

Memo



Date: November 23, 2022
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Senior Transportation Planner
Subject: Administrative amendments to the 2022-23 Unified Planning Work Program (UPWP)

Background

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It includes all planning projects that will be receiving federal funds for the upcoming fiscal year. The UPWP describes a process for administrative amendments: 1) Notify TPAC; 2) Send amendment to USDOT for approval.

See attached project narratives which describes (in tracked changes) minor changes to the budgets of several Metro projects to reflect new funds added from the federal Infrastructure Investment and Jobs Act (IIJA) and additional carryover:

- Transportation Planning
- 2023 Regional Transportation Plan (RTP) update
- Complete Streets Program
- Investment Areas (Corridor Refinement and Project Development)
- Tualatin Valley (TV) Highway Transit and Development Project
- 82nd Avenue
- Metropolitan Planning Organization (MPO) Management and Services
- Data Management and Visualization
- Land Use and Socio-Economic Modeling Program
- Travel Model Program

Next Steps

Metro staff will forward notice of this amendment to USDOT staff for approval and these changes will be reflected on the Metro's UPWP webpage.

Please contact John Mermin, john.mermin@oregonmetro.gov if you have any questions about this amendment.

Transportation Planning

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

Description

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

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

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

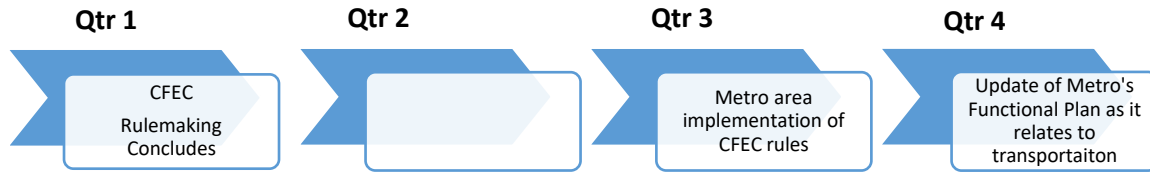
- Policy and technical planning support for the Metro Council
- Administration of Metro's regional framework and functional plans
- Ongoing compliance with Statewide planning goals and greenhouse gas emission targets
- Policy and technical support for periodic urban growth report support
- Coordination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

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

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

FY 2022-23 Unified Planning Work Program

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Requirements:

Personnel Services	\$ <u>277,694,408,380</u>
Materials & Services	\$ 25,850
Indirect Costs	\$ <u>166,339,244,620</u>
TOTAL	\$ <u>469,533,678,800</u>

Resources:

5303	\$ <u>140,427</u>
5303 Match (Metro)	\$ <u>16,073</u>
STBG	\$ <u>421,312,468,660</u>
STBG Match (Metro)	\$ <u>48,221,53,640</u>

TOTAL \$ 469,533,678,800

Regional Transportation Plan Update (2023)

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

Description

The [Regional Transportation Plan](#) (RTP) is a blueprint to guide local and regional planning and investments for all forms of travel – driving, using transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The RTP is maintained and updated at least every five years to ensure continued compliance with state and federal requirements and to address growth and changes in land use, demographics, financial, travel, technology and economic trends. The plan identifies current and future transportation needs and investments needed to meet those needs. The plan also identifies what funds the region expects to have available during the planning horizon to build priority investments as well as maintain and operate the transportation system. Because of its comprehensive scope, most region transportation planning projects inform the RTP in some way, and therefore most projects described in this UPWP will inform the 2023 RTP update.

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

The last update to the plan was adopted in December 2018. The next update is due for completion by December 6, 2023, when the current plan expires. The 2023 RTP update will continue to use an outcomes-driven, performance-based planning approach and apply a racial equity framework to advance RTP policy priorities for advancing equity, improving safety, mitigating climate change and managing congestion. The update also provides an opportunity to incorporate information and recommendations from relevant local, regional and state planning efforts and policy updates completed since 2018. The 2023 RTP update will continue into FY 2023-24.

