 SRTS micro-grants (\$500) were awarded to individual schools to purchase materials to support walking and rolling activities during the 2023-2024 school year
- **Regional Coordination** – Continued convening monthly collaboration space, developed plans for working groups to launch in 2024.

Major accomplishments/milestones for reporting period of January – June 2024:

- **Program Policy** – consultant for RTO program evaluation & strategy was selected.
- **Grants** – continued support of six SRTS grantees with three-year grant agreements as they entered the second half of the first year of programming.
- **Technical Assistance** – supported the submission of reports for 25 SRTS micro-grants as well as distribution of scooter and balance bike fleet for use in schools in Spring 2024.
- **Regional Coordination** – released a survey to all RTO grantees to assess regional collaborative spaces and identified how to support grantees in meeting racial equity goals. The RTO team will identify a coordinated collaboration and work group strategy for supporting our grantee's program success for FY 25.

YEAR-END REPORT

GRANT: FY 2024 STBG

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Transportation System Management and Operations (TSMO) – Regional Mobility Program	BUDGET:	\$251,589
		STBG	\$225,751
		STBG Match (Metro)	\$25,838

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 235,761

BALANCE: \$ 15,828

NARRATIVE:

The regional Transportation System Management and Operations Regional Mobility Program (TSMO Program) provides a demand and system management response to issues of mobility, 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 Strategy and 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, cities of Beaverton, Gresham, Portland and more 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. The regionally adopted 2021 TSMO Strategy set 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 TSMO 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 Regional Mobility Policy update.

In 2023-24, the TSMO program will work with partners to implement the 21 actions identified in the TSMO Strategy, such as enhancing intersections with technology and data communications to give green lights to buses running late; pedestrian and bicycle detection for safer crossings; freight- responsive technology and improved signal timing from a centralized signal system. TSMO will also coordinate corridor and regional capabilities such as data partnerships to improve operators' situational awareness of incidents and development of regional capabilities for Mobility on Demand.

In FY 2023-24, the program will continue convening TransPort and related working groups and administer TSMO Program funds that support implementation of the 2021 TSMO Strategy. Staff and community representatives will advise a portion of project scopes where additional racial equity connections can be made. Staff will also build levels of planning support, research partnerships and communications. The TSMO Program is ongoing and more information can be found at www.oregonmetro.gov/tsmo.

Major accomplishments/milestones for reporting period of July – December 2023:

- 2021 TSMO Strategy progress:
 - Utilizing Metro and federal funds, TSMO partners worked to implement projects called for in the 2021 TSMO Strategy's 21 Actions (Chapter 5). The City of Portland continues to work with regional partners to implement the Central Signal System Upgrade for use by cities and counties that are also upgrading signal controllers at hundreds of intersections (Actions 2 and 14). Planning staff worked to put TSMO projects in motion to update the regional ITS Architecture (Action 21) and improve data for travelers (Actions 15 and 19). All project recommendations (TSMO suballocations) were amended into the MTIP.
 - Planning staff continued internal coordination on safety data (e.g., ODOT's shared subscription of vehicle probe data with speed averages (shared through the Regional Integrated Transportation Information System, RITIS). Safety data will be useful to the region's Safe Streets for All (SS4A) grants as well as TSMO Action 17 to create a TSMO safety toolbox.
 - Planning staff continued work on TSMO-related Climate Reduction Program (CRP) funded projects and supported analysis in advance of decisions for upcoming EPA Carbon Reduction Program Grants (CPRG).
 - Planning staff completed work on the 2023 RTP TSMO Network Map. This map incorporates feedback from regional partners on which throughways, arterials and streets will meet more regional goals with active management through technology and operations. Planning staff continued to draft guidance for cities and counties on the Regional Mobility Policy, now adopted into the 2023 RTP.
- Regional collaboration and TSMO project progress:
 - Planning staff convened TransPort August 9, September 13, October 11, November 8 and December 13.
 - TransPort took action to remove a partially-funded NE Halsey TSMO project to meet nearly all of the funding needed for East Burnside and SE Stark projects that include multiple regional partners. TransPort also took action to split a recommended TSMO project that included the purchase of data communications network equipment which, agreeing that ODOT is best positioned to facilitate this consistent with their similar purchases. TransPort, acting as a technical advisory committee, reviewed the draft scope for Portland State University's five-year project to maintain and enhance the region's multimodal, publicly-shared transportation system data and visualizations.
 - Shared in-depth project information such as City of Portland's Zero Emission Delivery Zone pilot, ODOT's Connected Vehicle Ecosystem, ZEDZ kicking off, CVE update and evaluation results from TriMet's multi-agency partnership that advanced transit signal priority technology on the FX2 Division bus line. Engineers in Washington County and City of Vancouver shared how they put Light Detection and Ranging (LiDAR) data to use, saving time in field when measuring pass and no-pass zones on roadways, improving safety. Metro,

TriMet and consultants presented a bus delay analysis tool that facilitates project partnerships and helps prioritize project funding.

Major accomplishments/milestones for reporting period of January – June 2024:

- 2021 TSMO Strategy progress:
 - Utilizing Metro and federal funds, TSMO partners worked to implement projects called for in the 2021 TSMO Strategy's 21 Actions (Chapter 5). All the work mentioned in the first half of this fiscal year continued through the second half. In April, City of Portland kicked off four TSMO-funded projects:
 - E Burnside Next-Gen TSP Investments
 - SE Stark Street Next-Gen TSP Investments
 - Regional Central System Network
 - Local Traffic Signal Controller Replacement Phase 2Next Gen TSP refers to the cloud-based system for transit signal priority, proven effective on TriMet Line FX2 Division. All of these projects involve partnerships including City of Gresham, Multnomah County and, for the signals network, the whole region.
 - Planning staff continued work on TSMO-related Climate Reduction Program (CRP) funded projects and supported analysis in advance of decisions for upcoming EPA Carbon Reduction Program Grants (CPRG). In addition to participating in the TriMet/Metro Next Generation Transit Signal Priority application for CPRG, planning staff worked across the Department and with TriMet on project development of adding this capability to Line 33. Partners agreed to start this with a small Better Bus project while waiting for the transfer of CRP funds from FHWA to FTA that will implement Next Gen TSP on Line 33 and improve access for riders.
 - From the completed work on the 2023 RTP TSMO Network Map, planning and GIS staff created and shared a GIS layer. This will form a basis for evaluating investments as well as encourage investment in TSMO Actions during local planning. Planning staff drafted a scope for internal work to improve GIS data for signalized intersections. This will help evaluate progress on the 2021 TSMO Strategy and advance SS4A data sharing and project considerations.
- Regional collaboration and TSMO project progress:
 - Planning staff convened TransPort January 18, February 14, March 13, April 10, May 8 and June 12.
 - TransPort took action on a priority list of engagements and enhancements the Portland State University will work on through calendar year 2024. This is a new step in the five-year agreement to revisit priorities each year. TransPort also acted on a letter of commitment for the TriMet/Metro Carbon Pollution Reduction Grant application to expand Next Generation Transit Signal Priority, requesting resources to bring the capability to four more transit lines. In April, TransPort nominated and unanimously voted for Bikram Raghubansh, City of Portland, to be Vice Chair.
 - Shared expertise on hot topics such as artificial intelligence applications in traffic signal operations and cybersecurity.
 - Shared in-depth project information such as:
 - An update of City of Portland's Zero Emission Delivery Zone pilot, bringing partnerships to freight delivery in designated loading zones in downtown Portland and using internationally recognized data specifications.

- City of Tigard and Washington County’s implementation of an Adaptive Traffic Signal Control (ATSC) project along Durham Road from 99W to Upper Boones Ferry Road and then along Boones Ferry to I-5.
- ODOT’s plan and grant application to improve partner-access to crash data, speeding up processing post-crash investigations to actions.

