



# Unified Planning Work Program

Mid-year report, FY 2025  
July 1, 2024 - December 31, 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](http://oregonmetro.gov/mtip)

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

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# MID-YEAR REPORT

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GRANT: FY 2025 PL  
FY 2025 5303  
FY 2025 STBG  
Metro Direct

FISCAL YEAR: FY 2025 AGENCY: Metro

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TASK DESCRIPTION:	<b>Transportation Planning</b>	<b>BUDGET:</b>	<b>\$1,988,586</b>
		PL	\$340,674
		PL Match (ODOT)	\$38,992
		5303	\$123,470
		5303 Match (Metro)	\$14,132
		STBG	\$696,333
		STBG Match (Metro)	\$79,698
		Metro Direct	\$685,288

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$694,369

BALANCE: \$1,294,217

## 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 and project development 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
- Ongoing compliance with Statewide planning goals and greenhouse gas emission targets

Transportation Planning

- 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 involves ongoing, close coordination with the Oregon Department of Transportation (ODOT) and TriMet, our major state and regional partners in transportation.

In 2024-25, major efforts within this program include implementation of the 2023 Regional Transportation Plan (RTP), including an update to the Regional Transportation Functional Plan, the regulatory document that implements the RTP through local city and county transportation system plans. Implementation work will also include support for local jurisdictions required to update comprehensive plans to be consistent with statewide climate rulemaking and other ongoing transportation policy support for major planning projects at Metro and our cities and counties.

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

- Publication of the adopted 2023 Regional Transportation Plan (RTP).
- Administrative amendments to the 2024-25 Unified Planning Work Program (UPWP).
- Participation in quarterly Oregon MPO Consortium (OMPOC) and Oregon MPO/Transit coordination meetings.
- Continued coordination with ODOT and the Oregon Department of Land Conservation and Development (DLCD) on implementation of the Climate Friendly and Equitable Communities (CFEC) administrative rule through the Regional Transportation Plan (RTP).
- Livable Streets workshop (October) to implement 2023 RTP complete streets policies and complement project submittals for the current Regional Flexible Funds Allocation (RFFA) cycle.

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Continued coordination with ODOT and DLCD on implementation of the Climate Friendly and Equitable Communities (CFEC) administrative rule through the Regional Transportation Plan (RTP).
- Begin update to the Regional Transportation Functional Plan (RTPFP) to implement both the 2023 RTP and CFEC provisions.
- Begin scoping for 2026-28 Regional Transportation Plan (RTP) update.

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## MID-YEAR REPORT

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GRANT: FY 2025 STBG  
Metro Direct

FISCAL YEAR: FY 2025 AGENCY: Metro

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TASK DESCRIPTION:	<b>Climate Smart Strategy Implementation</b>	<b>BUDGET:</b>	<b>\$461,017</b>
		STBG	\$211,778
		STBG Match (Metro)	\$24,239
		Metro Direct	\$225,000

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$109,921

BALANCE: \$351,097

### 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 the statewide [Climate-Friendly and Equitable Communities \(CEFC\) Program](#) and the [Statewide Transportation Strategy \(STS\) for Reducing Greenhouse Gas Emissions from Transportation](#). This program supports RTP policy goals: climate action and resilience, equitable transportation, safety, mobility, 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.

Key FY 23-24 deliverables and milestones included:

- Provided technical and policy support for implementation and monitoring at the regional and state level, including coordination with the statewide CEFC Program.
- Updated the Climate Smart Strategy as part of the 2023 RTP 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 update and future climate monitoring and evaluation efforts.
- Provided technical and policy support for allocation of Metro's share of the federal Climate Reduction Program (CRP) funding, using Climate Smart Strategy as a policy framework in

Climate Smart Strategy Implementation

coordination with ODOT and in alignment with Oregon’s Statewide Transportation Strategy and supporting Oregon Carbon Reduction Strategy.

- Provided planning and legislative support to the Metro Council and agency leadership on issues specific to climate change, including participation in an agency Climate Justice Task Force and Climate Strategic Targets Team.

Anticipated work in FY 24-25 includes:

- Coordination with Metro Research Center and State of Oregon data partners to improve regional climate data and climate analysis tools and capabilities to inform policy and investment decisions that have climate impacts.
- Ongoing and expanded communication and engagement with local partners on Climate Smart implementation, including planning work to further implement RTP climate policies and Climate Smart Strategy through the Regional Transportation Functional Plan update.
- Continue monitoring the progress of Climate Smart Strategy implementation.
- Tracking and evaluation of the effectiveness of the federal Carbon Reduction Program funding investments on reducing carbon emissions.

Other UPWP projects that will support implementation of the Climate Smart Strategy include: Transportation Planning, Regional Transit Program, Better Bus Program, Connect First and Last Mile Accessing Mobility through Transit Study, Complete Streets Program, Regional Travel Options Program, Safe Routes to School Program, Transportation System Management and Operations (TSMO) Program, Regional Emergency Transportation Routes, Regional EPA Climate Pollution Reduction Grant (CPRG), Southwest Corridor Transit Project, Tualatin Valley Highway Transit and Development Project, 82<sup>nd</sup> Avenue Transit Project, TriMet Comprehensive Fleet and Service Planning, local and regional TOD and Station Area Planning, ODOT Region 1 Active Transportation Strategy. More information can be found at [oregonmetro.gov/climatesmart](https://oregonmetro.gov/climatesmart) and the Regional Transportation Plan at [oregonmetro.gov/rtp](https://oregonmetro.gov/rtp).

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

- The Department of Land Conservation and Development (DLCD) approved Metro’s first annual Portland area CFEC progress report on implementing Climate Smart Strategy and statewide transportation planning rules. Metro staff began scoping a review and update to the Climate Smart Strategy to address corrective actions identified in the report.
- Initiated the Cooling Corridors Study to identify areas of heat risk, communities in the region who are disproportionately affected by urban heat and recommendations on opportunities to help make the region cooler and provide relief during extreme heat events.
- Conducted research on model- and off-model based approaches to estimate GHG impacts of different transportation strategies to inform improving Metro’s climate analysis methods in coordination with development of EPA Comprehensive Climate Action Plan (CCAP).
- Conducted research on climate resilience and adaptation planning best practices.
- Provided technical support to inform approach to monitoring I-5 Interstate Bridge Replacement Program climate-related outcomes and Climate Smart Strategy implementation and monitoring.
- Participation on two national climate panels sponsored by the US Department of Transportation.
- Participation in two climate-related MPO peer exchanges.

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- LCDC hearing and consideration of an appeal of DLCD’s order approving Metro’s Portland area CFEC progress report.

Climate Smart Strategy Implementation



- Submission of second annual CFEC progress report to DLCD and participation in DLCD review of OAR Division 44.
- Climate Smart Strategy update kick-off in coordination with development of EPA Comprehensive Climate Action Plan (CCAP).
- Research on climate-related strategic communications.
- Cooling Corridors Study findings and recommendations.
- Metro climate analysis methods recommendations.

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## MID-YEAR REPORT

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GRANT: FY 2025 PL  
FY 2025 STBG

FISCAL YEAR: FY 2025 AGENCY: Metro

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TASK DESCRIPTION:	<b>Metropolitan Transportation Improvement Program (MTIP)</b>	<b>BUDGET:</b>	<b>\$1,971,103</b>
		PL	\$1,409,751
		PL Match (ODOT)	\$161,352
		STBG	\$358,920
		STBG Match (Metro)	\$41,080

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$596,756

BALANCE: \$1,374,346

### NARRATIVE:

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

The following types of projects are included in the MTIP:

- Transportation projects awarded federal funding.
- Projects located on 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

Metropolitan Transportation Improvement Program (MTIP)

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 ensure USDOT that federal funding sources will not be over-promised and can be spent in a timely manner. Programming also ensures that the package of projects identified for spending is realistic and that the performance analysis can reasonably rely on these new investments being implemented. To enhance the accuracy of programming of projects in the MTIP, Metro includes a fifth and sixth programming year, although the fifth and sixth years are informational only and programming in those years is not considered approved for purposes of contractually obligating funds to projects.

When undergoing a major update, the MTIP verifies the region's compliance with federal requirements, demonstrates fiscal constraint over the updated 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 as needed to ensure project funding can be obligated based on the project implementation schedule.

The MTIP program also administers the allocation of the urban Surface Transportation Block Grant (STBG)/Transportation Alternatives (TA) federal funding program, the Congestion Mitigation Air Quality (CMAQ) federal funding program, and the Carbon Reduction Program (CRP) 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. In addition, Metro also administers local projects that were awarded federal funds, but where those funds were exchanged for local dollars. These local projects tend to be those in need of initial project development prior to seeking funds through construction or small-scale capital projects not conducive to the federal aid process. The process to select projects and programs for funding follow federal guidelines, including consideration of the Congestion Management Process. Projects are evaluated and rated relative to their performance in implementing the adopted RTP investment priority outcomes of Safety, Equity, Climate, Mobility and Economy to inform their prioritization for funding.

In the 2024-25 State Fiscal Year, the MTIP is expected to implement the following work program elements:

- *Completion of the 2028-30 RFFA process.* Metro is scheduled to complete the allocation of federal fiscal year revenues for 2028-30 by the end of FY 2024-25. allocation process will include a call for projects, project evaluation, public comment period and MPO decision process. These RFFA process elements will be updated from the previous allocation cycle to incorporate new policy direction from the 2023 RTP.
- *Development of the 2027-30 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 through the end of FY 2025-26. This will include coordination with the 2028-30 RFFA process, regional investment policy input to the funding allocation processes of ODOT and the region's transit agencies, and documentation of this cooperative development. Development of the MTIP performance analysis methodologies will also occur during this fiscal year.

Metropolitan Transportation Improvement Program (MTIP)

- *Implementation of transportation projects and programs from the regional flexible fund allocation.* The transportation projects and programs previously awarded regional flexible funds will be supported for implementation as an ongoing effort. 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. Additionally, Metro staff will administer and monitor those transportation projects previously awarded regional flexible funds but then had federal funds exchanged for local funding.
- *Publish the Federal Fiscal Year (FFY) 2024 Obligation report.* All project obligations for federal fiscal year 2024 will be confirmed and documented in the annual obligation report. The obligation report is expected to be published in the second quarter of FY 2024-25.
- *Report on FFY 2025 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 2024 relative to the schedule of project funds scheduled to obligate and work with ODOT to adjust revenue projections and project programming. (October 2024 report on FFY 2024 performance, January 2025 report to establish FFY 2025 target amount)
- *Refinement of the new Project Tracker data management system.* As a part of a broad transportation project tracking system, MTIP staff are working (ongoing) in cooperation with other MPOs in the state, ODOT and transit agencies to implement a data management system to improve MTIP administrative capabilities. Metro expects to actively utilize the MTIP module of the new database, populating it with project and programming data and utilizing its reporting capabilities. Metro also expects to consider development of additional modules of the database during the first year, such as a long-range planning project module.