Key FY 21-22 deliverables and milestones included:

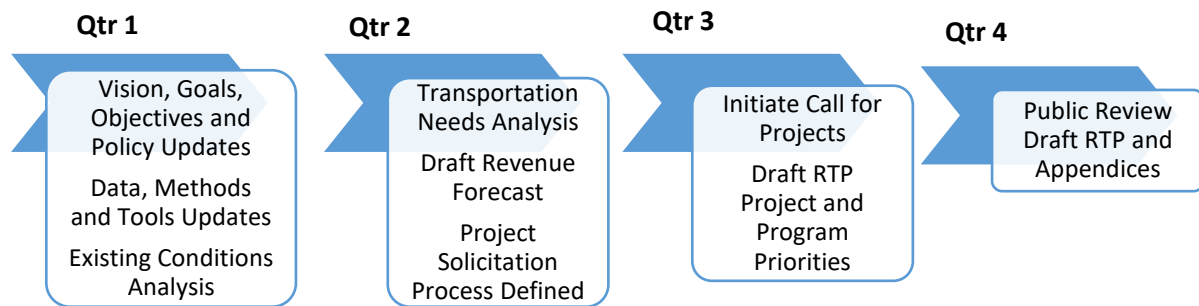
- **Project scoping:** From Oct. 2021 to May 2022, Metro worked closely with local, regional and state partners to scope the update, seeking feedback on the values, priorities and engagement approach through more than 25 briefings, a community leaders’ forum, interviews of 40 stakeholders, on-line survey, language-specific focus groups, consultation meetings with Tribes and state and federal agencies and policy and technical workshops. This extensive feedback shaped development of a set of values, outcomes and actions (VOA) and supporting work plan and engagement plan to guide the update.
- **VOA, work plan and engagement plan approval:** JPACT and the Metro Council approved the VOA and supporting work plan and engagement plan in Spring 2022. **Policy briefs and revenue forecast development:** Initiated development of policy briefs related to emerging transportation trends, congestion pricing, climate justice and resilience, urban arterials, and equitable finance and began development of a draft financially constrained revenue forecast

FY 2022-23 Unified Planning Work Program

the data and tools needed to support the existing conditions analysis, transportation equity analysis and identification of regional transportation needs.

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

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Requirements:

Personnel Services	\$ <u>1,342,0191,307,219</u>
Materials & Services	\$ 542,400
Indirect Costs	\$ <u>803,869783,024</u>

Resources:

PL	\$ <u>1,182,989578,989</u>
PL Match (ODOT)	\$ <u>135,39866,268</u>
STBG	\$ <u>243,297389,255</u>
STBG Match (Metro)	\$ <u>27,84644,552</u>
Metro Direct Contribution	\$ <u>1,098,7581,553,579</u>

TOTAL \$ 2,688,2882,632,643

TOTAL \$ 2,688,2882,632,643

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

Complete Streets Program

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

Description

Metro's Complete Streets program includes activities related to transportation safety, street design, and active transportation. Program activities include sharing best practices and resources, providing technical assistance, developing policies and plans, and monitoring progress towards goals and targets. Metro updated its urban design guide, called the Designing Livable Streets and Trails Guide in 2018 and continues to work with partnering agencies to implement the design guidelines on transportation projects, especially those projects that receive federal funds (available at <https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails>).

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

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

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

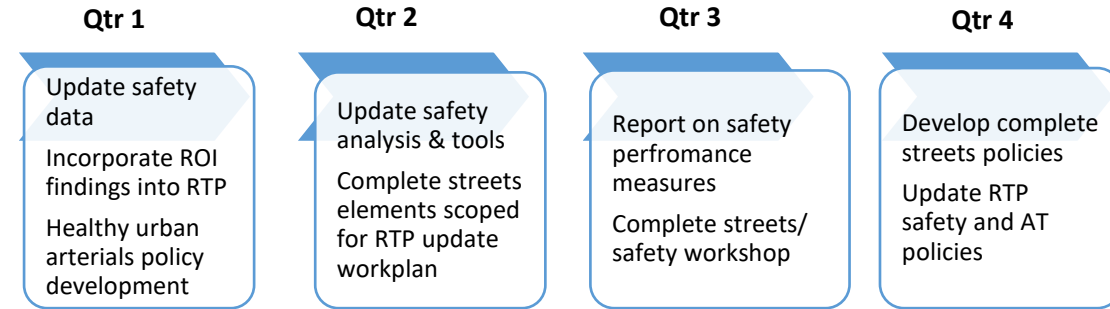
Transportation safety related activities: implement the annual work program (available at [www.https://www.oregonmetro.gov/regional-transportation-safety-plan](https://www.oregonmetro.gov/regional-transportation-safety-plan)), including: develop annual safety fact sheet using most recent crash data (2020); develop and submit annual federal safety performance report with 2020 data; update safety data, the crash map tool, and safety dashboard; update High Injury Corridors and Intersections; convene a regional safety forum on transportation equity and safety; provide safety updates to TPAC and JPACT; access and analyze FARS fatal crash and race/ethnicity data; participate in an MPO safety peer exchange; develop a media training with Multnomah Public Health; host an FHWA safe system approach webinar review and update (if needed) safety policies in the 2023 RTP.