YEAR-END REPORT

GRANT: ODOT Grant

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Transportation System Management and Operations (TSMO) Program Plus	BUDGET:	\$180,038
		TSMO Program	
		Plus Grant (ODOT)	\$161,548
		TSMO Program	
		Plus Grant (ODOT)	
		Match (Metro)	\$18,490

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 0

BALANCE: \$ 180,038

NARRATIVE:

TSMO Program Plus supplements professional services from both internal staff and consultants to boost the technical side (e.g., information technologies, engineering, modeling, IGA writing) and communications to accelerate implementation of the 2021 TSMO Strategy. The 2019 TSMO solicitation process recommended funding for tasks that include:

- planning support to extend the 2021 TSMO Strategy to city, county and related state planning efforts;
- operator agreement development (e.g., IGAs) to apply mutually agreed upon policies across multiple operators, for data sharing agreements and similar efforts called for by the 2021 TSMO Strategy;
- research based on performance measures identified in Chapter 4 of the 2021 TSMO Strategy, fulfilling data needs outlined by the TSMO Equity Tree and data analysis or predictive modeling, to understand performance of different operations scenarios;
- training, supportive of the skills desired by TSMO partners; and,
- communications supportive of TSMO partners implementing the 2021 TSMO Strategy, highlighting solutions and outcomes.

These are one-time funds that will produce deliverables in each of these tasks including capacity to support cities, counties and state planning efforts to utilize the 2021 TSMO strategy. New operator agreements will be drafted, performance measures that do not yet have data sources will be completed and featured in 2021 TSMO Strategy quarterly progress reports, several trainings will be offered, and communications will be made more accessible based on stakeholder input (e.g., one- pagers translated into multiple languages, slide deck, interactive web site and storytelling with data).

Major accomplishments/milestones for reporting period of July – December 2023:

- Planning and Finance staff worked on scope and budget.
- Lead planning staff completed FHWA and ODOT procurement training for planning-phase-only projects.
- MTIP staff prepared an amendment for TPAC's Dec. 1 agenda. JPACT and Metro Council subsequently approved the amendment and it is now at ODOT for a STIP amendment.
- Planning staff drafted an FY25 UPWP entry to accommodate the timing of this work.

Major accomplishments/milestones for reporting period of January – June 2024:

- Planning staff worked on Metro's procurement steps. More steps are needed to before an RFP can go out. Work will continue into FY25. This project continues as part of the TSMO Program in the FY25 UPWP.

YEAR-END REPORT

GRANT: Metro Direct Contribution

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Better Bus Program	BUDGET:	\$2,579,395
		Metro Direct	\$2,579,395

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 69,106

BALANCE: \$ 2,510,289

NARRATIVE:

The Better Bus 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, building on the previous Enhanced Transit Concepts (ETC) Program. Better Bus treatments are relatively low-cost to construct, context-sensitive, and can be implemented quickly to improve transit service in congested corridors. The program develops partnerships with local jurisdictions, roadway owners and transit agencies to design and implement Better Bus capital and operational investments.

In FY 2022-2023, TriMet selected a contractor to work on design and construction of Better Bus projects. Metro and TriMet also worked to update the previous ETC program criteria and schedules for Better Bus and met with jurisdictional partners to identify their priority projects. Completed ETC projects in FY 2022-2023 included SW Alder and E Burnside. These projects were constructed as part of the City of Portland's Rose Lane Project. By improving transit travel times and rider safety, they will support Metro's Climate Smart Strategy, adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in 2014, and Metro's Equity and Congestion goals.

In FY 2023-2024, the Better Bus program will evaluate and select projects for design and construction and begin initial design and implementation work on the first round of projects. The program will assess currently planned transportation projects in the region for their capacity to include Better Bus treatments to leverage already-planned work, reduce construction costs, and to distribute projects across a larger geography. The program will conduct systemwide analysis to consider integration of future FX corridors into the transit system, and also investigate opportunities to implement Better Bus projects benefiting areas where TriMet-identified equity transit lines and Metro-identified Equity Focus Areas overlap. Unlike the ETC program, Better Bus will include funding for project construction, possibly requiring a local match.

Major accomplishments/milestones for reporting period of July – December 2023:

- Developed Bus Delay Analysis Tool to identify high priority locations for further consideration.
- Held workshops and opened Call for Partnerships with partner agencies to identify potential project locations.

Major accomplishments/milestones for reporting period of January – June 2024:

- Selected project locations to advance for further development.
- Began project development and initial design work with local partners on 20 projects.

YEAR-END REPORT

GRANT: Metro Direct Contribution

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Connecting First and Last Mile: Accessing Mobility through Transit Study	BUDGET:	\$256,000
		Metro Direct Contribution	\$256,000

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 714

BALANCE: \$ 255,286

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. The high-capacity transit element of the strategy was updated as part of the 2023 Regional Transportation Plan (RTP) update, and additional work to complement that study to better plan for improved local access to the regional transit network was identified by local stakeholders as part of the RTP update.

Local transit service has long used smaller vehicles that range from vans and shuttles to small buses with fixed to flexible routes to fill the gap between traditional bus and rail services, as well as local destinations. An emerging trend in these types of services is using ride-hailing and other new technologies to provide on-demand micro transit services.

This study will identify service and coordination gaps specific to the Metro region, especially in suburban areas of the region, document the range of potential solutions and explore innovative ways to improve transit access and convenience for users. This work will build upon local planning efforts (e.g., Transit Development Plans, Statewide Transportation Improvement Fund Plans) and be completed in close coordination with applicable jurisdictions and public transit service providers in the region and be supported by consultants. The project will conclude in late-2025 and recommendations carried forward for consideration in the 2027 RTP update.

Major accomplishments/milestones for reporting period of July – December 2023:

- Commencing project scoping and scheduled partner coordination meetings.
- Beginning preparing for procurement of consultant services.

Major accomplishments/milestones for reporting period of January – June 2024:

- Coordinating with partners and consultants to finalize the scope of work.
- Initiating and making significant progress to procure consultant services for the project, including preparing for procurement of consultant services including developing and revising an RFP, compiling the review/project oversight team, and reviewing proposals.
- Preparing to kick off the study, including:
 - developing a work plan and timeline crafted to conclude the work as scoping for the 2028 Regional Transportation Plan Update begins;
 - creating a preliminary engagement strategy and meeting schedule for partners;
 - preparing to launch a webpage including public fact sheets and other resources;
 - assembling a stakeholder working group with regional transit partners;
 - calendaring introductory presentations to Metro’s advisory committees and starting public outreach with WEA; and
 - beginning to prepare packets for fall Metro and partner-led advisory committee and Metro Council meetings and briefings.

YEAR-END REPORT

GRANT: FTA Grant

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Safe Streets and Roads for All (SS4A)	BUDGET:	\$679,022
		SS4A (FTA Grant)	\$613,218
		SS4A (FTA Grant)	
		Match (Metro)	\$65,804 ¹

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 132,177

BALANCE: \$ 546,845

NARRATIVE:

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. More information on the program can be found here: <https://www.transportation.gov/grants/SS4A>.

With the SS4A grant, Metro will complete supplemental planning activities to benefit all jurisdictions in the MPO area. Additionally, Metro will administer grant funds to East Multnomah County (and cities, excluding Portland), Washington County, and the City of Tigard to complete safety action plans consistent with the SS4A guidelines, which will complement and support implementation of the adopted Regional Transportation Safety Strategy (2018). Regional and local program activities will be coordinated to share data, analysis, and engagement as appropriate.

Metro will use grant funds to develop enhanced data collecting and analysis, integrating FARS and speed data for use by cities, counties, and other stakeholders. Metro will work with the agencies listed above and other partners to develop a list of prioritized pedestrian crossing locations across the region for quick build, high-impact projects. The Metro supplemental planning activities and development of the local safety action plans will be based in best practices and using the Safe System approach to support achieving the region's adopted goal of zero traffic fatalities and serious injuries by 2035.