There are several additional 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 with 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

Metropolitan Transportation Improvement Program (MTIP)

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

- The Federal Fiscal Year 2024 Obligation Report is completed and available on the Metro web site.
- The 2028-30 Regional Flexible Fund Allocation (RFFA) process adopted its Program Direction in July and received project nominations for both a potential revenue bond allocation and the local capital project allocation. Application assistance was provided to agencies requesting it for the first time.
- Metro staff have continued to work with local agency project staff and ODOT local project delivery staff on project implementation activities. Reporting on RFFA funded project obligations for FFY 2024 was completed and obligation targets were met for the third straight year.
- MTIP amendments and administrative adjustments have been processed and reported on monthly, consistent with STIP/MTIP change management procedures.
- The Project Tracker data management system is actively exchanging data with the ODOT data management system and being utilized to receive RFFA project nomination materials.

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- The RFFA process is expected to be finishing its allocation process at the end of this fiscal year.
- MTIP amendments and administrative adjustments will continue to be processed and reported on monthly, consistent with STIP/MTIP change management procedures.
- MTIP data is expected to be fully tracked in the new Project Tracker data management system, allowing for the full retirement of the TransTracker data management system.

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## MID-YEAR REPORT

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GRANT: FY 2025 STBG

FISCAL YEAR: FY 2025

AGENCY: Metro

TASK DESCRIPTION:	<b>Air Quality Program</b>	<b>BUDGET:</b>	<b>\$27,717</b>
		STBG	\$24,871
		STBG Match (Metro)	\$2,847

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$0

BALANCE: \$27,717

### NARRATIVE:

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

This is an ongoing program. Typical program activities include:

- Stay up-to-date on the region’s air pollution levels, with an emphasis on regulated criteria pollutants, particularly ozone, because of the region’s history
- Stay up-to-date on regulations pertaining to the Clean Air Act and inform partners on its applicability to the Portland region
- Stay up-to-date on technical tools and resources to assess emissions of air pollutants with a focus on emissions generated from transportation sources
- 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 2023 RTP policy direction pertaining to reducing vehicle miles traveled to address congestion and climate change. Additionally, the program is consistent with the updated Regional Mobility Policy update.

Work completed FY 2023-24 included:

- Participation in quarterly U.S. EPA region 10 transportation conformity meetings and the annual Oregon statewide transportation conformity meeting.
- Providing Oregon DEQ an update on the region's vehicle miles traveled per capita per the required monitoring from the SIP.
- Participating as a NEPA reviewer for the air quality section for several major projects in development in the region (i.e. Interstate Bridge Replacement, Regional Mobility Pricing Project, etc.)

Anticipated work to be completed in FY 2024-25 includes, but not limited to:

- Participation in quarterly U.S. EPA region 10 transportation conformity meetings and the annual Oregon statewide transportation conformity meeting.
- Providing Oregon DEQ an update on the region's vehicle miles traveled per capita per the required monitoring from the SIP.
- Coordinating an update at the MPO table on the status of different national ambient air quality standards being reviewed or updated and providing general information about the Portland region's status pertaining to the specific standards in review.

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

- Participation in quarterly U.S. EPA region 10 transportation conformity meetings.
- Respond to inquiries regarding the region's non-attainment and attainment history and status.

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Conduct analysis and report to DEQ on region's vehicle miles traveled per capita per required monitoring from the SIP.
- Participation in quarterly U.S. EPA region 10 transportation conformity meetings.
- Participation in the annual Oregon statewide transportation conformity meeting.

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## MID-YEAR REPORT

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GRANT: FY 2025 STBG

FISCAL YEAR: FY 2025

AGENCY: Metro

TASK DESCRIPTION:	<b>Regional Transit Program</b>	<b>BUDGET:</b>	<b>\$27,717</b>
		STBG	\$24,871
		STBG Match (Metro)	\$2,847

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$42,921

BALANCE: \$(15,204)

### 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(RTS) to help guide investment decisions to ensure that we deliver the transit service needed to achieve these outcomes. The Regional Transit Strategy provides a 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 were updated as part of the 2023 Regional Transportation Plan (RTP) and High Capacity Transit Strategy through program work in FY 2023-24. These updates are essential to plan for the future of bus rapid transit in our region and reflect the current transit and policy environment. During FY 2024-25, work will include reconciling the Regional Transportation Functional Plan with the 2023 updates. Work on the Connecting First and Last Mile Study is building from the re-envisioned high-capacity transit network to consider how micro-transit could be used to further expand its reach and as a solution for underserved suburban and new growth areas in particular.

The vision outlined in the RTP and RTS also includes high speed rail along the I-5 Corridor from Vancouver, BC to Portland, supporting travel to/from our region through a more environmentally-friendly and potentially more equitable alternative than driving or flying. The Cascadia Ultra-High-Speed Rail Project led by the Washington Department of Transportation includes the pre-NEPA technical and advisory study planning requirements to advance the project to feasibility-level planning decisions which Metro will co-lead with ODOT for Oregon. Metro is currently participating on the technical and policy advisory committees to support the creation of a formal, legal entity to continue project development while seeking community engagement and input, gaining critical support from decision makers, and positioning the corridor for future funding opportunities and an efficient environmental process.

Metro’s Regional Transit Program work also includes ongoing coordination with transit providers, cities and counties to ensure implementation of the Regional Transit Strategy through plans and capital

Regional Transit Program



projects, periodic support for major transit planning activities in the region and coordination with state transit planning officials. During FY 2023-24, the program supported the Washington Countywide Transit Study, ODOT's Public Transportation Strategy for Congestion Pricing in the Portland Metropolitan Area Study, and TriMet's Forward Together Phase II plan and bus electrification planning efforts. During FY 2024-25, the program will continue to support implementation of Forward Together and the next phase of ODOT's Public Transportation Strategy for Congestion Pricing in the Portland Metropolitan Area, among other efforts.

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

- Continuing participation on the Cascadia High Speed Rail (HSR) Technical Advisory Committee (bi-monthly meetings) to support:
  - Supporting implementation of the coordinating entity framework
  - Informing development of and refinements to the Service Development Plan scope within FRA Corridor ID Step 1
  - Preparing for and responding to FRA Corridor ID Step 2 award, including scoping Oregon regional Step 2 roles, responsibilities and activities
  - Holding policymaker and stakeholder briefings
  - Following and developing talking points for Oregon legislative budget considerations
  - Supporting OR participation in the CIC HSR Briefing event
  - Beginning to implement strategic engagement related to the Step 2 award announcement
  - Coordinating and presenting brief updates to TPAC and JPACT with WSDOT and ODOT staff
- Scoping and legislative concept development for an Oregon Vision and Initial Concept Plan to support next steps for regional work for the Cascadia HSR project
- Advising on scope development and study approach, procurement and advisory committee creation for the SB 5701 Regional Rails Future Study
- Supporting Council participation on the Willamette Valley Commuter Rail Committee and in TriMet's HB 2017 Committee (alternate)
- Participating on the Project Management Team for TriMet's FX Network Plan and Standards
  - Participating in monthly PMT meetings
  - Coordinating on the Forward Together 2.0 long-term service planning effort
  - Informing development of and reviewing the Standards documents
  - Influencing methods and approach to development of the network plan toward consistency with the 2018 Regional Transit Strategy and 2023 RTP
  - Discussing potential options for improving efficiency in corridor project development
- Work and coordination meetings on implementation activities related to the adopted 2023 RTP:
  - TSP CFEC implementation guidance (related to transit)
  - Transit-supportive plan and policy development resources
  - Letters of support for regional STIF applications
  - Climate Smart update modeling assumptions
- Kicked-off a recurring TPAC/JPACT monthly update on transit recovery statistics and recent partner efforts supporting transit
- Planning and executing a land use, transit and transportation-focused information sharing session for a delegation representing the Japanese Government

- Collaborating across departments to support Investment Areas (corridors, Better Bus, Portland Streetcar), 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 in development transit elements of the CPRG Climate Action Plan
- Ongoing coordination with partners and regional and inter-regional transit providers, including:
  - supporting data requests by regional stakeholders for modeling and analysis information
  - working with regional transit planners and providers and FTA on transit planning and related activities including Federal performance measure reporting
  - other efforts (TBD)

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Continuing participation on the Cascadia High Speed Rail (HSR) Technical Advisory Committee (bi-monthly meetings) to support:
  - Preparing for and responding to FRA Corridor ID Step 2 award, including scoping Oregon regional Step 2 roles, responsibilities and activities, negotiating scope and budget of OR activities and drafting implementing IGAs
  - Assisting in the development of the FRA Corridor ID Step 2 Service Development Plan Project Management Plan (Task 1)
  - Beginning to implement SDP Task 2 for Purpose and Need and stakeholder engagement, including assisting in the development of engagement plans
  - Supporting further implementation of the coordinating entity framework
  - Policy committee meeting planning and material review
  - Holding policymaker and stakeholder briefings
  - Following and developing talking points for Oregon legislative discussions and other events
  - Coordinating and presenting updates to TPAC and JPACT with WSDOT and ODOT staff
- Research, talking points and materials supporting the Oregon Vision and Initial Concept Plan legislative concept taking next steps in regional work for the Cascadia HSR project and potentially additional scoping activities
- Advising on the following for the SB 5701 Regional Rails Future Study:
  - background research and data gap summary
  - transit needs and travel market analysis
  - corridor opportunities and barriers and readiness assessment
  - briefings and advisory committee meeting topics and materials
- Supporting Council participation on the Willamette Valley Commuter Rail Committee and representing Metro on TriMet’s Service Boundary Expansion committee and other committees TBD
- Participating on the Project Management Team for TriMet’s FX Network Plan and Standards
  - Participating in monthly PMT meetings
  - Coordinating on the Forward Together 2.0 long-term service planning effort
  - Reviewing and coordinating implementation of the Standards documents
  - Influencing methods and approach to development of the network plan toward consistency with the 2018 Regional Transit Strategy and 2023 RTP
  - Discussing potential options for improving efficiency in corridor project development