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

FY 2022-23 Unified Planning Work Program

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

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Requirements:

Personnel Services	\$ 77,633
Materials & Services	\$ 2,500
Indirect Costs	\$ 46,502

Resources:

<u>STBGPL</u>	\$ 113,630
<u>STBG-PL</u> Match (<u>MetroODOT</u>)	\$ 13,005

TOTAL \$ 126,635

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Investment Areas (Corridor Refinement and Project Development)

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

Description

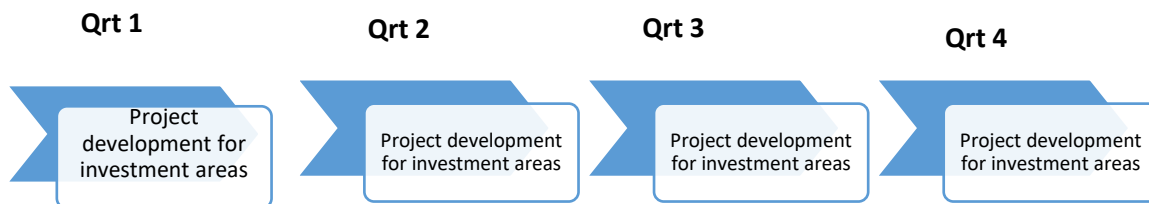
Metro's Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit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

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

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

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

Key Project Deliverables / Milestones



FY 2022-23 Unified Planning Work Program

FY 2022-23 Cost and Funding Sources

Requirements:

Personnel Services \$ ~~340,217~~319,617

Materials & Services \$ 36,600

Indirect Costs \$ ~~203,790~~191,451

TOTAL \$ ~~580,607~~547,668

Resources:

STBG \$ 92,595

STBG Match (Metro) \$ 10,598

Metro Direct \$ ~~477,414~~547,668

Contribution

TOTAL \$ ~~580,607~~547,668

TV Highway Transit and Development Project

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

Description

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

The program began in the fiscal year 2021-22. In that year, the project convened a group to create an equitable development strategy (EDS). This coalition of community-based organizations (CBOs) that represent communities of color and other marginalized communities within the study area is responsible for developing a strategy with the community. In addition, the project created a steering committee that includes elected officials and members of this coalition. The Steering Committee is charged with identifying a locally preferred alternative (LPA) for a Bus Rapid Transit (BRT) project. The committee's work is informed by input gathered through public engagement efforts that include targeted outreach to communities of concern.

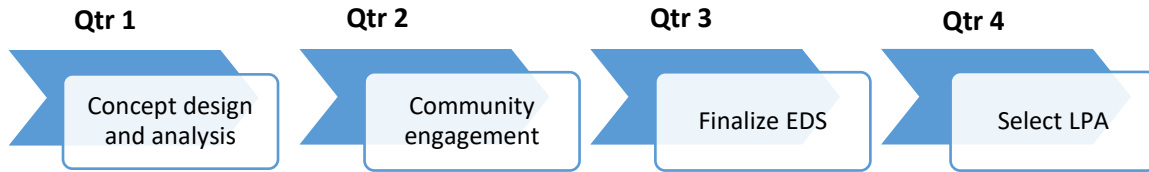
The EDS identifies actions for minimizing and mitigating displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. This effort includes identification of existing conditions, businesses owned by marginalized community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

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

This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. It is coordinated with the implementation of the OTC Strategic Action Plan's Equity and Modern Transportation System goals. Typical project activities include coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, and the community engagement program; developing the equitable development strategy; and undertaking design work and analysis related to the locally preferred transit project.