The county and city safety actions plans will be data-driven and focus on identifying near-term, effective strategies to address locally identified safety issues. Strategies include setting appropriate speed limits, applying proven countermeasures at intersections, addressing driver impairment and distraction, crosswalk visibility enhancements, and accessibility improvements.

¹ In addition to the above Metro provided match, an additional \$87,500 of match is provided by Metro's grantees.

Inclusive, culturally-appropriate and meaningful engagement of communities and jurisdictional partners will be used throughout the planning process.

In FY 2022-23, Metro and partner agencies submitted a joint application and were awarded an SS4A grant. In the last quarter of FY 22-23 Metro began the process with FHWA to initiate an Intergovernmental Agreement for Metro activities and administered grant funds. And, as grant administrator, Metro began the process with East Multnomah County, Washington County, and the City of Tigard to develop work plans and Intergovernmental Agreements to complete the SS4A safety action plans.

Major accomplishments/milestones for reporting period of July – December 2023:

- Completed SS4A subrecipient contracts for City of Tigard, and Multnomah and Washington counties.
- Hired limited duration SS4A GIS assistant.

Major accomplishments/milestones for reporting period of January – June 2024:

- Hired limited duration SS4A associate planner.
- Provided contract and grant support for SS4A grant subrecipients.
- Developed regional and local crash data sharing framework enabling efficient update of data in the future.
- Developed high injury corridors data and explorer tool for cities and counties, including bicycle and pedestrian corridors.
- Reviewed high injury corridor methodology as needed with jurisdictional partners.
- Developed high injury corridor StoryMap.
- Completed SS4A Project Communication Plan.
- Prepared memo outlining recommendations for use of regional crash prediction model.
- Convened best practice monthly meetings with agency staff working on safety action plans.
- Provided presentations to community and jurisdictional partners.
- Engaged regional partners to expand awareness and understanding of the Safe System Approach.
- Coordinated safety activities with ad hoc regional safety work groups.

YEAR-END REPORT

GRANT: FY 2024 STBG

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Economic Value Atlas (EVA) Implementation	BUDGET:	\$42,622
		STBG	\$38,245
		STBG Match (Metro)	\$4,377

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 23,185

BALANCE: \$ 19,437

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 2021-2022, 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 continued to share best practices with the peer group through its completion. The EVA was updated with new data and added functionality. The EVA supported data benchmarking in the Comprehensive Economic Development Strategy, and informed the Emerging Growth Trends, Regional Transportation Plan, and Urban Growth Report.

In FY 2023-24, staff will continue to share best practices with regions across the nation. The EVA will tie to regional benchmarking for the implementation of the Comprehensive Economic Development Strategy and will inform the economic analysis for the Urban Growth Report. The tool supports policy decisions on an ongoing basis.

Major accomplishments/milestones for reporting period of July – December 2023:

- Developed priority list for new updates and strategy for outreach to partners on how to make the EVA tool more effective.

Major accomplishments/milestones for reporting period of January – June 2024:

- Develop saved state design that will allow the views and settings of the EVA tool to be shared and effectively advance development of economic development strategies in the region.

YEAR-END REPORT

GRANT: FY 2024 STBG

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION: **Regional Emergency
Transportation Routes**

BUDGET: **\$69,661**
STBG \$62,507
STBG Match (Metro) \$7,154

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 0

BALANCE: \$ 69,661

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 (RETRs) 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 research best practices for operational guidance for route owners/operators. For more information on RETRs, please visit <https://rdpo.net/emergency-transportation-routes>.

In FY 2022-23, interim activities have been underway and will continue into FY 2023-24 to help prepare for phase 2. Metro is bringing the updated RETRs into the 2023 Regional Transportation Plan (RTP) update. RDPO has conducted 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 plan to leverage the recently developed Social Vulnerability Toolkit (SVT) to deliver a set of equity case studies (expected to be available in June 2023) 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. RDPO submitted the Phase 2 project concept to its project pipeline in the fall of 2022 with an aim to secure federal funding through the Urban Areas Security Initiative (UASI) grant program to be available in the Spring of 2024.

Major accomplishments/milestones for reporting period of July – December 2023:

- Adopted map of updated RETRs (developed during RETR Phase 1) as part of 2023 RTP update
- Awarded \$255,000 in project funding for RETR Phase 2 from UASI 2023
- Began scoping and project set up for RETR Phase 2

Major accomplishments/milestones for reporting period of January – June 2024:

- Developed a sub-recipient agreement
- Finalized project scoping
- Briefings to TPAC, MTAC, CTAC, RTAC, SW RTC Board, Metro Council, RDPO work groups to spread word about project
- Developed and issued RFP
- Recruited a project work group of regional partners to meet quarterly throughout project

YEAR-END REPORT

GRANT: FY 2024 STBG

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Investment Areas (Corridor Refinement and Project Development)	BUDGET:	\$635,293
		STBG	\$383,519
		STBG Match (Metro)	\$43,896
		Metro Direct	\$207,878

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 403,742

BALANCE: \$ 231,551

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 2023-2024, Investment Areas staff have supported partner work on TV Highway, Better Bus, , 82nd Ave, Westside Multimodal Plan, the Interstate Bridge Replacement Program, Sunrise Corridor visioning and additional support for 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 2023:

- Ongoing collaboration with partners on investment focus areas
- Developed staff recommendation for components of 82nd Avenue project preliminary Locally Preferred Alternative
- Advanced discussions and design of TV Highway Safety and Transit Project elements

Major accomplishments/milestones for reporting period of January – June 2024:

- Approval of 82nd Avenue preliminary locally preferred alternative
- Vetting of TV Highway project conceptual design focused on FTA CIG Small Start eligibility and alignment with project goals
- Support kick-off of steering committee for Sunrise Corridor Visioning
- Begin development of funding strategies for future transit corridor projects

YEAR-END REPORT

GRANT: FTA Grant

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION: **Southwest Corridor
Transit Project**

BUDGET: \$792,482
SW Corridor Equitable
Dev. Strategy
(FTA Grant) \$630,000
SW Corridor Equitable
Dev. Strategy
(FTA Grant) Match
(Metro) \$124,434
Metro Direct \$38,047

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 423,869

BALANCE: \$ 368,613

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 2023 RTP policy direction on equitable transportation, mobility options, climate action and resilience, safe systems, and a thriving economy. 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.

In FY 2022-23 the project continued to work with the Federal Transit Administration on developing and publishing the Final Environmental Impact Statement, receiving associated federal approvals, and a Record of Decision. Metro and TriMet continue to work with partners to identify funding opportunities and potential paths forward for the project. This is an ongoing program. Please contact staff for more detail.

Southwest Corridor Transit Project

Metro is also continuing to work with the Southwest Corridor Equity Coalition to support the goals of the Southwest Corridor Equitable Development Strategy through a TOD grant from FTA. The current round of FTA funding is focused on continuing to address workforce development and business stabilization practices within the community.

Major accomplishments/milestones for reporting period of July – December 2023:

- Began work to understand updated cost/scope of project in current context

Major accomplishments/milestones for reporting period of January – June 2024:

- Began discussions with partners regarding possible path(s) forward for the transit project and/or elements of the transit project
- Conclusion of subawards focused on business education and workforce training support by the following organizations:
 - Immigrant, Refugee and Community Organization (IRCO)
 - Neighborhood House
 - Hispanic Metropolitan Chamber of Commerce
- New subaward granted for the implementation of the 2nd Annual HAKI Multi-Cultural Pop Up Event. Event will take place in Fall 2024.
- Contractor secured to begin development of an Affordable Commercial Space Strategy for the corridor

YEAR-END REPORT

GRANT: FY 2024 STBG

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Columbia Connects	BUDGET:	\$81,033
		STBG	\$72,711
		STBG Match (Metro)	\$8,322

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 0

BALANCE: \$ 81,033

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.