- Work and coordination meetings on implementation activities related to the adopted 2023 RTP:
  - TSP CFEC implementation guidance (related to transit)
  - Transit-supportive plan and policy development resources
  - Climate Smart update transit-related elements
- Continue providing TPAC/JPACT monthly updates on transit recovery statistics and recent partner efforts supporting transit
- Collaborating across departments to support Investment Areas (corridors, Better Bus, Portland Streetcar), TOD, and MTIP work. Coordinating with Parks and Nature in internal meetings to support access to transit efforts and participating in department equity plan (REDI) reporting and updates.
- Assisting in development transit elements of the CPRG Climate Action Plan
- Ongoing coordination with partners and regional and inter-regional transit providers, including:
  - supporting data requests by regional stakeholders for modeling and analysis information
  - working with regional transit planners and providers and FTA on transit planning and related activities including Federal performance measure reporting
  - other efforts (TBD)

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## MID-YEAR REPORT

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GRANT: FY 2025 STBG

FISCAL YEAR: FY 2025

AGENCY: Metro

TASK DESCRIPTION:	<b>Regional Freight Program</b>	<b>BUDGET:</b>	<b>\$194,007</b>
		STBG	\$174,083
		STBG Match (Metro)	\$19,925

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$45,593

BALANCE: \$148,414

### **NARRATIVE:**

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

Metro's freight planning program also coordinates with the updates for the statewide 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 traffic congestion, which address the policy guidance in the 2018 RTP and will be updated as part of the 2023 RTP.

### **Work completed in FY 2023-24:**

- Developed a 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 2024-25.
- Collected 2019 data from the National Performance Measures Regional Data Set (NPMRDS) and determined which roadways on the Regional Freight Network are not meeting the average speed thresholds that are part of the new Regional Mobility Policy Update.
- Collected 2019 data from the National Performance Measures Regional Data Set (NPMRDS) to determine reliability levels, using the Travel Time Reliability Index, for key roadways on the Regional Freight Network.
- Completed the Regional Freight Delay and Commodities Movement Study with the consultant team.

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

- Identified which chapters and sections in the 2018 Regional Freight Strategy needed to be updated for the 2025 Regional Freight Strategy.
- Completed the research for updating the text, figures and tables in the 2018 Regional Freight Strategy that need to be updated for the 2025 Regional Freight Strategy.
- Completed the updates for the Executive Summary and Chapter 1 of the 2025 Regional Freight Strategy.
- Participated on the Metro team that scored the consultant proposals and selected a consultant team for the Regional Rail Futures Study.

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Complete the updates for Chapters 2 through 8 of the 2025 Regional Freight Strategy.
- Produce the final document for the 2025 Regional Freight Strategy and have a minimal set of hard copies printed.
- Participate on the Project Management Team for the Regional Rail Futures Study, which will work with the consultant team to produce study reports and presentations for the work tasks in the scope of work.

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# MID-YEAR REPORT

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GRANT: FY 2025 PL  
FY 2025 STBG

FISCAL YEAR: FY 2025 AGENCY: Metro

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TASK DESCRIPTION:	<b>Complete Streets Program</b>	<b>BUDGET:</b>	<b>\$185,018</b>
		PL	\$97,687 <sup>1</sup>
		STBG	\$78,362
		STBG Match (Metro)	\$8,969

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$15,091

BALANCE: \$169,928

## NARRATIVE:

The Complete Streets Program helps implement 2023 Regional Transportation Plan (RTP) vision and goals and the 2040 Vision for complete and safe walkable, bikeable and transit friendly centers, neighborhoods, and corridors. Program activities focus on outcomes-based street design to: complete biking, walking and transit networks, increase green infrastructure, support economic health, reduce vehicle miles traveled, reduce greenhouse gas emissions, eliminate serious traffic crashes, manage stormwater runoff, and reduce noise, and light pollution. Program activities refer to the Designing Livable Streets and Trails Guide and regional complete streets policies in the RTP.

The following notable activities were completed in FY 2023-24:

- Developed a FY 2024-25 work program to coordinate and integrate street design, active transportation and safety activities.
- Updated Complete Streets Policies and street design classifications in the 2023 RTP.
- Updated pedestrian and bicycle active transportation policies in the 2023 RTP.
- Completed the 2023 RTP Appendix F: Environmental assessment and potential mitigation strategies.
- Supported the 2024-27 Regional Flexible Funds allocation.
- Provided technical support for street and trail plans and projects, including for McLoughlin Boulevard, Council Creek Regional Trail, Beaverton Street Design Guidelines, Halsey Street Master Plan, and Millikan Way Street extension.

In FY 2024-25 the Complete Streets Program will:

- Develop tools to support understanding, access and application of the Designing Livable Streets and Trails Guide and complete streets policies.

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<sup>1</sup> The IJJA/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 and exceeds 2.5 percent of SFY25 PL funding (\$57,635).

Complete Streets Program

- Update Designing Livable Streets webpage and materials.
- Provide workshop on regional design guidance and tools.
- Coordinate with the Safe Streets for All project.
- Expand the publicly accessible complete streets photo library.
- Provide internal and external street and trail design technical assistance on transportation projects and plans.

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

- Provided workshop on regional design guidance and tools.
- Coordinated with the Safe Streets for All project.
- Expanded the publicly accessible complete streets photo library.
- Provided internal and external street and trail design technical assistance on transportation projects and plans.

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Develop tools to support understanding, access and application of the Designing Livable Streets and Trails Guide and complete streets policies.
- Update Designing Livable Streets webpage and materials.
- Expand the publicly accessible complete streets photo library.
- Provide internal and external street and trail design technical assistance on transportation projects and plans.

# MID-YEAR REPORT

GRANT: FTA Grants  
 ODOT/FHWA Grant  
 Metro Direct

FISCAL YEAR: FY 2025 AGENCY: Metro

TASK DESCRIPTION:	<b>Regional Travel Options (RTO) / Safe Routes to School Program</b>	<b>BUDGET:</b>	<b>\$4,852,103</b>
		RTO (FTA Grant)	\$3,603,719
		RTO (FTA Grant)	
		Match (Metro)	\$149,216 <sup>1</sup>
		RTO (ODOT/FHWA Grant)	\$394,322
		RTO (ODOT/FHWA Grant) Match (Metro)	\$40,039 <sup>2</sup>
		Portland TDM (FTA Grant)	\$75,000 <sup>3</sup>
		Safe Routes to Schools (FTA Grant)	\$526,529
		Safe Routes to Schools (FTA Grant) Match (Metro)	\$20,777 <sup>4</sup>
		Metro Direct	\$42,500

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$1,284,421

BALANCE: \$3,567,682

**NARRATIVE:**

The Regional Travel Options (RTO) Program implements Regional Transportation Plan (RTP) policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles traveled and increase the 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 RTO program is also the demand management element of the region’s Congestion Management Process and the Transportation System Management and Operations strategy. The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand. The RTO Program focuses on three program areas: commute trip reduction, community-based travel options, and Safe Routes to School. Approximately two-thirds of the RTO funding is awarded through grants to the region’s government, educational and non-profit partners working to reduce auto trips.

<sup>1</sup> In addition to the above Metro provided match, an additional \$263,245 of match is provided by Metro’s grantees.

<sup>2</sup> Only a portion of this grant has a match requirement.

<sup>3</sup> Match requirement is covered by the City of Portland.

<sup>4</sup> In addition to the above Metro provided match, an additional \$39,487 of match is provided by Metro's grantees.



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. The 2023 RTP includes new policy direction regarding transportation demand management (TDM). This contains more specific policy language directing a higher level of TDM strategic direction, investment and coordination than previously seen. These RTP policy elements include a new section specific to TDM as well as updates to the Regional Mobility Policy. Responding to the 2023 RTP will drive the RTO Program's work direction in the 2024-2025 fiscal year.

#### Highlights of work completed in FY2023-24:

- Evaluation and planning: In January 2024 RTO staff kicked off the Regional TDM Assessment and Strategy, a 2-year project. 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 is comprised 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
- Grants: The annual grant solicitation for the 2024-2026 RTO Grant cycle became available January 2024. Projects to be funded through this opportunity will begin on or after July 1, 2024, and will be for one to two years in length.

#### Highlights of anticipated work in FY2024-25:

- Evaluation and planning: Phase I of the Regional TDM Assessment and Strategy is expected to be completed by August 2024, and the majority of Phase II Strategy Development will occur in FY 2024-2025, with adoption of the Regional TDM Strategy & RTO Program Strategy by Metro Council expected by October 2025. FY2024-25 activities will include presentation of findings from Phase I, stakeholder and community engagement, and plan development.
- Grants: A third and final round of funding for the 2024-2026 RTO Grant cycle will become available January 2025. Projects to be funded through this opportunity will begin on or after July 1, 2025, and will be for one year in length.

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

- Evaluation and planning: Phase I (Assessment) of the Regional TDM Assessment and Strategy project nears completion, with elements of Phase II (Strategy Development) already underway. The RTO Program Evaluation was completed. The Regional TDM Needs Assessment expanded to include engagement tasks originally scoped for Phase II; a survey was completed in December 2024 and focus groups are planned for January 2025.
- In November, RTO and partners were awarded \$1.1 million in funding from the U.S. Department of Transportation's Safe Streets and Roads for All program. The 3-year grant will begin on July 1, 2025 and focus on Safe Routes to School work at 7 schools in North Portland.

#### **Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Evaluation and planning: Phase I of the Regional TDM Assessment and Strategy project will be completed. The majority of Phase II tasks will take place January - June 2025, including the formation and facilitation of a technical working group, facilitated workshops, and draft strategy development.
- Grants: The annual grant solicitation for the FY2024-2026 RTO Grant cycle will become available

January 2025. Projects funded through this opportunity will begin on or after July 1, 2025, and will be one year in duration.