FY 2022-23 Unified Planning Work Program

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Requirements:

Personnel Services	\$ 506,570,493,695
Materials & Services	\$ 300,000
Indirect Costs	\$ 303,435,295,723

Resources:

STBG	\$ 224,043
STBG Match (Metro)	\$ 25,643
HOPE - TV Highway (FTA Grant)	\$ 425,000
HOPE - TV Highway (FTA Grant) Match (Metro)	\$ 47,222
<u>TV Highway Flex Transfer (FTA Grant)</u>	<u>\$ 244,630</u>
<u>TV Highway Flex Transfer (FTA Grant) Match (Metro)</u>	<u>\$ 27,999</u>
Metro Direct Contribution	\$ 365,155,367,511

TOTAL \$ 1,110,0051,089,418

TOTAL \$ 1,110,0051,089,418

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

82nd Avenue

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

Description

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

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

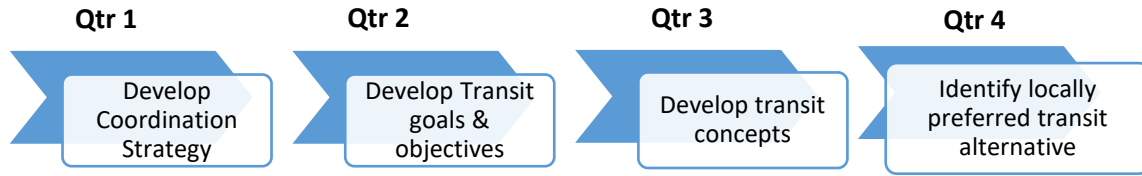
TriMet's Line 72 is the highest ridership bus line in the TriMet system providing a crucial crosstown trunk with frequent service and connections to major transfer points like the Clackamas Town Center park and ride, SE 82nd and Division Street, and the 82nd Avenue MAX station serving many low income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

Milestones and deliverables include:

- Interagency and community coordination strategy
 - Transit Steering Committee
 - Transit goals and objectives
 - Communications and outreach plan
 - Technical analysis of transit concepts and summaries of performance
 - A locally preferred transit alternative with Steering Committee and input from community and stakeholders
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FY 2022-23 Unified Planning Work Program

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Requirements:

Personnel Services	\$ 247,794 229,769
Materials & Services	\$ 450,000
Indirect Costs	\$ 148,429 137,632

Resources:

STBG	\$ 244,697
STBG Match (Metro)	\$ 28,007
Metro Direct Contribution	\$ 573,519 544,697

TOTAL \$ ~~846,223~~817,401

TOTAL \$ ~~846,223~~817,401

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

MPO Management and Services

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

Description

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

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

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

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

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

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

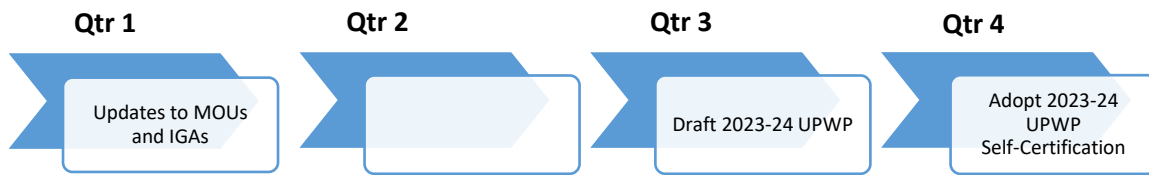
- ODOT/Metro Local Agency Master Certification IGA and Quality Program Plan (*effective through June 30, 2022*)
- 4-Way Planning IGA with ODOT, TriMet and SMART (*effective through June 31, 2024*)
- SW Regional Transportation Council (RTC) MOU (*effective through June 30, 2024*)
- Oregon Department of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

FY 2022-23 Unified Planning Work Program

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

Key Project Deliverables / Milestones

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



FY 2022-23 Cost and Funding Sources

Requirements:

Personnel Services	\$ <u>291,844,278,644</u>
Materials & Services	\$ 28,000
Indirect Costs	\$ <u>174,815,166,908</u>

Resources:

PL	\$ <u>368,781,349,842</u>
PL Match (ODOT)	\$ <u>42,209,40,041</u>
Metro Direct Contribution	\$ 83,669

TOTAL \$ 494,659,473,552

TOTAL \$ 494,659,473,552

Data Management and Visualization

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

Description

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

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

The Data Resource Center will develop applications and provide systems administration for a variety of tools. Recent examples are: the Economic Value Atlas, an economic development planning tool that has become a platform used to provide geographic analysis layers for other programs such as the Regional Flexible Funds Allocation, and the Crash Map, a tool for the analysis of transportation safety data. In addition, the program will support its geospatial technology platform, providing a toolset for do-it-yourself mapping and interactive web applications. The program will continue to expand and enhance these products and services.