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.

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

Major accomplishments/milestones for reporting period of July – December 2023:

- Reconvened Columbia Connects partners in September 2023 after a hiatus. Meeting focused on Shared Investment Strategy and discussion of new opportunities to collaborate across the river, including on Economic Opportunity Analyses, industrial land supply, freight transportation, and electrical grid infrastructure.

Major accomplishments/milestones for reporting period of January – June 2024:

- Convened Columbia Connects partners to continue bi-annual coordination opportunities and discussions of shared priorities, including urban growth management and an early discussion of freight management studies.

YEAR-END REPORT

GRANT: FTA Grants

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	TV Highway Transit and Development Project	BUDGET:	\$799,445
		HOPE - TV Highway (FTA Grant)	\$121,922
		HOPE - TV Highway (FTA Grant) Match (Metro)	\$0 ¹
		TV Highway Flex Transfer (FTA Grant)	\$220,839
		TV Highway Flex Transfer (FTA Grant) Match (Metro)	\$0 ¹
		Metro Direct	\$216,684
		Local Support	\$240,000

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 443,418

BALANCE: \$ 356,027

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 project consists of two elements: the equitable development strategy (EDS) and creation of a locally preferred alternative (LPA) transit design. Work on both parts of the project will continue into FY 2025.

The goal of the EDS is to minimize and mitigate displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. The EDS was completed in June 2023 and identified community needs for stabilization in advance of public investment. These included additional affordable housing, creation of community gathering spaces, creation of a “one stop shop” for services, and others. Creation of the EDS was guided by a coalition of community-based organizations (CBOs) and individuals that represent communities of color and other

¹ Match amounts provided in a previous fiscal year.

marginalized communities within the study area. Implementation of the EDS is beginning with funding through a Metro 2040 Planning and Development grant.

The transit LPA advances conceptual designs enough to apply for entry to the Federal Transit Administration's project development phase, the first step toward federal funding of the project. This work includes analysis of alternatives for roadway design, transit priority treatments, transit station design and station placement. This effort is informed by a travel time and reliability analysis, coordination with ODOT as the roadway owner, and evaluation of implementation scenarios that identifies a feasible, eligible, and competitive transit project. The transit project has also evaluated the feasibility of using electric buses in the corridor. This work is guided by a Steering Committee that includes elected officials, agency leaders, and members of EDS coalition. Once the LPA is approved by Metro Council, further efforts with partners will continue advancing NEPA work and planning for funding of both project development and eventual project implementation.

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; stewarding creation of the equitable development strategy; and undertaking design work and analysis related to the locally preferred transit project.

Additional project information is available at: <https://www.oregonmetro.gov/public-projects/tualatin-valley-highway-transit-project>

Major accomplishments/milestones for reporting period of July – December 2023:

- The project Steering Committee approved a draft map of proposed station locations for a CIG Small Starts project that may be used for public engagement in Spring 2024.
- The design consultant team kicked off Round 2 design which seeks to identify a set of safety and transit investments for the corridor that meets project goals and has a feasible funding strategy.
- The project staff team advanced conversations with ODOT technical staff regarding assumptions for station design throughout the corridor, and these assumptions form the basis of the first deliverables for Round 2 design.

Major accomplishments/milestones for reporting period of January – June 2024:

- The project team delivered design and cost estimates for Round 2 to project partners for their review and discussion at workshops with each jurisdiction partner. The project team cataloged feedback and is working to incorporate that into a final project design and cost estimate for this phase of work.
- The project team also worked through the exercise of identifying elements and a cost estimate for a non-federally eligible project option.
- Staff from all jurisdiction partners, plus the CBO members of the steering committee, were briefed on the results of both costing exercises in advance of an early July Steering Committee meeting.

YEAR-END REPORT

GRANT: FY 2024 STBG

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION: **82nd Avenue**

BUDGET:	\$1,256,280
STBG	\$312,972
STBG Match (Metro)	\$35,821
Metro Direct	\$707,487
Local Support	\$200,000

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 1,461,678

BALANCE: \$ (205,398)

NARRATIVE:

Metro Regional Government, in partnership with the City of Portland, TriMet, Clackamas County and ODOT is leading a collaborative process to complete an alternatives analysis, develop a conceptual transit design, and analyze travel time and reliability, to advance a bus rapid transit (BRT) on the 82nd Avenue Corridor. Over FY2022-23, the project has developed a coordination strategy; developed a committee structure to coordinate across jurisdictions and include community feedback in decision making, developed goals and objectives; conducted design, traffic, and transit analysis; and begun to develop transit concepts for consideration. In addition, Metro has worked to support the community efforts of the community coalition to develop an equitable development strategy.

This work will continue to be coordinated with community partners and will leverage TriMet's Division Transit Project and the City of Portland's Building a Better 82nd Avenue Program to improve safety and livability on the corridor into F7 2023-24. The project consists of two elements: the locally preferred alternative (LPA) transit concept and the equitable development strategy (EDS).

The goal of the EDS is to provide a table for the community to identify their priorities to minimize and mitigate displacement pressures and enhance the community in ways that are outside of but related to a major investment in a transit project and support for their efforts. The EDS is community led with technical support from Metro staff and potential grants. As part of the EDS, the community may identify priorities related to housing, greenspaces and trees, workforce development, additional public investments, community-led development initiatives, and leadership training and education for residents. These items are still being determined.

The transit LPA will identify the transit concept to serve the 82nd Avenue corridor. The concept will be developed to reflect community feedback and direction of the project steering committee. Based on the LPA, conceptual designs will be advanced enough to apply for entry into Federal project development, includes analysis of roadway design, transit priority treatments, transit station design and station placement. This effort will be informed by a travel time and reliability analysis; coordination with ODOT, Portland, and potentially the Port of Portland as the roadway owners; and evaluation of implementation

82nd Avenue

scenarios that identifies a feasible, eligible, and competitive transit project. In particular, the transit project will need to be closely coordinated with the Building a Better 82nd Avenue Program led by the City of Portland that is improving the roadway for seven miles of the transit alignment. The transit analysis is guided by a Steering Committee that includes elected officials, agency leaders, and members of the EDS community coalition. Once the LPA is approved by local jurisdictions and Metro Council, further efforts with partners will continue advancing NEPA work and planning for funding of both project development and eventual project implementation.

This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. It is coordinated with jurisdictional partners and in particular the Building a Better 82nd Avenue program improvements and planning. Typical project activities include coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, community engagement; stewarding creation of the equitable development strategy; and undertaking design work and traffic and transit analysis related to the locally preferred transit project.

Additional project information is available at: <https://www.oregonmetro.gov/public-projects/82nd-avenue-transit-project>.

Major accomplishments/milestones for reporting period of July – December 2023:

- Community and stakeholder engagement: Metro and partners led three workshops, multiple focus groups, conducted surveys, and met with stakeholders.
- Data collection and technical analysis to understand needs: Conducted on-board travel survey of the Line 72, an access analysis demonstrating transit travel times for different scenarios, and analysis of US Census data on worker origins and destinations to, from, and within the corridor.
- Developed terminus evaluation framework with partners to assess the best BRT alignment.
- Supported the EDS work led by the community by attending events, coordinating with jurisdictional partners, and sharing information.

Major accomplishments/milestones for reporting period of January – June 2024:

- Staff recommendation for Preliminary LPA
- Steering Committee endorses Preliminary LPA- including transit mode, general station locations, and alignment with two northern terminus options brought forward for more analysis and engagement.
- Apply to enter FTA Small Starts Project Development (PD).
- Pursue a variety of funding opportunities via grants, and state, regional, and local programs.