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## MID-YEAR REPORT

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GRANT: FY 2025 STBG  
ODOT Grants

FISCAL YEAR: FY 2025 AGENCY: Metro

TASK DESCRIPTION:	<b>Transportation System Management and Operations (TSMO) – Regional Mobility Program</b>	<b>BUDGET:</b>	<b>\$862,123</b>
		STBG	\$300,354
		STBG Match (Metro)	\$34,377
		TSMO Program	
		Plus Grant (ODOT)	\$79,411
		TSMO Program	
		Plus Grant (ODOT)	
		Match (Metro)	\$9,089
		TSMO Accessible Sidewalk Grant (ODOT)	\$326,521
		TSMO Accessible Sidewalk Grant (ODOT)	
		Match (Metro)	\$37,372
		TSMO Program Investment Grant (ODOT)	\$67,298
		TSMO Program Investment Grant (ODOT) Match (Metro)	\$7,703

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$115,940

BALANCE: \$746,183

**NARRATIVE:**

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The Transportation System Management and Operations (TSMO) Program provides a demand and system management response to Regional Transportation Plan policies. TSMO involves partnerships to make better use of road and transit investments, promote travel options in real-time, reduce greenhouse gas emissions and increase safety, all through a racial equity focus incorporated into the regionally-adopted 2021 TSMO Strategy. In 2023, project applications were reviewed by Community Based Organization representatives and TransPort, Subcommittee of the Transportation Policy Alternatives Committee (TPAC). The TSMO Program will start many of these projects in 2024. Also in 2023, a TSMO System Completeness measure was drafted for the Regional Mobility Policy Update. Planning work in 2024 will include:

- TSMO Program support by engaging operators through TransPort; project management for more than a dozen TSMO-funded partner-led projects (e.g., PSU PORTAL); facilitation system monitoring, performance measurement (i.e., Congestion Management Process (CMP) and

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Regional Mobility Policy Update TSMO System Completeness); tracking implementation of the 21 Actions in the 2021 TSMO Strategy (e.g., deploying Intelligent Transportation Systems (ITS), Mobility on Demand); providing coordination and leadership for related efforts (e.g., research).

- TSMO Program Plus (one-time funds) to assist local transportation system planning, participation in state TSMO planning, policy development supportive of operator agreements, research to fill equity gaps, training for TSMO partners and support for communicating TSMO to more audiences.
- Accessible, routable sidewalk data, region-wide (one-time funds) will involve residents and partners to improve data sets used for planning trips to be customized by people with disabilities to support their access needs.
- TSMO Program Investment (one-time funds) for three tasks: update the region’s Intelligent Transportation System (ITS) Architecture document and data files; coordinate transit signal priority projects; and, evaluate progress on the 2021 TSMO Strategy.

The TSMO Program is ongoing and the one-time funds support planning described above that will continue into the next fiscal year. Consultant services will be used to support some of the one-time funded tasks.

The TSMO Program involves local and state agencies in developing increasingly sophisticated ways to operate the transportation system. Operators include ODOT, TriMet, Clackamas County, Multnomah County, Washington County, City of Portland and City of Gresham along with many other city partners, Port of Portland, Portland State University and Southwest Washington State partners. Staff requests anyone working in parallel efforts to the 21 actions in the TSMO Strategy to join regional coordination. Information and updates can be found at [www.oregonmetro.gov/tsmo](http://www.oregonmetro.gov/tsmo) including monthly TransPort meetings. Please email staff with any questions.

#### **Major accomplishments/milestones for reporting period of July – December 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). The City of Portland made progress continues to work with regional traffic signal partners to implement the Central Signal System Upgrade. Specifically, Portland is in final testing of the system that is funded in part by Metro’s TSMO program. Cities and counties are also upgrading hundreds of signal controllers with TSMO program funds and will fully use the Central Signal System. This work makes progress on TSMO Strategy Actions 2 and 14. Planning staff continue to put TSMO projects in motion to update the regional ITS Architecture (Action 21) and improve data for travelers (Actions 15 and 19). All projects receiving TSMO suballocations are in the MTIP. Over the last six months, several were amended to better reflect project phases.
  - Planning staff, along with Metro’s Better Bus Program, worked closely with TriMet on a TSMO-related Climate Reduction Program (CRP) funded project: TriMet Line 33 Transit Signal Priority Upgrade (cloud-based TSP). Staff also summarized the research on carbon that is applicable to TSMO projects to consider future projects using CRP resources.
  - Planning staff continued bringing safety messages from the region’s Safe Streets for All (SS4A) work to the TransPort Subcommittee, supporting TSMO Action 17.
  - Planning staff completed work on the TDM/TSMO guidance and toolkit for cities and counties on the Regional Mobility Policy, completing work called for in the 2023 RTP.

- Planning staff assisted in technical support to Regional Flexible Fund staff as they evaluated the TSMO elements of applications.
- Regional collaboration:
  - Planning staff convened TransPort July 10, September 11, November 13 and December 11.
  - TransPort took action to vote in a new ITS Network Management Team Chair, a subgroup of TransPort for data sharing between agencies in the Portland region, including Clark County, Washington.
  - Planning staff shared regular training-related updates, along with funding opportunities announcements and deadlines. Staff also encouraged TSMO innovators to join the SensorAMA event held in October, hosted by Oregon ITE.

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Utilizing Metro and federal funds, TSMO partners will continue 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 will continue through the second half. Planning staff will work with ODOT Region 1 MPO liaison to coordinate the start of Metro-led TSMO projects. The first will be “TSMO Program Plus.” Staff will determine project management roles with ODOT for “TSMO Program Investment” and “Accessible, routable sidewalk data, region-wide.” The latter project, may ultimately be led by another agency, pending discussion.
- Planning staff continued work on TSMO-related Climate Reduction Program (CRP) funded projects. This includes completing Better Bus tasks for project development of the Line 33 transit signal priority upgrade and beginning subsequent phases with FTA funds (transferred from FHWA CRP funds). Planning staff will continue leading a recommendation process for a second CRP project with partner participation and tied to implementation consistent with Actions of the 2021 TSMO Strategy.
- Planning staff will provide technical support for Beaverton, Milwaukie and other partner-efforts to update local transportation system plans, using the TDM/TSMO guidance and toolkit supporting compliance with Regional Mobility Policy.
- The next six months will involve further participation of Metro’s new Assistant Transportation Planner and new Resource Development Manager.

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## MID-YEAR REPORT

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GRANT: Metro Direct Contribution

FISCAL YEAR: FY 2025

AGENCY: Metro

TASK DESCRIPTION: **Better Bus Program**      **BUDGET:**      **\$883,522**  
Metro Direct      \$883,522

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$56,322

BALANCE: \$827,200

### **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 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 and transit agencies to design and implement Better Bus capital and operational investments.

In FY 2023-2024, Metro and TriMet selected projects for design began initial project development and design work on the first round of projects. The program assessed transit delay across the entire TriMet service area, and looked at 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 also investigated opportunities to implement Better Bus projects benefiting areas where TriMet-identified equity transit lines and Metro-identified Equity Focus Areas overlap.

In FY 2024-2025, the Better Bus program will continue to advance design work on the first round of projects, and will identify candidate projects for construction funding, possibly requiring a local match.

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

- Developed Transit Signal Priority (TSP) educational materials
- Completed 15% design, traffic analysis, and cost estimates
- Developed Better Bus Implementation Strategy

### **Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Identify candidate projects for construction funding.

Better Bus Program

- Complete updates to the Bus Delay Analysis Tool (BDAT), incorporating Fall 2024 data.
- Begin implementation of Better Bus projects.

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## MID-YEAR REPORT

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GRANT: FY2025 STBG  
Metro Direct Contribution

FISCAL YEAR: FY 2025 AGENCY: Metro

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TASK DESCRIPTION:	<b>Connecting First and Last Mile: Accessing Mobility through Transit Study</b>	<b>BUDGET:</b>	<b>\$910,920</b>
		STBG	\$149,212
		STBG Match (Metro)	\$17,078
		Metro Direct Contribution	\$744,000

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$113,057

BALANCE: \$797,233

### 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 meeting our mobility goals, achieving transportation equity and 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, which kicked off near the end of Fiscal Year 23-24, is working to identify local service and coordination gaps specific to the Metro region, especially for areas of the region and regional parks not currently served by or with limited transit service, document the range of potential solutions and explore innovative ways to improve transit access and convenience for users (e.g., microtransit), particularly for the first and last mile. This work is building upon local planning efforts (e.g., Transit Development Plans, Statewide Transportation Improvement Fund Plans) and being completed in close coordination with public transit service providers in the region. This work is being completed with



consultant services. The project will conclude in late-2025 and will make recommendations carried forward for consideration in the 2028 RTP update.

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

- Completing the process to procure consultant services for the project, including completing interviews, making a selection, executing the contract and onboarding the consultant.
- Developing the detailed work plan and timeline to conclude as scoping for the 2028 Regional Transportation Plan Update begins.
- Creating a public engagement plan, summarizing the past 8 years of transit feedback as a resource to inform early project phases and launching a project webpage. Developing fact sheets for the project and including those on the project website. Drafting a preliminary engagement implementation plan for the vision and prioritization project phases. Drafting and development of a community survey for release early in the new year.
- Creating a partner engagement meeting schedule plan, on-boarding the working group and holding:
  - bi-weekly project management team meetings
  - two working group meetings
  - one transit provider workshop and one presentation at a Clackamas County Small Transit Providers meeting
  - introductory presentations on the project for partner staff at county technical coordinating committees, TPAC and MTAC
  - introductory presentations on the project for elected officials at county policy coordinating committees, JPACT and MPAC
- Completing a community connector transit inventory memo and map, engaging in community connector policy review and discussion, working on best practices case study review and compiling plans and data to support analysis for the opportunities assessment in the next project phase.
- Scheduling for the next several working group meetings and transit provider workshop to support the project.

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Drafting and coordinating on the project equity framework.
- Launching the community survey and developing additional fact sheets for the project and including those on the project website. Implementing the first phase of the public engagement implementation plan to inform the visioning phase, including:
  - Executing contracts with community-based organizations to hold engagement events
  - Convening a community-based organization discussion group
  - Tabling at community and tribal events
  - Presentations at Metro’s CORE, TriMet’s TEAC and CAT, business chambers and the Portland Indian Leaders Roundtable
  - Interviews and survey outreach with CDCs, affordable housing sites and school SRTS representatives
- Creating a partner engagement meeting schedule plan, on-boarding the working group and holding:
  - bi-weekly project management team meetings
  - four working group meetings
  - one staff and one transit provider workshop and one presentation at a Clackamas County Small Transit Providers meeting

- presentations on the policy framework and assessment approach for partner staff at county technical coordinating committees, TPAC and MTAC
  - presentations on the policy framework and assessment approach for elected officials at county policy coordinating committees, JPACT and MPAC
- Completing the following project deliverables:
  - Mobility hub evaluation criteria and assessment approach
  - Community connector vision map and summary
  - Community connector prioritization criteria and assessment approach
  - Mobility hub map, outcomes summary and toolkit
  - Engagement summaries
- Preparing for advisory committee review of the draft community connector vision later in the summer and scheduling the next several working group meetings and engagement events to support the prioritization phase.