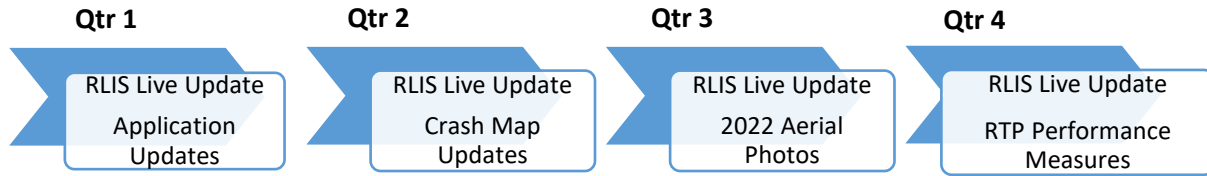
The Data Resource Center will continue adding value relevant to Metro's MPO functions via the Regional Land Information System (RLIS) by maintaining its current technology stack and publishing data on a continual basis (quarterly RLIS Live updates). RLIS Live includes quarterly updates to transportation datasets such as street centerlines, sidewalks, trails, public transit routes, and annual updates to crash data and vehicle miles traveled. Demographic and land use data included in RLIS, such as the American Community Survey and zoning plans, also inform transportation planning. This provides essential data and technical resources to both Metro programs and partner jurisdictions throughout the region.

RLIS, Metro's Geographic Information System (GIS), is an on-going program with a 30+ year history of being a regional leader in GIS and providing quality data and analysis in support of Metro's MPO responsibilities.

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

FY 2022-23 Unified Planning Work Program

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Requirements:

Personnel Services	\$ 1,153,328
Materials & Services	\$ 464,770 71,900
Indirect Costs	\$ 690,843

Resources:

5303	\$ 574,385 394,886
5303 Match (Metro)	\$ 65,741 45,196
STBG	\$ \$461,480 201,893
<u>STBG Match (Metro)</u>	<u>\$ 29,710</u>
STBG Match (ODOT)	\$ 23,108
Metro Direct Contribution	\$ 1,154,518 1,250,989

TOTAL \$ ~~2,308,941~~1,916,071

TOTAL \$ ~~2,308,941~~1,916,071

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

Land Use and Socio-Economic Modeling Program

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

Description

The Land Use and Socio-Economic Modeling Program assembles historical data and develops future forecasts of population, land use, and economic activity that support Metro's regional transportation planning and transportation policy decision-making processes. The forecasts are developed for various geographies, ranging from regional (MSA) to Transportation Analysis Zone (TAZ) level, and across time horizons ranging from 20 to 50 years into the future. The Land Use and Socio-Economic Modeling Program also includes activities related to the continued development of the analytical tools and models that are applied to produce the abovementioned forecasts.

Long-range economic and demographic projections are regularly updated to incorporate the latest observed changes in demographic, economic, and real estate development conditions. Metro staff rely on the forecasts to study transportation corridor needs, formulate regional transportation plans, analyze the economic impacts of potential climate change scenarios, and to develop land use planning alternatives. This work creates the key inputs (i.e., population, housing, jobs) for the analytical tools (e.g., travel demand model) that are used to carry out federal transportation planning requirements and support regional transportation planning process and project needs.

The resources devoted to the development and maintenance of the Metro's core forecast toolkits are critical to Metro's jurisdictional and agency partners to do transportation planning and transportation project development. Local jurisdictions across the region rely on the forecast products to inform their comprehensive plan and system plan updates. Because the modeling toolkit provides the analytical foundation for informing the region's most significant decisions, ongoing annual support acts to leverage significant historical investments and to ensure that the analytical tools are always ready to fulfill the project needs of Metro's partners. The analytical tools are also a key source of data and metrics used to evaluate the region's progress toward meeting its equity, safety, climate, and congestion goals. This is an ongoing program.