YEAR-END REPORT

GRANT: FY 2024 PL

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	MPO Management and Services	BUDGET:	\$493,890
		PL	\$420,701
		PL Match (ODOT)	\$48,151
		Metro Direct	\$25,038

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 352,210

BALANCE: \$ 141,680

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.

Together, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) serve as the MPO board for the region in a unique partnership that requires joint action 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.

MPO Management and Services

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, 2023*)
- 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 also administers the delivery of projects which were initially allocated federal dollars but swapped for local monies through the Intergovernmental Agreement Fund Management program. This program creates efficiencies by reducing the number of smaller-scale projects undergoing the federal aid process and supports flexibility in project development and regional planning studies not funded with federal dollars.

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.

Metro continues to work with our federal partners to implement the 2020 federal certification review, including an ongoing work program and timeline for addressing corrective actions and recommendations identified in the review. Metro tracks progress on this work in our annual self-certification as part of adopting the UPWP.

Major accomplishments/milestones for reporting period of July – December 2023:

- Coordination of MPO technical and advisory committee meetings and workshops (TPAC and JPACT)
- Participation in Oregon MPO Consortium
- Recommendation to FHWA on the expanded Metropolitan Planning Area (MPA) in response to the 2020 Census

Major accomplishments/milestones for reporting period of January – June 2024:

- Consultation for the draft 2024-25 Unified Planning Work Program (UPWP)
- Adoption of the 2024-25 UPWP
- Adoption of annual MPO Self-Certification findings
- Adoption of annual funding agreement with ODOT
- Participation in the ODOT-led update to the Oregon MPO funding allocation formula
- Update to the Metro-RTC planning memorandum of understanding
- Update to the 4-way planning IGA with ODOT, TriMet and SMART

MPO Management and Services

YEAR-END REPORT

FISCAL YEAR: FY 2024

AGENCY: Metro

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

PERIOD COVERED: July 1, 2023 – June 30, 2024

BUDGET: *Civil Rights and Environmental Justice costs are allocated through Metro's overhead rate.*

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 Q2 FY2022-23, Metro updated its Title VI Plan. In Q3 FY2022-23, Metro performed a Civil Rights and equity assessment on the 2024-27 Metropolitan Transportation Improvement Program. In Q1 and Q2 FY2022-23, Metro established its Accessibility Program, including an annual budget of \$95,000 and two FTE, responsible for fulfilling ADA Title II and Rehabilitation Act Section 504 responsibilities. In Q2 FY2022-23, it completed its Self Assessment and Transition Plan focused Metro programs (Metro is implementing the MRC accessible facility plan). In Q3 FY2022-23, Metro established the Accessibility Advisory Committee, a 15-member body comprised of community members who identify as people with disabilities.

Civil Rights and Environmental Justice

Major accomplishments/milestones for reporting period of July – December 2023:

- 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.
- Adopted the 2023 Regional Transportation Plan, which included engagement with equity focus communities throughout the process and the Civil Rights and equity assessment on the plan's investment strategy.
- Launched [Social Vulnerability Explorer](#) to support emergency planners and community members better understand the specific neighborhoods in the region that have difficulty accessing emergency services and programs because of deep and longstanding inequities. This tool builds on Equity Focus Areas that were developed as part of the 2018 Regional Transportation Plan.

Major accomplishments/milestones for reporting period of January – June 2024:

- The Metro Council adopted Metro's updated [Public Engagement Guide](#) on February 29, 2024. The updated public engagement guide includes an updated appendix focused on public engagement and an updated appendix focused on consultation with Tribes for Metro's transportation planning and investment decisions.
- Metro published its Americans with Disabilities Act (ADA) [Self-Evaluation and Transition Plan \(SETP\)](#) for the MPO, policies, and practices identifies barriers and describes the methods to remove the barriers, along with specified timelines to continue compliance with Section 504 of the Rehabilitation Act of 1973 and Title II of the Americans with Disabilities Act (ADA) of 1990.

YEAR-END REPORT

GRANT: FY 2024 5303
FY 2024 STBG

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Data Management and Visualization	BUDGET:	\$2,136,543
		5303	\$341,177
		5303 Match (Metro)	\$39,049
		STBG	\$201,893
		STBG Match (ODOT)	\$23,108
		Metro Direct	\$1,531,317

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 1,819,447

BALANCE: \$ 317,096

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, policymaking, resiliency and performance measurement activities.

The DRC's work in FY 2023-24 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 continued work on the 2023 Regional Transportation Plan (RTP) Update, the Metropolitan Transportation Improvement Program (MTIP), Performance Measures, and the Transportation Data Program. The Demographics and Equity Team will continue implementing the department's Equity Analytics Strategy and reaching out to Community-Based Organizations to review data and analysis.

The DRC develops applications and provides systems administration for a variety of tools. Recent examples are the Crash Map, a tool for the analysis of transportation safety data, the High Injury Corridors dashboard that displays areas with the most collisions, and the Social Vulnerability Explorer, which allows users to explore metrics representing Portland metropolitan area communities' barriers to emergency services and programs before, during and after disasters.

In addition, the Data Management and Visualization program will support and expand its geospatial technology platform through system upgrades to increase maintainability and usability, as well as by providing interactive map applications. The program will also provide GIS and Power BI governance for the agency to standardize data maintenance and distribution.

The DRC will continue adding value relevant to Metro's MPO functions via the Regional Land Information System (RLIS) by maintaining and publishing data on a continual basis. RLIS Live includes quarterly updates to transportation datasets such as street centerlines, sidewalks, trails, and public

Data Management and Visualization

transit routes; annual updates to crash data and vehicle miles traveled; and continued work on emergency transportation route data and their incorporation into online applications. Demographic and land use data included in RLIS, such as the American Community Survey, zoning plans and vacant land inventory, also inform transportation planning. Through RLIS, the DRC provides essential data and technical resources to Metro programs, such as Safe Routes to Schools and the State of Safety Report, 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 2023:

- RLIS data updates and upgrades
 - Quarterly RLIS updates in August and November 2023 (July - August & October - November 2023)
 - Completed weekly updates to the RLIS street centerline (ongoing)
 - Completed a process to prioritize new work and identify layers and attributes for cleanup. Outreach included interviews and focus groups with stakeholders, a public survey, and engagement with Community-Based Organizations with a stake in transportation data. (initiated January, completed July 2023)
 - Removed several of out-of-date layers and attributes from RLIS catalog (announced in August, implemented in November 2023)
 - Added a new single family housing dataset to RLIS. This layer is complementary to the Multifamily Housing Database, and the two datasets together are intended to represent an inventory of all housing in the tri-county region (July – August 2023)
 - Updated Metro's default basemap with newer vegetation and elevation data, light rail lines and stops, and improved colors (*November 2023*)
 - Collected and published 2023 regional aerial photos to support land use analysis and digitization of transportation assets not captured in existing GIS data (June – December 2023)
 - Updated regional crash database with latest annual update (2021 crashes) from ODOT (August, 2023)
- RTP Support (July – December 2023)
 - Reran all GIS-based RTP analyses following the public review period and final project revisions: high-level assessment, environmental assessment, system completeness analyses, and all other performance measure analyses.
- Developed and deployed [MetroMap-Next](#) (July – December 2023)
 - The original MetroMap application has been serving the public for nearly 25 years, attracting about 800 visits per business day and providing reliable, rapid access to RLIS data. It is showing its age, and so in 2023, Metro's Data Resource Center devoted significant developer time to building a new, more resilient MetroMap. The new application relies on modern technology and provides better user accessibility, support for multiple screen sizes, and improved processes for keeping data up to date.
- Software infrastructure maintenance and improvement
 - Completed ArcGIS software system maintenance, software upgrades, and patch installation to maintain availability of spatial data (ongoing)

- Updated desktop software across the agency to ArcGIS Pro. Developed tools, documentation, and training to support users in this transition (July – Dec)
- Monitored and reported on usage of ArcGIS Web Services and sites (ongoing)
- To support increasing adoption and wise use of ArcGIS Online (AGOL), maintained, enhanced, and communicated governance documents and standard operating procedures internally (ongoing)
- With consultants, developed project plan for renovating the RLIS API (Application Programming Interface) (July – November 2023)
 - The RLIS API allows for automated access to much (but not all) of the RLIS attribute data. For example, the API enables users to send in an address and quickly get its city, school district, taxlot market value, and much more. Since 2017, it has received well over 100 million queries each year. It is built on old software that is no longer supported by Esri and is at risk of failure. Given its foundational importance to many applications (including MetroMap-Next), it needs to be modernized.