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## MID-YEAR REPORT

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GRANT: FTA Grant

FISCAL YEAR: FY 2025

AGENCY: Metro

TASK DESCRIPTION:	<b>Safe Streets and Roads for All (SS4A)</b>	<b>BUDGET:</b>	<b>\$1,549,186</b>
		SS4A (FTA Grant)	\$1,409,308
		SS4A (FTA Grant)	
		Match (Metro)	\$139,878 <sup>1</sup>

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$256,732

BALANCE: \$1,292,453

### 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>. Metro was awarded funds in 2023 for regional safety planning activities, and funds to suballocate to the City of Tigard, Multnomah County and Washington County to develop safety action plans.

The Safe Streets for All Program helps implement 2023 Regional Transportation Plan (RTP) transportation safety vision and goal of zero traffic deaths and serious injuries by 2035. The program supports implementation of the 2023 RTP and the 2040 Vision for complete and safe walkable, bikeable and transit friendly centers, neighborhoods, and corridors. Program activities focus on using the Safe System Approach and addressing traffic safety issues with a public health and equity lens.

The following notable activities were completed in FY 2023-24:

- Established a regional safety working group.
- Engaged regional partners to expand awareness and understanding of the Safe System Approach.
- Developed preliminary safety data analysis, including city and county high injury corridors.
- Coordinated activities and work plan elements with the Metro Complete Streets Program and local and state safety and complete streets initiatives.

In FY 2024-25 the Safe Streets for All Program will:

- Develop Draft Safety Action Plans for the City of Tigard, Multnomah County and Washington County.

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<sup>1</sup> In addition to the above Metro provided match, an additional \$212,450 of match is provided by Metro's grantees.

- Develop data, tools and workbooks, and legislative priorities to support safe speeds, safe people, safe vehicles and safe roads.
- Engage regional partners to expand awareness and understanding of the Safe System Approach.
- Coordinate safety activities with a regional safety work group.

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

- Made progress towards developing Draft Safety Action Plans for the City of Tigard, Multnomah County and Washington County.
- Developed data and tools to support safe speeds, safe people, safe vehicles and safe roads, including updated city, county and regional high injury corridors; crash map; high injury corridor profiles; equity crash data dashboard; safety analysis for local agencies; crash data warehouse.
- Engaged regional partners to expand awareness and understanding of the Safe System Approach through Metro policy and technical advisory committees and ad hoc work groups.
- Coordinated safety activities with a regional safety work group.

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Complete draft of Safety Action Plans for the City of Tigard, Multnomah County and Washington County.
- Complete draft updated safety policies and strategies for Metro.
- Develop data and tools including Metro Crash Reporting dashboard; update existing tools and reports with new crash data; risk analysis.
- Continue to engage regional partners to expand awareness and understanding of the Safe System Approach through Metro policy and technical advisory committees and ad hoc work groups.
- Continue to coordinate safety activities with a regional safety work group.

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## MID-YEAR REPORT

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GRANT: EPA Grant

FISCAL YEAR: FY 2025 AGENCY: Metro

TASK DESCRIPTION:	<b>Regional EPA Climate Pollution Reduction Grant</b>	<b>BUDGET:</b> CPRG (EPA Grant)	<b>\$648,702</b>  \$648,702
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PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$109,394

BALANCE: \$539,309

### 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.

During FY 2023-24, Metro was awarded the CPRG grant in the amount of \$1,000,000. Initial work included entering into an agreement with EPA and a contract with a consultant to support this work. Metro then completed the PCAP, the first major deliverable in the plan, and supported 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 2024:**

- Held 3 meetings with the project technical steering group to inform the development of the CCAP.
- Held an online open house for members of the general public to learn about the CCAP and provide feedback on which climate actions most benefit their communities.
- Compiled most of the data needed to complete the CCAP GHG inventory and projections.
- Hired a new staff member to support the development of the CCAP.

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Complete the CCAP GHG inventory and projections.
- Identify GHG reduction targets based on feedback from Metro Council and other policy boards in the Metro area.
- Evaluate potential GHG reduction strategies, recommend a set of strategies to include in the PCAP, and analyze the costs, GHG reductions, and co-benefits of these strategies.
- Document work completed to date in the draft CCAP.

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## MID-YEAR REPORT

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GRANT: Metro Direct

FISCAL YEAR: FY 2025

AGENCY: Metro

TASK DESCRIPTION: **Regional Industrial Lands Availability and Intermodal Facilities Access Study**      **BUDGET:** Metro Direct      **\$150,000**  
\$150,000

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$0

BALANCE: \$150,000

### **NARRATIVE:**

The purpose of this study is to further work on data collection, transportation impacts, and land use and transportation policy issues around the growing need for larger distribution centers and fulfillment centers in the Portland Metro region, and the potential shortage of industrial land in the region to meet that need. This study was identified as part of the key findings and recommendations of the Regional Freight Delay and Commodities Movement Stud (completed in 2023), which looked at the need for improved access and mobility to and from regional industrial lands and intermodal facilities.

The scope of the Regional Freight Delay and Commodities Movement Study did not encompass study of the future availability, need, and readiness of large industrial sites that may be needed to accommodate the growth in distribution centers and warehousing that, in turn, meet customer demand for e-commerce deliveries and other industrial products. The Regional Freight Delay and Commodities Movement Study also did not address the potential localized and regional transportation impacts of the growth in fulfillment centers and large disruption centers. The Regional Industrial Lands Availability and Intermodal Facilities Access Study will address these land use and transportation issues, and further study the need for new regional freight and land use policy.

The Regional Industrial Lands Availability and Intermodal Facilities Access Study will provide an update to the Regional Industrial Site Readiness Project’s 2017 inventory. The update will examine the supply of large (25+ acre) industrial sites available to accommodate existing and future employers. The updated 2022 inventory will consider industrial sites within the Portland metropolitan area Urban Growth Boundary (UGB) and select urban reserves. The Regional Industrial Lands Availability and Intermodal Facilities Access Study will inform the ‘Future Vision’ work that Metro will begin in FY 2024-25; and is outlined in Chapter 8 of the 2023 Regional Transportation Plan.

### **Work completed in FY 2023-24:**

A draft description for this study was completed in the 3<sup>rd</sup> quarter of FY 2023-24.

**Work to be completed in FY 2024-25:**

The scope or study work plan will be developed and completed in FY 2024-25. The scope of work will be available for review in the 4<sup>th</sup> quarter of FY 2024-25.

During the 1<sup>st</sup> and 2<sup>nd</sup> quarter of FY 2025-26 the consultant hiring process will be completed. If the consultant hiring process goes as planned the work on the scope will begin in the 3<sup>rd</sup> quarter of FY 2025-26 and will include the formation of a Project Management Team (PMT) and a Stakeholder Advisory Committee (SAC) for the study.

The study will address the 2023 RTP policy guidance for equity, mobility and enhancing the regional economy.

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

- Collaborated with regional economic and land use planners to update the study description of the Regional Industrial Lands Availability and Intermodal Facilities Access Study in the 2025-26 UPWP. The new description of the study includes providing an update to the Regional Industrial Site Readiness Project's 2017 inventory.

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Complete the scope of work for the Regional Industrial Lands Availability and Intermodal Facilities Access Study.
- Write a draft request for proposals (RFP) for the Regional Industrial Lands Availability and Intermodal Facilities Access Study.



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## MID-YEAR REPORT

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GRANT: FY 2025 STBG  
Metro Direct

FISCAL YEAR: FY 2025 AGENCY: Metro

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TASK DESCRIPTION:	<b>Economic Value Atlas (EVA) Implementation</b>	<b>BUDGET:</b>	<b>\$98,920</b>
		STBG	\$39,392
		STBG Match (Metro)	\$4,509
		Metro Direct	\$55,020

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$17,684

BALANCE: \$81,236

### NARRATIVE:

Metro’s Economic Value Atlas (EVA) established 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 for the SW Corridor High Capacity Transit project and elsewhere in the region. These aligned with agency-wide data and planning projects, including the Columbia Connects and Planning for Our Future Economy projects. In FY 2020-2021, Metro participated in a group of peer regions organized by The Brookings Institution for other regions to benefit from the EVA as a model for their applications and to share best practices. The EVA has informed the conditions assessment of the Comprehensive Economic Development Strategy, continues to support the Columbia Connects project, and was integrated into the Comprehensive Recovery Data dashboard by Metro research and data staff.

In FY 2022-23 and FY 2023-2024, staff continued to share best practices with the peer group and moving forward the EVA will be updated with new data and added functionality. The EVA tool supported data benchmarking in the Comprehensive Economic Development Strategy. It also informs the Emerging Growth Trends report, the Regional Transportation Plan (Economy Policy Guidance), and Metro’s Urban Growth Report. The tool supports policy decisions on an ongoing basis.

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

- Completed implementation of saved state functionality for the EVA that will allow simple saving and sharing of maps and selected data to inform policy discussions.

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Communications campaign to make public and practitioners aware of the improved functionality.
- Integration of the EVA with, if feasible, the Future Vision project and the update of the region's Comprehensive Economic Development Strategy.

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## MID-YEAR REPORT

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GRANT: FY 2025 STBG

FISCAL YEAR: FY 2025

AGENCY: Metro

TASK DESCRIPTION:	<b>Regional Emergency Transportation Routes</b>	<b>BUDGET:</b>	<b>\$105,876</b>
		STBG	\$49,738
		STBG Match (Metro)	\$5,693
		RDPO Grant	\$50,445

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$26,597

BALANCE: \$79,279

### NARRATIVE:

Identified in Chapter 8 of the [2023 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 2024-2026 to prioritize/tier the routes in the updated network and research best practices that may inform how the region considers operational guidance for route owners/operators. For more information on RETRs, please visit <https://rdpo.net/emergency-transportation-routes>.