Work completed (July 2021 – June 2022):

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

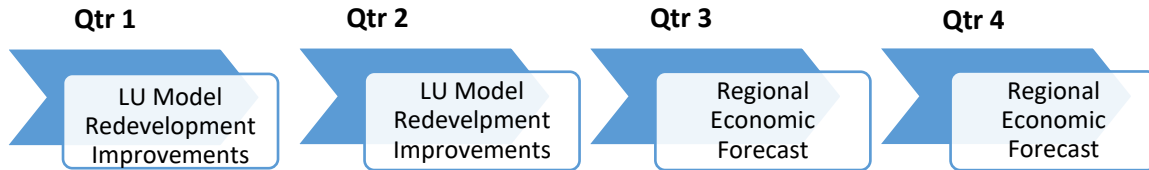
Work to be initiated/continued/completed (July 2022 – June 2023):

- Land Use Model Improvements
 - Assess Pro-Forma-based Approach to Forecasting Redevelopment Supply
 - Refinement of Regression-based Approach to Forecasting Redevelopment Supply
 - Development of a New Land Use Model Platform to Replace MetroScope

FY 2022-23 Unified Planning Work Program

- Development New Regional Economic Forecast (2024 -2044) to Replace Existing 2018 – 2038 Forecast
- Analysis/Application of Census 2020 Data

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 152,302	5303	\$ 211,260 300,137
Materials & Services	\$ 133,250 132,300	5303 Match (Metro)	\$ 24,180 34,352
Indirect Costs	\$ 91,229	Metro Direct Contribution	\$ 141,341 141,341
TOTAL \$ 376,781375,831		TOTAL \$ 376,781375,831	

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

Travel Model Program

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

Description

The Travel Model Program is a coordinated portfolio of projects and tasks devoted to the continued development and maintenance of the core analytical toolkit used to inform and support regional transportation policy and investment decision-making. Individual elements of the toolkit include:

- Trip-based Travel Demand Model
- Activity-based Travel Demand Model (CT-RAMP, ActivitySim)
- Freight Travel Demand Model
- Bicycle Route Choice Assignment Model
- Multi-Criterion Evaluation Tool (Benefit/Cost Calculator)
- Housing and Transportation Cost Calculator
- FTA Simplified Trips On Project Software (STOPS)
- Dynamic Traffic Assignment Model
- VisionEval Scenario Planning Tool

The resources devoted to the development and maintenance of the travel demand modeling toolkit are critical to Metro's jurisdictional and agency partners. Because the modeling toolkit provides the analytical foundation for evaluating the region's most significant transportation projects, ongoing annual support acts to leverage significant historical investments and to ensure that the modeling toolkit is always ready to fulfill the project needs of Metro's partners. The modeling toolkit is also a key source of data and metrics used to evaluate the region's progress toward meeting its equity, safety, climate, and congestion goals. This is an ongoing program.

Work completed (July 2021 – June 2022):

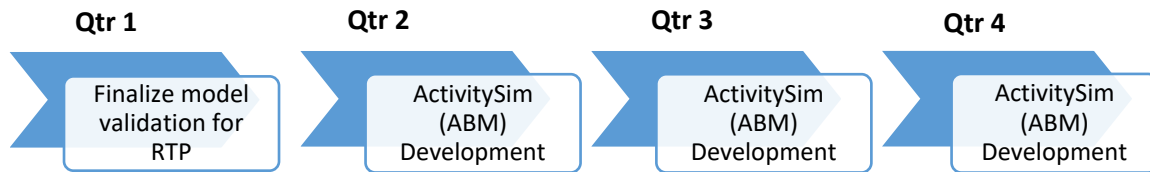
- Trip-based Model Improvements and DTA Model Development in Support of Regional Pricing Studies:
- Multi-Criterion Evaluation (MCE) Tool Refinement in Support of Regional Pricing Studies
- Freight Model Dashboard Development and Validation
- VisionEval Reference Scenario Development and Sensitivity Testing
- Mobility Policy Update Metric Research and Testing
- Research/Testing in Support of Active Transportation Return of Investment Study
- Research/Testing in Support of Emerging Trends Study

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

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

FY 2022-23 Unified Planning Work Program

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Requirements:

Personnel Services	\$ 341,972
Materials & Services	\$ 180, 250 <u>600</u>
Indirect Costs	\$ 204,841

Resources:

5303	\$ \$267,127 <u>356,543</u>
5303 Match (Metro)	\$ \$30,574 <u>440,808</u>
Metro Direct Contribution	\$ 179,712
Local Support	\$ 250,000

TOTAL \$ ~~727,063~~413

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