Major accomplishments/milestones for reporting period of January – June 2024:

- Quarterly RLIS updates in February and May and weekly RLIS street centerline updates.
- Continued MetroMap-Next enhancements in response to user feedback and accessibility testing.
- Updated and standardized the RLIS census data format to enhance usability by reorganizing data into topic-focused GIS layers (such as age, income, or race) that are easier to find by name and include greater detail than previously published RLIS data. The demographic datasets were expanded to include additional spatial resolutions that support comparative statistics (race and ethnicity by income, tenure, and education).
- Completed automation of process to synchronize development, quality assurance, and production server environments to expedite testing of new data and application features.
- Prepared to publish Metro's traffic count data through RLIS in August 2024. Previously, it has only been available internally and upon request.
- Published a beta version of RLIS API version 3. The final version will be released in FY25.
- Completed annual update to daily vehicle miles traveled per capita report.
- Completed and published updates to 2023 Vacant Land Inventory
- Completed and published updates to 2022 Equity Focus Areas and the 2024 Social Vulnerability Index which inform transportation investments and emergency transportation planning.
- Completed and published updates to 2022 crash data.
- Revisions to multifamily housing data to accommodate middle housing and support better residential density analysis.
- Collected 2024 leaf-off aerial imagery to support identification of transportation assets not previously captured in all jurisdictions' GIS data, especially related to pedestrian infrastructure.
- Completed updates to hillshade basemaps to support topographic mapping.
- Completed Factor 1 LEP analysis and developed methodology to create time-series averages of Oregon Department of Education data to match American Community Survey 5-year averages.
- Continued outreach for Social Vulnerability Explorer, including a Metro article, Metro staff training, and consultation with and support of external partners on SVE related projects (i.e., Washington County, Regional Disaster Preparedness Organization).
- Provided GIS expertise to add value to several MPO projects and initiatives including identifying changes to the data structure in the new MTIP project tracker, developing Micro-Analysis Zones for the travel demand model, building an application to support project requirements for the Regional

Travel Options program, and standardizing a data layer complete with comprehensive metadata for the Transportation Systems Management and Operations program.

YEAR-END REPORT

GRANT: FY 2024 5303

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Land Use and Socio-Economic Modeling Program	BUDGET:	\$377,487
		5303	\$248,989
		5303 Match (Metro)	\$28,498
		Metro Direct	\$100,000

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 287,007

BALANCE: \$ 90,480

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.

Land Use and Socio-Economic Modeling Program

Work completed (July 2022 – June 2023):

- Ongoing Regional Economic Forecast Updates (flow basis)
- Ongoing Mapping & Data Analytics of Census 2020 Data (flow basis)
- Ongoing Maintenance of Land Development Monitoring System (flow basis)
- Update of Vacant Lands Inventory

Work to be initiated/continued/completed (July 2023 – June 2024):

- Land Use Model Improvements
 - Update Regional Zone Class Look-up Tables for Estimating Regional Supply (conform with OR HB 2001 regulations)
 - Update Building Classifications (conform with OR HB 2001 regulations)
 - Revise Pro-Forma-based Approach to Forecasting Redevelopment Supply (conform with OR HB 2001)
 - Create New Buildable Land Model / Inventory Approach (conform with HB 2001 regulations)
 - Develop of a New Land Use Model Platform to Replace MetroScope (multi-year)
- Develop New Regional Economic Forecast (Urban Growth Report 2024) to Replace last forecast 2018 – 2038 Forecast (UGR 2018)
 - Update / revise Population, Housing, Migration & Vital Statistics (up through 2020 Census)
 - Update / revise Employment data (i.e., BLS, BEA, Census data inputs)
 - Re-estimate Regional Economic Model Equations as needed
 - Assess / recalibrate Regional Economic Model Forecast Performance
- Analysis/Application of Census 2020 Data

Major accomplishments/milestones for reporting period of July – December 2023:

- DRAFT Regional Economic Forecast (Urban Growth Report 2024)
 - Model enhancements/updates – re-estimated economic equations, model re-calibration and updated forecast inputs
 - Model enhancements/updates – updated demographic cohort components, vital statistics forecast, migration forecast assumptions
 - DRAFT forecast deliverables (range employment forecast, range population and household forecast, HIA-household, income, and age-bracket projections)
- Ongoing Mapping & Data Analytics of Census 2020 Data (flow basis)
- Ongoing Maintenance of Land Development Monitoring System (flow basis)

Major accomplishments/milestones for reporting period of January – June 2024:

- Received from consultants:
 - Final residential capacity model (i.e., Development Supply Processor – reviewed model inputs and results, reviewed operational details, accepted final model and documentation)
 - Final inputs to the urban growth report RESIDENTIAL model gap analytics (supply and demand) – staff selected assumptions that formed the range of demand for the gap analytics and ran pro forma model to produce supply assumptions and ranges

Land Use and Socio-Economic Modeling Program

- FINAL inputs to the urban growth report NON-RESIDENTIAL/Employment model (supply) – staff ran pro forma model to produce supply assumptions and ranges
- Staff completed the DRAFT Urban Growth Report NON-RESIDENTIAL/Employment (staff product – demand and supply; gap analytics)
 - Staff completed residential and non-residential land demand model enhancements/updates – incorporated into model: redevelopment assumptions (job intensification), work-from home component (new because of pandemic); updated as necessary employment density assumptions and other model forecast demand inputs (regional forecast, capture rates, etc.)
 - FINAL urban growth NON-RESIDENTIAL/Employment gap analytics – completed by staff
 - FINAL deliverable – urban growth report NON-RESIDENTIAL/Employment gap analysis plus documentation and posted to Metro website
- FINAL Urban Growth Report RESIDENTIAL gap analysis – deliverables plus documentation and posted to Metro website
- FINAL Regional Economic Forecast (Urban Growth Report 2024) – (finalized tasks and forecast deliverables, including outlook, documentation and appendix report for UGR)
 - Peer Reviews (stakeholders, policy advocates, expert panels)
 - Forecast coordination per ORS (PSU population research center)
 - FINAL race/ethnicity model enhancements / updates
 - FINAL forecast deliverable – race/ethnicity outlook
 - FINAL disability model development (brand new model)
 - FINAL disability forecast – disability outlook and documentation
 - FINAL range forecast deliverables and documentation (range employment forecast, range population and household forecast, HIA-household, income and age- forecast)
- Ongoing Mapping & Data Analytics of Census 2020 Data (flow basis) – data used in preparing UGR employment and residential appendices
- Ongoing Maintenance of Land Development Monitoring System (flow basis) – produced brand new power-BI app for UGR residential housing analytics & appendix

YEAR-END REPORT

GRANT: FY 2024 5303

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Travel Model Program	BUDGET:	\$737,676
		5303	\$88,247
		5303 Match (Metro)	\$10,100
		Metro Direct	\$389,329
		Local Support	\$250,000

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 727,244

BALANCE: \$ 10,432

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.