In FY 2023-24, interim activities have been underway to help prepare for phase 2. Metro has added the updated RETRs into the 2023 Regional Transportation Plan (RTP) update. RDPO has conducted additional technical analysis including updates to some public works facilities information and an updated analysis of potential Cascadia earthquake impacts to RETRs. RDPO was awarded federal funding for phase 2 through the Urban Areas Security Initiative (UASI) grant program which was made available in the Spring of 2024.

The first half of FY 2024-25 will be focused on developing tiering methodology and the latter half of the year will be focused on refining and applying the methodology. Concurrently there will be research completed on best practices for owners and operators of regional emergency transportation routes. This project will be supported by consultants.

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

- Finalized working agreement between RDPO and Metro
- Selected and hired a contractor
- Recruited multi-disciplinary project workgroup and held kickoff workgroup meeting
- Briefed JPACT and RDPO Policy committee on the project
- Completed Draft Best Practices memo

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Finalize Best Practices memo
- Finalize Data Review
- Hold technical workshop with subject matter experts to inform prioritization/tiering methodology
- Hold workshop with Community Based Organizations to inform prioritization/tiering methodology
- Hold workgroup meeting #2

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## MID-YEAR REPORT

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GRANT: FY 2025 STBG  
Metro Direct

FISCAL YEAR: FY 2025 AGENCY: Metro

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TASK DESCRIPTION:	<b>Investment Areas (Corridor Refinement and Project Development)</b>	<b>BUDGET:</b>	<b>\$845,045</b>
		STBG	\$630,264
		STBG Match (Metro)	\$72,137
		Metro Direct	\$142,644

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$167,823

BALANCE: \$677,222

### NARRATIVE:

Metro’s Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors to 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 helps local jurisdictions advance 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 on limited dollars. 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 mobility and transit capacity improvements across the region. Specific projects include TV Highway, Better Bus, 82nd Ave, additional support for the Southwest Equitable Development Strategy, Sunrise Corridor visioning and Montgomery Park Streetcar project.

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 the Portland Metro region.

Investment Areas (Corridor Refinement and Project Development)

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

- 82<sup>nd</sup> Avenue Project entered FTA CIG Small Starts Project Development

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Montgomery Streetcar Project enters FTA CIG Small Starts Project Development

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## MID-YEAR REPORT

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GRANT: FTA Grant  
Metro Direct

FISCAL YEAR: FY 2025 AGENCY: Metro

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TASK DESCRIPTION:	<b>Southwest Corridor Transit Project</b>	<b>BUDGET:</b>	<b>\$526,455</b>
		SW Corridor Equitable Dev. Strategy (FTA Grant)	\$350,000
		SW Corridor Equitable Dev. Strategy (FTA Grant) Match (Metro)	\$87,500
		Metro Direct	\$88,955

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$289,369

BALANCE: \$237,087

### NARRATIVE:

The Southwest Corridor Transit Project would extend the MAX light rail system to connect downtown Portland with southwest Portland, Tigard and Tualatin. The identified 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. Current program activities include the ongoing implementation of an equitable development strategy to protect and enhance housing options and jobs for all households. Previous activities have included environmental review and concurrence, collaborative project design, and coordination on land use planning.

The project supports local land use plans 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 Regional Transportation Plan (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.

Project partners include TriMet, ODOT, Metro, Washington County, Portland, Tigard, Tualatin and Durham, whose staff have collaborated on project planning and design. Project planning and design (including the steering committee) were put on pause in late 2020 after a regional transportation funding measure that would have funded local match did not pass.

In FY 24-25 Metro and TriMet will continue to work with partners to identify potential 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 (SWEC) to support the goals of the Southwest Corridor Equitable Development Strategy. Metro will work to find opportunities to continue advancing this work.

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

- Finalized the Affordable Commercial Space Strategy for the SW Corridor
- Wrapped up the last of the test case applications related to stabilization actions in October 2024

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Will begin the update of the SW Corridor Equitable Development Strategy, last published in 2019.
- Outreach will begin on determining the type of business representation model that will be created over the next 18 months for the Barbur Corridor.



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## MID-YEAR REPORT

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GRANT: FTA Grant

FISCAL YEAR: FY 2025

AGENCY: Metro

TASK DESCRIPTION:	<b>TV Highway Transit and Development Project</b>	<b>BUDGET:</b>	<b>\$562,154</b>
		TV Highway Flex Transfer (FTA Grant)	\$562,154
		TV Highway Flex Transfer (FTA Grant) Match (Metro)	\$0 <sup>1</sup>

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$214,299

BALANCE: \$347,854

### 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 and safety improvements, specifically enhanced transit or Bus Rapid Transit (BRT) in the corridor. 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 transit and safety concept design. Work on both elements will continue into FY 24-25.

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. With the EDS document completed in June 2023, work has shifted and will continue to focus on implementation of community-identified priority action items. Metro will work to find opportunities to advance this work.

Project partners identified above are working toward agreement on a transit and safety concept for the corridor. This work is guided by a Steering Committee that includes elected officials, agency leaders, and members of the TV Highway Equity Coalition.

Early in FY 2025, Metro anticipates the Steering Committee endorsing a transit and safety investment concept for TV Highway. From this point, work will focus on identifying a funding strategy that could include an FTA Small Starts Capital Investment Grant.

This project supports the 2023 Regional Transportation Plan policy guidance on equity, safety, climate, mobility and economy. Typical project activities include coordinating and facilitating the project steering

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<sup>1</sup> Match amount budgeted as provided in a previous fiscal year.

committee, jurisdictional partner staff meetings, and the community engagement program; stewarding implementation 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-hope-grant>

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

- The project staff team conducted various public engagement efforts to seek community feedback on proposed station locations, gauge community support for proposed investments, and allow space for open-ended comments. This included an online survey, tabling at in-person events, and presentations to community groups.
- The design consultant team completed the final phase of advanced concept design, including the LPA plan set and final report.
- The project staff held conversations with project partners to agree on a high-level funding plan for the project's local match as part of an FTA Small Starts Capital Investment Grant.

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- The project Steering Committee will vote to recommend a Locally Preferred Alternative (LPA) and funding plan for an FTA CIG Small Starts Project.
- Metro staff will support the process of LPA approval and adoption by local jurisdictions, approval by the TriMet Board, and endorsement by JPACT and Metro Council.
- Metro staff will continue supporting EDS community partners with project implementation.

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## MID-YEAR REPORT

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GRANT: FTA Grant  
Metro Direct

FISCAL YEAR: FY 2025

AGENCY: Metro

TASK DESCRIPTION:	<b>82nd Avenue</b>	<b>BUDGET:</b>	<b>\$1,592,705</b>
		82nd Ave (FTA Grant – Flex Transfer)	\$1,116,989
		82nd Ave (FTA Grant – Flex Transfer) Match (Metro)	\$127,844
		Metro Direct	\$347,871

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$453,626

BALANCE: \$1,139,078

### NARRATIVE:

Metro, in partnership with the City of Portland, TriMet, Clackamas County, ODOT, Multnomah County, and the Port of Portland is leading a collaborative process to complete a transit analysis, develop a conceptual transit design, and analyze travel time and reliability to advance a bus rapid transit (BRT) project on the 82nd Avenue Corridor.

In FY2023-24, the project concept was advanced with a focus on development of the Locally Preferred Alternative (LPA). The following milestones were the focus of the work to develop an LPA:

- Interagency and community coordination
- Steering committee adoption of transit goals and objectives and initial purpose and need
- Community engagement, open houses, workshops, focus groups, and surveys
- Data collection and technical analysis to determine existing and future needs
- Supported community partners development and adoption of an Equitable Development Strategy (EDS)

During FY2024-25 Metro will support the process of LPA approval and adoption into local plans, JPACT and Metro Council will endorse the LPA, and then codifying the LPA will be codified into the Regional Transportation Plan. The project team will enter FTA CIG Small Starts Project Development, begin the NEPA early scoping, advance design, and work on materials for the FTA funding process. Key milestones will include:

- LPA adoption into local plans, endorsed by the MPO and Metro Council, and adopted into the fiscally-constrained Regional Transportation Plan
- Pursue a variety of funding opportunities at the federal, state, regional, and local levels
- Continue supporting EDS community partners with project implementation
- Kick off Small Starts Project Development

82nd Avenue

- Determine NEPA strategy and begin process of early scoping
- Develop materials for FTA CIG Small Starts project rating

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 2024:**

- Entered FTA CIG Small Starts Project Development
- Supported TriMet in securing a \$55,500,000 Collaborating for Climate Action funding grant from the Portland Clean Energy Fund (PCEF), of which a portion will apply to the 82<sup>nd</sup> Avenue Transit Project
- Supported the City of Portland in securing a \$9,600,000 U.S. Department of Transportation Safe Streets for All Grant, of which a portion will apply to the 82<sup>nd</sup> Avenue Transit Project
- Supported TriMet in securing a \$39,000,000 FTA Low and No Emissions Program grant, of which a portion will apply to the 82<sup>nd</sup> Avenue Transit Project
- Issued notice of intent in the procurement of the NEPA consultant

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Steering Committee adoption of the LPA
- LPA adoption into local plans and endorsement by the MPO and Metro Council
- Completion of the 15% and 30% design sets
- Submission of FTA CIG Small Starts project rating materials
- Development of initial NEPA workplan and preliminary NEPA methods

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## MID-YEAR REPORT

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GRANT: State of Oregon Grant

FISCAL YEAR: FY 2025 AGENCY: Metro

TASK DESCRIPTION: **Regional Rail Futures Study** BUDGET: **\$500,000**  
State of Oregon Grant \$500,000

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$29,520

BALANCE: \$470,480

### NARRATIVE:

The RTP establishes a strong vision for transit to help the Portland metropolitan region meet its transportation goals and provide communities with equitable, economic, safety and climate benefits. However, gaps remain in the transit system. While the region’s long-term target is 36% of jobs accessible within 45 minutes by transit, our 2045 RTP constrained investments would only provide access to 8% of jobs. Reuse of existing freight rail lines is a potential solution to improve access already leveraged in the region (e.g., WES, Council Creek).