Work completed (July 2022 – June 2023):

- Travel Demand Calibration/Validation to 2020 Base Year Conditions for RTP Application
 - Release New Model Version and Finalize Validation Report
- Activity-based Travel Demand Model (i.e., ActivitySim) Development
 - Update Population Synthesizer (i.e., PopSim)

Travel Model Program

- Refine MAZs/TAZs, Networks
- Initial Calibration, Reasonableness Checking, and Region-Specific Customization
- DTA Model Development and Application in Support of Regional Pricing Studies
- Freight Model Dashboard Validation and Application
- Mobility Policy Update Metric Application
- Oregon Household Activity Survey Implementation, Spring 2023

Work to be initiated/continued/completed (July 2023– June 2024):

- Oregon Household Activity Survey implementation, Fall 2023
- Activity-based Travel Demand Model (i.e., ActivitySim) Development
 - Initial Statewide Estimation of ActivitySim model using OHAS results
 - Porting of Statewide Estimation of ActivitySim model to Portland region
 - Further refinement of networks, land use, and other inputs to ActivitySim model

Major accomplishments/milestones for reporting period of July – December 2023:

- DTA model development and application in support of regional pricing studies (WMIS, I-205)
- Freight Model Dashboard validation and application
- Mobility Policy Update metric application
- Oregon Household Activity Survey implementation: Fall 2023

Major accomplishments/milestones for reporting period of January – June 2024:

- Activity-based Travel Demand Model (i.e., ActivitySim) Development
 - Worked with Metro Research Center to refine Micro-Analysis Zones (MAZ), Transportation Analysis Zones (TAZ)
 - Based on 2020 Census Blocks
 - Added MPA expansion areas in Marion County
 - Updated Population Synthesizer (i.e., PopulationSim) using latest MAZ layers
- Completed Freight Model year 2020 validation
- Implemented and applied latest version of FTA’s STOPS model in support of 82nd Avenue Transit Project
- Completed Oregon Household Activity Survey Spring 2024 implementation (this has its own UPWP narrative—see for more details)

YEAR-END REPORT

GRANT: FY 2024 5303

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Oregon Household Travel and Activity Survey Program	BUDGET:	\$132,132
		5303	\$118,562
		5303 Match (Metro)	\$13,570

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 42,291

BALANCE: \$ 89,841

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 – Sep 2022)
- Phase III – Survey Implementation (Data Collection to begin Spring 2023, FY 2022-2023, and continue through Spring 2024, 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.

Work completed (July 2022 – June 2023):

- Procurement and contracting
- Scoping/design/testing, including equity focus groups
- Partner engagement

Oregon Household Travel and Activity Survey Program

- Survey pilot and initial data collection

Anticipated work (July 2023 - June 2024):

- Sampling strategy adjustments based on Spring 2023 survey pilot
- Receive initial survey data
- Fall 2023 and Spring 2024 data collection

Major accomplishments/milestones for reporting period of July – December 2023:

- Designed and implemented Fall 2023 wave of survey data collection. Collection wrapped up in early December with over 10,000 additional households completing the survey.
- Received processed data from the Spring 2023 survey pilot from the consultant. Data will undergo review by ODOT, Metro, and additional agencies around the state to identify any issues requiring revision.
- Coordinated with the statewide collaborative Joint Estimation Team, which is developing the next generation activity-based travel model, to ensure survey meets future modeling needs.

Major accomplishments/milestones for reporting period of January – June 2024:

- Coordinated with consultant to process Fall 2023 survey data
- Developed and finalized Spring 2024 sampling plan
- Completed main survey data collection (Apr-Jun, additional ~8,500 households, ~3,500 participating in Portland Metro region)
- Continued coordination with TriMet, PSU, UO, OSU, and community groups on supplemental survey data collection
- Initiated discussions for spending remaining contingency budget for additional data collection and data enhancement

YEAR-END REPORT

GRANT: FY 2024 STBG

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Technical Assistance Program	BUDGET:	\$98,589
		STBG	\$88,464
		STBG Match (Metro)	\$10,125

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 103,114

BALANCE: \$ (4,525)

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 2023:

- Provided network volumes to City of Milwaukie for current and future scenarios for a traffic study on SE 42nd Avenue between SE King Road and SE Harrison Street.
- Provided line ridership delineated by auto ownership for proposed Montgomery Park Streetcar extension to City of Portland and Portland Streetcar, Inc.

Major accomplishments/milestones for reporting period of January – June 2024:

- Provided modeling and analysis to ODOT in support of Climate-Friendly & Equitable Communities (CFEC) pilot study
- Provided modeling and analysis to Clackamas County in support of Sunrise Corridor project
- Provided modeling and analysis to TriMet in support of Forward Together concepts

Technical Assistance Program

YEAR-END REPORT

GRANT: Federal Grant

FISCAL YEAR: FY 2024

AGENCY: ODOT/Metro

TASK DESCRIPTION:	Westside Multimodal Improvements Study	BUDGET:	\$500,000
		Federal Grant	\$451,315
		Local Match	\$48,685

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 500,000

BALANCE: \$ 0

NARRATIVE:

The Westside Multimodal Improvements Study (WMIS) process collaboratively identified the transportation issues in the Westside Corridor, centered on US26, and identified multimodal investments that would address these issues to support the regional economy and accommodate future growth in a socially equitable and environmentally sustainable way. The corridor and study area are home to one of Oregon's major economic centers. The study engaged cities, counties, business representatives, and community-based organizations within the study area. More than 80 potential multimodal, strategic, and technology investment options were evaluated. The Oregon Department of Transportation (ODOT) and Metro co-managed the Study.

The Steering Committee came to consensus to recommend for advancement a package of multimodal Investments including transportation demand management and transit-supportive programs and projects and study of a Strategic Capital Investments and Funding Strategy, which may include a study of tolling paired with complementary corridor investments.

Major accomplishments/milestones for reporting period of July – December 2024:

- Worked with Steering Committee and Project Management Group (a technical advisory committee) to understand findings and develop a set of recommendations

Major accomplishments/milestones for reporting period of January – June 2024:

- Reached consensus with the Steering Committee on what would move forward to Implementation Plan
- Completed Implementation Plan

YEAR-END REPORT

GRANT: FTA Grant

FISCAL YEAR: FY 2024

AGENCY: TriMet

TASK DESCRIPTION:	TriMet Eastside Park & Ride Transit Oriented Development (TOD) Planning	BUDGET:	\$422,124
		FTA Grant	\$315,000
		Local Match	\$107,124

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 17,100

BALANCE: \$ 405,024

NARRATIVE:

Through a Federal Transit Administration (FTA) PILOT grant, this planning work will promote the activation of two under-utilized park & ride facilities located on MAX Blue light rail line at Burnside Street and 122nd Ave, and Burnside and 181st Ave. This transit-oriented development (TOD) planning work will leverage other capacity-enhancing investments in TriMet's MAX system by clarifying the appropriate types, densities, and forms of development at each location and 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.

Work commenced in Spring 2023 on receipt of grant funding with contract procurement and scope clarification through vendor contract negotiations. Work in FY2023-24 will include the following tasks: Equity Analysis and Outreach Strategy; Site Access Studies; Community Assets and Gaps Analyses; Site Master Plan & Massing Studies; Feasibility Assessments; and Joint Development Strategic Plans. This work is anticipated to extend into FY2024-25.

To deliver contextual and relevant conclusions, the project references past and current planning work relevant to each park & ride area. This includes the East Portland Action Plan, Rockwood-West Gresham Renewal Plan, Metro's 2040 Growth and TOD plans, and so on. By promoting equitable transit-oriented development, the Eastside Park & Ride TOD Planning project aligns with Metro's 2018 RTP policy guidance on equity, safety, climate, and congestion.

Project materials will be publicly available when finalized, with conclusions from the planning work published on TriMet's website. In the interim, further information on all the above is available from the project manager.

Major accomplishments/milestones for reporting period of July – December 2023:

- Scope of work refined following confirmation of the grant award amount of \$315,000.
- RFP solicitation produced and issued to market resulting in four submissions received.
- RFP submissions assessed, interviews held, and preferred consultant group selected
- Contract negotiations completed and contract executed with preferred consultant

Major accomplishments/milestones for reporting period of January – June 2024:

- Project kick-off meeting was held on 04/24/24 including presentation of the Project Work Plan
- Equitable Development Framework and Outreach Strategy Plan was presented on 04/25/24
- Engagement audit of past planning work completed by 04/29/24
- Existing Conditions and Community Assets And Gaps Analyses produced by 05/29/24
- Technical Advisory Group Meeting #1 held 06/12/24 to review Community Assets and Gaps analysis
- Preliminary economic feasibility analyses completed and updated by 06/30/24

YEAR-END REPORT

GRANT: FTA Grant

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	City of Portland Transit and Equitable Development Assessment	BUDGET:	\$20,000
		Montgomery Park / Hollywood Transit (FTA Grant)	\$20,000

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 0

BALANCE: \$ 20,000

NARRATIVE:

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

In FY 2022-23 the Montgomery Park to Hollywood project:

- Completed an Equitable Development Report
- Completed a Transportation Analysis Plan
- Will introduce land use changes to the Portland Planning & Sustainability Commission

In FY 2023-24, the City of Portland will be negotiating Community Benefit Agreements and zone change proposals for eventual consideration by the Portland City Council.

Major accomplishments/milestones for reporting period of July – December 2023:

- Finalized all major deliverables for the Grant.
- Scheduled a hearing of the City of Portland Planning & Sustainability Commission to review all project deliverables and discuss how to move forward for future final adoption by the Portland City Council.

Major accomplishments/milestones for reporting period of January – June 2024:

- Closeout of grant with FTA

YEAR-END REPORT

GRANT: EPA Grant

FISCAL YEAR: FY 2024

AGENCY: Metro

TASK DESCRIPTION:	Regional EPA Climate Pollution Reduction Grant	BUDGET:	\$324,147¹
		CPRG (EPA Grant)	\$324,147

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 258,435

BALANCE: \$ 65,712

NARRATIVE:

Metro is leading an EPA Climate Pollution Reduction planning grant (CPRG) for the Portland-Vancouver Metropolitan Statistical Area (Clackamas, Clark, Columbia, Multnomah, Skamania, Washington, and Yamhill Counties). Under this grant, Metro will inventory and forecast regional greenhouse gas (GHG) emissions; identify projects that reduce these emissions, and analyze the GHG reductions, implementation readiness, and other co-benefits of these projects. In addition to reducing emissions and aligning with the authority of agency partners within the region, the plans created under the CPRG grant are expected to prioritize actions that advance equity and workforce development. Planning grant funds will support the technical analysis and engagement needed to identify the actions that best meet these criteria.

This work will take place over the course of three deliverables:

- A Priority Climate Action Plan (PCAP), due in March 2024, that is focused on identifying high-impact climate actions that can readily be implemented by agency partners within the MSA during 2025-30.
- A Comprehensive Climate Action Plan (CCAP), due late summer 2025, that accounts for all major GHG emissions in the region and recommends a broader and potentially longer-term set of greenhouse gas actions.
- A status report, due late summer 2027, that provides an update on the implementation actions and identifies any changes to the actions or results of the PCAP and CCAP.

The first two deliverables are designed to identify projects that are eligible for state and federal funding sources that are focused on reducing climate emissions. These sources include \$4.3 billion in competitive CPRG implementation grants from EPA that are focused on funding actions identified in state and regional PCAPs, as well as other climate-related funding streams created by the Bipartisan Infrastructure Law and Inflation Reduction Act.

¹ Due to the timing of when this EPA award was received, it was not included in the FY24 Metro agency budget. These figures represent Metro's forecasted FY24 expenses when this project was added to the UPWP.

During FY 2023-24, Metro was awarded the CPRG grant in the amount of \$1,000,000. Initial work includes entering into an agreement with EPA and a contract with a consultant to support this work. Metro is completing the PCAP, the first major deliverable in the plan, and supporting partner agencies in applying for implementation grants.

During FY 2024-25, Metro will complete the majority of work to develop the CCAP, including completing a regional GHG inventory, identifying GHG reduction actions, and identifying tools and data needed to analyze the GHG reductions and other co-benefits of each action. This work will support agencies across the Metro region (and beyond) in identifying and funding strategies to reduce GHG emissions, which will in turn help to meet the Climate goals and targets in the Regional Transportation Plan.

Major accomplishments/milestones for reporting period of July – December 2023:

- Metro entered into a grant agreement with EPA.
- Metro selected a consultant team to support the CPRG grant through a competitive process.
- Metro convened two meetings of the Climate Partners' Forum, which is a technical steering group of public agency staff, to review background information and collect feedback.

Major accomplishments/milestones for reporting period of January – June 2024:

- Metro convened a final meeting of the Climate Partners' Forum and held small-group meetings with community and business partner organizations to get input on finalizing the PCAP.
- Metro staff presented the draft PCAP to Metro leadership and agency partners throughout the region for feedback.
- Metro submitted the final PCAP to EPA on February 28th, 2024.

YEAR-END REPORT

GRANT: Federal Grant

FISCAL YEAR: FY 2024

AGENCY: City of Hillsboro

TASK DESCRIPTION:	Hillsboro Oak and Baseline Adams Avenue – SE 10th Avenue	BUDGET:	\$80,000
		Federal Grant	\$50,000
		Local Match	\$10,000
		Amendment (City Funded)	\$20,000 ¹

PERIOD COVERED: July 1, 2023 – June 30, 2024

EXPENDED TO DATE: \$ 225,117

BALANCE: \$ (145,117)

NARRATIVE:

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

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

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

In FY 2021-2022, Hillsboro and ODOT entered into a contract with Kittelson & Associates. To date the consultant team has completed three technical memorandums consisting of Land Use & Urban Design Assessment; Transportation Existing Conditions and Future No-Build; and Criteria and Evaluation Memorandum. A corridor vision statement was created with input from the PAC and TAC. An online open house introduced the public to the project and allowed input.

¹ The city will be funding the amendment fully for \$159,345.76. In FY 23-24, Hillsboro estimates it will spend \$20,000 of that.

In April of 2022 city staff requested an amendment to the scope of work to do the following:

- require some products to be developed in CAD;
- modification of public workshops for review and input from the Planning Advisory Committee and the Technical Advisory Committee;
- Add a fourth planning concept. This increases the number of planning concepts from 3 to 4.

The city is paying for the amendment.

The consultant team is currently working on developing four design concepts for public input. The design concepts will then be evaluated and a final concept chosen to move into developing the concept plan for the corridor. The projected completion date is July 2024.

Major accomplishments/milestones for reporting period of July – December 2023:

- Four concepts evaluated.
- Preferred alternative chosen to include in the Concept Plan.
- Draft Concept Plan being worked on now.

Major accomplishments/milestones for reporting period of January – June 2024:

- Held final TAC and PAC meetings in February to gather input on Draft Concept Plan
- Open house (March 20, 2024) and online survey held to present the preferred concept and the Draft Concept Plan
- Refined Concept Plan based on TAC, PAC, and public input.
- Preferred concept and Draft Concept Plan presented to City of Hillsboro Transportation Committee and City Council
- Revised drawings depicting the preferred alternative and prepared figures that can be included in the City's Transportation System Plan and Community Development Code.
- Draft Urban Design Concurrence Document prepared
- Final Urban Design Concurrence Document prepared
- Final Oak/Baseline/10th Avenue Concept Plan prepared
- On June 18, 2024 City Council approved a Resolution accepting the Oak/Baseline/10th Avenue Concept Plan, selecting Concept 2 as the preferred concept into the City's Transportation Plan

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.

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Auditor

Brian Evans

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

Jan. 27, 2023