In April 2024, the Oregon State Legislature passed Senate Bill 5701, calling on Metro to study the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes. Metro, with the help of a consultant team, will assess heavy rail corridors for their ability to serve travel markets. In addition, staff anticipate organizing a technical advisory group that will provide feedback on the findings. The end result will be a memorandum to the Oregon legislature. The Regional Rail Futures memo will document findings, assess corridor readiness-barriers and opportunities, and make recommendations to inform the region’s vision for passenger rail priorities. It will recommend next steps (near and longer term), as well as identify areas that need more analysis, corridors that are likely to serve the most riders, and opportunities and barriers to implementation.

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

- Received/accepted funds from Oregon Department of Transportation.
- Solicited, interviewed, and hired consultant team.
- Created Technical Advisory Group (TAG).

### Major accomplishments/milestones *planned* for reporting period of January – June 2025:

- Engagement with the Technical Advisory Group (1 to 2 meetings).
- Existing conditions inventory, mapping, and data gap analysis documented in a memorandum and maps.
- Begin rail corridors barriers and opportunities analysis.

Regional Rail Futures Study

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## MID-YEAR REPORT

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GRANT: FY 2025 PL

FISCAL YEAR: FY 2025

AGENCY: Metro

TASK DESCRIPTION:	<b>MPO Management and Services</b>	<b>BUDGET:</b>	<b>\$534,048</b>
		PL	\$454,331
		PL Match (ODOT)	\$52,000
		Metro Direct	\$27,717

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$146,986

BALANCE: \$387,062

### **NARRATIVE:**

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

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

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

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

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 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 or general planning coordination and special planning projects:

- ODOT/Metro Annual Unified Planning Work Program funding agreement (*effective through June 30, 2025*)
- 4-Way Planning IGA with ODOT, TriMet and SMART (*extended through November 30, 2025*)
- SW Regional Transportation Council (RTC) MOU (*effective through June 30, 2027*)
- Oregon Department of Environmental Quality MOU (*effective through March 7, 2023*)

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

In 2024-25, Metro will work with our federal partners to complete an onsite federal certification review, including responding to any recommendations and actions with a work program to guide our subsequent, annual self-certifications.

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

- Publication of the adopted 2023 Regional Transportation Plan (RTP).
- Administrative amendments to the 2024-25 Unified Planning Work Program (UPWP).
- Reappointment of Transportation Policy Alternatives Committee (TPAC) community representatives to an optional second term.
- Participation in quarterly Oregon MPO Consortium (OMPOC) and Oregon MPO/Transit coordination meetings.

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Federal U.S. Department of Transportation on-site review and certification of Metro’s transportation planning program (Feb-May).
- Publication of draft 2025-26 Unified Planning Work Program (Feb) and adoption (May)
- Participation in quarterly Oregon MPO Consortium (OMPOC) and Oregon MPO/Transit coordination meetings.
- Annual self-certification with federal transportation planning requirements for MPOs (May)

MPO Management and Services

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## MID-YEAR REPORT

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FISCAL YEAR: FY 2025 AGENCY: Metro

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

PERIOD COVERED: July 1, 2024 – December 31, 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 programs 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.

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

- Metro updated and submitted its [Limited English Proficiency Plan](#).
- Submitted its Title VI annual report to ODOT.

Civil Rights and Environmental Justice



- Metro submitted its Title VI program to the Federal Transit Administration (FTA).
- Metro continued public engagement, including with historically marginalized communities, including communities of color, and in-language engagement to shape the 82<sup>nd</sup> Ave. Transit project and the Tualatin Valley Highway Transit project.

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Metro will work on updating its Title VI Plan for submission to ODOT by Sept. 2025.
- Metro will hold a public comment period for Regional Flexible funding Spring 2025 include broad virtual outreach.
- In spring 2025, Metro plans to engage historically marginalized communities, including communities of color, communities with limited English Proficiency, youth, older adults, unhoused people, people with low incomes and people with disabilities in emergency transportation route planning and a regional community connector transit study.

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## MID-YEAR REPORT

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GRANT: FY 2025 STBG  
Metro Direct

FISCAL YEAR: FY 2025 AGENCY: Metro

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TASK DESCRIPTION:	<b>Data Management and Visualization</b>	<b>BUDGET:</b>	<b>\$2,284,522</b>
		STBG	\$429,759
		STBG Match (Metro)	\$26,080
		STBG Match (ODOT)	\$23,108
		Metro Direct	\$1,805,575

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$989,972

BALANCE: \$1,294,549

### 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 also coordinates joint purchase of digital aerial orthophotography and lidar by local governments and nonprofit groups in the greater Portland region. Consortium purchase reduces each member's cost of obtaining photography through cost sharing.

In FY2023-24, the DRC:

- Offered trainings to prepare Geographic Information System (GIS) users across the agency for the transition from ArcMap to ArcGIS Pro
- Introduced a wide audience to ArcGIS Online and completed the necessary system upgrades to support the entire geospatial technology platform
- Modernized the online MetroMap application, making it mobile friendly, multilingual and accessible to more users.
- Provided technical expertise, analysis and data visualization products for Regional Transportation Planning including the State of Safety Report, the Metropolitan Transportation Improvement Program, the Regional Travel Demand Model, and a high-level geospatial assessment of the outcomes of Regional Transportation Plan projects for key metrics such as equity and active transportation network connectivity.
- Collected aerial orthophotos, then validated and shared them with partners via high-performance web services.

In FY2024-25, the DRC will continue adding value 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,

Data Management and Visualization

sidewalks, trails, and public transit routes; annual updates to crash data, vehicle miles traveled, and equity focus area.

- Continued work on emergency transportation routes 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, which also inform transportation planning. RLIS is an on-going program with a 30+ year history of regional GIS leadership and providing quality data and analysis in support of Metro’s MPO responsibilities.
- The Data Management and Visualization program will continue to provide GIS and Power BI governance while working to develop new tools such as a “quick facts” viewer with commonly requested statistics for key areas of interest and will provide on-demand analytics support for MPO projects.
- Aerial orthophotos and lidar will be collected, processed, and distributed.

For additional information about the Data Resource Center’s data management and visualization projects, email [madeline.steele@oregonmetro.gov](mailto:madeline.steele@oregonmetro.gov).

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

- RLIS data updates and upgrades
  - Quarterly RLIS updates in August and November 2024 (July - August & October - November 2024)
  - Completed weekly updates to the RLIS street centerline (ongoing)
  - Added American Community Survey (ACS) 5-Year Detailed Language Estimates at the Public Use Microdata Area (PUMA) level (these are the smallest available geographical units for these variables) to the RLIS catalog. The dataset includes estimates of language spoken at home and limited English proficiency for people 5 years of age and over, and is useful for planning equitable outreach. (July – August 2024)
  - Published traffic count and vehicle classification data that Metro has collected over the years via RLIS. Traffic counts are collected at dozens of set locations across the region in order to validate Metro’s travel demand model. Counts are available for years 2015, 2017, 2019, 2022, and 2024, and new data will be added every 2 years. (August 2024)
  - Through stakeholder interviews and surveys, collected 110 RLIS improvement ideas for evaluation. This list, which includes potential new layers, new attributes, new applications, and process improvements, will be prioritized and shortened based on feasibility, level of effort, value to stakeholders, equity, and more, and will be used as the foundation for the RLIS team’s FY26 and 27 work plans. (February – November 2024)
- Completed development of the new [Quick Facts Viewer](#) application, which provides demographic indicators (Quick Facts) for selected geographies in greater Portland. Demographic estimates are derived from American Community Survey (ACS) 2018-2022 5-year data. Estimates for counties and cities are taken directly from the ACS; estimates for Metro-specific geographies are derived using dasymetric methods based on census tract geographies and housing unit distributions. The data will be updated each winter after new ACS data are released. This new tool provides a convenient single source of truth for these foundational statistics for Metro and its partners. (July – September 2024)
- [MetroMap](#) upgrades (August – October 2024)

- Added a new Print tool, which supports printing high-resolution maps and location reports
  - Added the Metropolitan Planning Area layer to the set of available layers
  - Made additional small improvements, listed in the [changelog](#)
- Continued governance of Metro’s ArcGIS Online presence to ensure all public-facing content (which includes over 200 maps, tools, storymaps, etc.) represents the agency well.
- With input and buy in from key Regional Aerial Photo Consortium stakeholders, finalized and published a new [6-year Strategic Plan](#) for the Consortium for years 2024 - 2030. (May – October 2024)
- Released a final imagery service and raw data from “leaf off” aerial orthophotos collected in March of 2024. These images allow users to map features (such as sidewalks) that are often obscured by deciduous tree canopy during summer collections. (September – October 2024)
- Collected and published preliminary 2024 regional aerial photos to support land use analysis and digitization of transportation assets not captured in existing GIS data (June – December 2024)
- Via a USGS partnership, aerial lidar data were collected for the entire Metro region. (July – August 2024)
  - The data are currently going through a rigorous validation process; final deliverables will be available in early 2026. Lidar is valuable for transportation planning and related fields because it provides highly accurate, detailed 3D scans of the environment, enabling precise mapping of infrastructure and terrain, which is crucial for informed design and maintenance decisions.

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Quarterly RLIS updates for publication in February and May, and weekly RLIS street centerline updates.
- Finalize operating system and software updates for Metro GIS Servers
- Continued MetroMap enhancements in response to user feedback and accessibility testing
- Complete and publish 2024 Vacant Land Inventory
- Develop plan for ensuring all of Metro’s public-facing mapping applications comply with the 2024 DOJ ruling on web Accessibility by April of 2026.
- Finalize renovation of the RLIS API (Application Programming Interface). This 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, tax lot 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), it has been renovated. Final testing is underway and the final cutover to the new version will occur in early 2025.
- Continued governance of Metro’s ArcGIS Online presence
- Update regional crash database with latest annual update (2023 crashes) from ODOT.
- Complete filtering and ranking of RLIS improvement ideas collected in the first half of the year, and establish foundational FY26/27 work plan for the RLIS team.

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## MID-YEAR REPORT

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GRANT: FY 2025 5303  
FY 2025 STBG

FISCAL YEAR: FY 2025 AGENCY: Metro

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TASK DESCRIPTION:	<b>Land Use and Socio-Economic Modeling Program</b>	<b>BUDGET:</b>	<b>\$377,797</b>
		5303	\$191,001
		5303 Match (Metro)	\$21,861
		STBG	\$58,266
		STBG Match (Metro)	\$6,669
		Metro Direct	\$100,000

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$172,612

BALANCE: \$205,184

### 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 Metropolitan Statistical Area (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 (e.g. 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 support transportation planning and transportation project development. Beyond Metro itself, 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 that informs the region’s most significant decisions, the annual program leverages significant historical investments and to ensure that the analytical tools are always ready to fulfill the project needs of Metro’s partners. These 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 and economic goals. This is an ongoing program.

Land Use and Socio-Economic Modeling Program

#### Work completed in FY 2023-24:

- Developer Supply Processor (DSP) modeling – the DSP model is a land supply redevelopment forecast estimation model structured as a real estate pro forma. The model is consistent with HB 2001, and Oregon law passed in 2019 allowing more housing types in residential areas, and includes:
  - Entitlement screen
  - Regional Land Information System (RLIS) zoning crosswalk between local zoning districts and Metro regional land use categories
  - Middle housing supply estimate
  - Redevelopment (residential + non-residential) supply
  - Land Use Technical Advisory Group (LUTAG) and local partner review/ approval of DSP and redevelopment
- Buildable Land Inventory (BLI) - vacant land model (also consistent with HB 2001)
  - Updated to 2022 vacant land inventory
  - LUTAG reviewed/approved BLI model assumptions
  - Local review of final BLI (vacant + redevelopment)
- Regional Economic Forecast model revision and update
  - Re-estimation of model equations
  - Regional economic/ demographic inputs
  - National economic/ demographic inputs
  - Coordination with Portland State University population forecast and inputs
  - Convened/ review regional forecast by expert panel
  - Regional Economic Forecast (2024 -2044)
  - Regional Population Forecast (2024 -2044)
    - Household Income Age (HIA) forecast
    - Disability forecast
    - Race/ ethnicity forecast
- Ongoing Mapping & Data Analytics of Census 2020 Data (flow basis)
- Ongoing Maintenance of Land Development Monitoring System
- DRAFT Urban Growth Report
- Land Use Model Improvements – task ongoing

#### Work in FY 2024-25

- Land Use Model (LUM) Improvements
  - Determine if MetroScope is still a viable LUM alternative
  - Modify DSP/ pro-forma-based approach to forecasting redevelopment supply for use in a LUM – model integration work (depends on LUM platform TBD)
  - Create New Buildable Land Model / Inventory Approach (must be consistent with HB 2001 regulations) – model integration work (depends on LUM platform TBD)
  - Develop of a New LUM Platform to Replace MetroScope (multi-year) – note: model selection could still be MetroScope
- On-going regional economic / demographic forecast and data maintenance
  - Regional economy
  - National drivers
  - Population / vital statistics
- TAZ distributed forecast DRAFT
  - TAZ allocation

#### Land Use and Socio-Economic Modeling Program

- TAZ local jurisdiction review
- Urban Growth Report (UGR) Documents and Analytics
  - Final Regional Forecast (i.e., population, households, employment, range projections, income, race, disability, HIA distributions)
  - Final UGR documents (supporting analytics and appendices – regional forecast, BLI/ capacity, residential and non-residential need/ gap analytics, land/economy performance monitoring mandates and statistics)
- Ongoing Mapping & Data Analytics of Census 2020 & ACS Data (flow basis)
- Ongoing Maintenance of Land Development Monitoring System

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

- Revision of draft urban growth report, buildable lands inventory, and construction demand and capacity forecasts in support of final sexennial urban growth management decision
- Progress on initial implementation of UrbanSim cloud-based land use modeling platform, including:
  - Establishment of modeling region boundary,
  - Assembly, quality control, and importation of Oregon year 2010 and 2020 data for:
    - Modeling region boundary,
    - Urban growth boundary,
    - Traffic analysis zones,
    - Transportation level of service matrices,
    - Taxlots,
    - Building footprints,
    - Generalized zoning classification,
    - Housing inventory,
    - Buildable lands inventory (for 2024), and
    - Employment;
  - Harmonization of comparable data in Clark County, Washington,
  - Modification of defaults for employment categories,
  - Integration of developer supply preprocessor (DSP) pro-forma real estate model profitability estimates, and
  - Preliminary testing of calibration for entire model system over 2010 to 2020
- Coordination with transportation modelers in preparation for short-term application of UrbanSim Cloud model for update of decennial census to 2024 base year data

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Completion of initial instance of UrbanSim cloud-based land use modeling platform, including:
    - Rolling back 2024 buildable lands inventory to 2020 calibration year
    - Establishing a foreign key for housing inventory in buildable lands inventory
- Land Use and Socio-Economic Modeling Program

- Modification of default specification of housing types and demographics
- Completion of calibration and validation of UrbanSim Cloud model over 2010 to 2020
- Sensitivity testing of UrbanSim Cloud model on select alternative scenarios
- Completion of short-term application of UrbanSim Cloud model for update of decennial census to 2024 base year data and delivery to activity-based transportation model development team
- DRAFT long-term application of UrbanSim Cloud model to allocation of regional population and employment forecast adopted in council’s sexennial growth management decision, also known as the “distributed forecast”
- Outreach with cities & counties to reconcile distributed forecast with local knowledge



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## MID-YEAR REPORT

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GRANT: FY 2025 5303  
Metro Direct  
Local Support

FISCAL YEAR: FY 2025 AGENCY: Metro

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TASK DESCRIPTION:	<b>Travel Model Program</b>	<b>BUDGET:</b>	<b>\$1,054,647</b>
		5303	\$469,494
		5303 Match (Metro)	\$53,736
		Metro Direct	\$281,417
		Local Support (TriMet)	\$250,000

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$533,899

BALANCE: \$520,748

### 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 (ABM) -includes 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 (DTA) 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, congestion and economic goals. This is an ongoing program.

Work completed in FY 2023-24

- Activity-based Travel Demand Model (i.e., ActivitySim) Development
  - Updated Population Synthesizer (i.e., PopulationSim)

Travel Model Program

- Refined Micro-Analysis Zones, Transportation Analysis Zones (TAZ), and networks
- Completed initial calibration, reasonableness checks, and region-specific customization
- DTA model development and application in support of regional pricing studies
- Implementation and application of FTA’s STOPS model in support of regional transit studies
- Freight Model Dashboard validation and application
- Mobility Policy Update metric application
- Oregon Household Activity Survey implementation: Fall 2023, Spring 2024

Work in FY 2024-25:

- Completion of Oregon Household Activity Survey data analysis and delivery
- 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 2024:**

- Activity-based Travel Demand Model (i.e., ActivitySim) Development
  - Refined Micro-Analysis Zones (MAZ), Transportation Analysis Zones (TAZ), and networks specific to Portland Metro region, including updates to year 2024/2025 data
- Implementation and application of FTA’s STOPS model in support of regional transit studies

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Completion of Oregon Travel Study survey data delivery, analysis, and implementation
- Activity-based Travel Demand Model (i.e., ActivitySim) development
  - Further refinement of networks, land use, and other inputs to ActivitySim model
  - Creation of initial Estimation Bundles for ActivitySim using OTS survey data
  - Initial statewide estimation of ActivitySim model using OHAS results

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## MID-YEAR REPORT

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GRANT: FY 2025 5303

FISCAL YEAR: FY 2025

AGENCY: Metro

TASK DESCRIPTION:	<b>Oregon Household Travel and Activity Survey Program</b>	<b>BUDGET:</b>	<b>\$134,733</b>
		5303	\$120,896
		5303 Match (Metro)	\$13,837

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$25,827

BALANCE: \$108,906

### 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 Oregon Department of Transportation (ODOT), the members of the Oregon Metropolitan Planning Organization Consortium (OMPOC) 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)
- Post-Phase III – Data Sharing and Future Survey Planning (FY 2024-2025)

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 in FY 2023-24:

- Sampling strategy adjustments based on Spring 2023 survey pilot

- Received and reviewed two additional technical memos on survey collection recommendations and implementation plans
- Partner engagement with major universities and transit agencies
- Surveyed roughly 16,000 Oregon households during Fall 2023 and Spring 2024 data collection periods
- Kicked off first follow on survey to study e-commerce impacts on travel behavior in Oregon households

Work in FY 2024-25:

- Process survey data and finalize documentation
- Update data sharing procedures for partners, researchers, and public
- Receive final, weighted survey dataset for use in model estimation, policy support, and research
- Explore future potential for continuous travel surveying in Oregon
- Receive final deliverables from e-commerce follow on study
- Connect survey data to statewide Joint Estimation work that is developing the next generation activity-based travel model

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

- Completed survey collection under budget, freeing up contingency funds for survey and data enhancements
- Amended contract to shift contingency funds towards survey extension/augmentation tasks by consultant, after consultation among funding partners and stakeholders
- Developed plan for independent audit of survey data by an external party

**Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Delivery of complete, weighted survey data set, incorporating independent audit and internal review recommendations
- Delivery of technical memo describing data processing and weighting
- Delivery and dissemination of statewide and MPO-specific survey reports, including comparison with last conducted travel survey from 2010-2011
- Completion of updated survey data sharing protocol for internal and external users
- Fielding of contingency-funded qualitative equity-focused interviews with lower SES survey participants
- Finalized plans for additional contingency-funded tasks, including: enhanced data processing to support model development, data visualization tool, joint trip synthesis improvements, and value of travel time study

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## MID-YEAR REPORT

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GRANT: FY 2025 STBG

FISCAL YEAR: FY 2025

AGENCY: Metro

TASK DESCRIPTION:	<b>Technical Assistance Program</b>	<b>BUDGET:</b>	<b>\$63,717</b>
		STBG	\$57,174
		STBG Match (Metro)	\$6,544

PERIOD COVERED: July 1, 2024 – December 31, 2024

EXPENDED TO DATE: \$71,794

BALANCE: \$(8,077)

### **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 2024:**

- Provided modeling and analysis to Clackamas County in support of TSP preparations
- Provided travel model and MCE tool outputs and analysis to TriMet in support of system assessments
- Provided modeling and analysis to ODOT to test impacts of Regional Mobility Pricing Plan on Boone Bridge
- Provided modeling and analysis to ODOT in support of Mobile Source Air Toxicity analysis
- Provided model plots to City of Milwaukie in support of TSP preparations
- Provided Vision Eval GHG inputs to City of Portland

### **Major accomplishments/milestones *planned* for reporting period of January – June 2025:**

- Provide modeling and analysis to jurisdictional partners as needed

Technical Assistance Program

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

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Jan. 27, 2023